

MAPO ADA TRANSITION PLAN AND INVENTORY

PART 3 – CITY OF MANKATO ADA TRANSITION PLAN AND INVENTORY

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I. INTRODUCTION

A. City of Mankato

A partner agency of the Mankato/Mankato Area Planning Organization (MAPO), the City of Mankato completed a Self-Evaluation and developed an ADA Transition Plan as part of the overarching MAPO ADA Transition Plan effort. This *“Part 3 – City of Mankato ADA Transition Plan and Inventory”* has been developed solely for the City of Mankato and includes information, data, and recommendations relevant to the City’s interests and those of the MAPO. Concurrent with the adoption of *“Part 3 – City of Mankato ADA Transition Plan and Inventory,”* the City of Mankato also adopts *“Part 1 – MAPO Partner Agency Requirements and Project Purpose”* of the MAPO ADA Transition Plan and Inventory overarching document and associated appendices.

Part 1 accomplishes the following:

- Provides requirements mandated by ADA law for all agencies
- Introduces MAPO Partners
- Outlines public participation initiatives
- Provides the methodology used for agency Self-Evaluation
- Provides the methodology used for prioritization strategies for implementation.

II. PUBLIC OUTREACH

The following summarizes public outreach for the City of Mankato:

- News Release: A newspaper release was posted prior to infrastructure data collection efforts in the City of Mankato to make the community aware of the process.
- Grievance Procedure: In compliance with 28 C.F.R. Sec. 35.107, the City has established the grievance procedure to receive future comments and concerns regarding barriers to accessibility. This can be seen in **Appendix 3-E** and is further detailed in **Section VII** below.
- Public Information Meetings: City staff solicited feedback from the community on issues pertaining to ADA deficiencies within the community and initiatives for Transition Plan development while attending two public information meetings that took place on January 31, 2017 and **January 31, 2019**. See **Appendix 1-A** for summaries of those meetings.
- City Website: This document was available for public comment online between the dates of **December X, 2018 to January X, 2019**. A summary of comments received and detailed information regarding the public outreach activities are located in **Appendix 3-D**.
- Stakeholder Group Meetings: Various stakeholder groups were contacted early in the process many of which attended stakeholder meetings. Among the groups was the SMILES group and tenants of the Gus Johnson Plaza and Durham Apartment buildings in

downtown Mankato. Stakeholder group summaries are included in **Appendix 1-A** Along with a full list of stakeholders contacted.

III. SELF-EVALUATION RESULTS

A. Review of Programs

The review of programs for the City of Mankato's Self-Evaluation began in June 2018 and was completed in November 2018. During that time project staff inventoried 175 miles of sidewalk and trail, 3,014 locations where pedestrian ramps exist or should exist, 527 crosswalks, 58 bus stops, 287 traffic signal push button locations, and 5 pedestrian railroad crossings for barriers to accessibility. **Table 3-1** summarizes the results of the Self-Evaluation infrastructure data collection completed within the City of Mankato public rights-of-way.

A full report of the results of the Self-Evaluation assessing infrastructure compliance can be seen in **Appendix 3-A**.

Table 3-1. City of Mankato Self-Evaluation Infrastructure Data Collection Results		
Infrastructure Type	% Compliant	Summary
Pedestrian Ramps	64%	<ul style="list-style-type: none"> • 3014 total pedestrian ramps • 1933 (64%) are compliant • 1081 (36%) are non-compliant
Sidewalks	92%	<ul style="list-style-type: none"> • 175 total miles of sidewalk/trail • 730 accessibility barriers were identified • 161 miles of sidewalk/trail (92%) are compliant • 15 miles of sidewalk/trail (8%) are non-compliant
Bus Stops	12%	<ul style="list-style-type: none"> • 86 total bus stops • 58 bus stops evaluated (100%)* • 7 are compliant (12%) • 51 are non-compliant (88%)
Traffic Signal Push Buttons with APS	61%	<ul style="list-style-type: none"> • 287 total traffic signal push button locations • 175 (61%) are Accessible Pedestrian Signals (APS) • 112 (39%) are not APS
Crosswalks	98%	<ul style="list-style-type: none"> • 527 crosswalks were evaluated • 516 (98%) of crossings are compliant • 11 (2%) of crossings are non-compliant
Railroad Crossings	0%	<ul style="list-style-type: none"> • 5 railroad crossings were evaluated • 0 (0%) of railroad crossings are compliant • 5 (100%) of crossings are non-compliant

*28 bus stops are located at front doors of private facilities with no defined loading area.

The City also evaluated the accessibility of United States Postal Service (USPS) mailbox clusters. City staff has noticed significant barriers to accessibility at these locations and will use the data collected to communicate the need for improved access to the USPS. The City will work with the USPS to ensure action is taken at

these locations to remove barriers to accessibility.

B. Review of Policies and Practices

1. Previous Practices

Since the adoption of the ADA, the City of Mankato has striven to provide accessible pedestrian features as part of street construction and reconstruction projects. As additional information was made available as to the methods of providing accessible pedestrian features, the City updated their procedures to accommodate these methods.

2. Policy

The City of Mankato's goal is to continue to provide accessible pedestrian design features as part of street construction and reconstruction projects. The City will reference ADA design standards and procedures listed in **Appendix 3-G**. These standards and procedures provide the preferred standard for ADA compliance in Minnesota and will serve as the primary guidance for all future projects.

The City will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The City will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the City's jurisdiction are ADA compliant to the maximum extent feasible. Requests for accessibility improvements can be submitted to the City of Mankato's ADA Coordinator. Contact information for ADA Coordinator is located in **Appendix 3-F**.

Maintenance of pedestrian facilities within the public rights-of-way will continue to follow the policies set forth by the City. A breakdown of relevant policies can be seen in **Appendix 3-B** which includes the following:

- City of Mankato Complete Streets Plan and Policy
- Public Sidewalk Replacement in Right-of-Way
- City of Mankato City Code

New Construction

All new street construction projects with pedestrian accommodations will be designed and constructed to conform with the most current ADA guidance and design practices to the maximum extent feasible.

Reconstruction Projects:

All City street reconstruction projects with pedestrian accommodations will be designed and constructed in accordance with the most current ADA guidance and design practices to the maximum extent feasible.

Rehabilitation/Resurfacing projects

All City rehabilitation and resurfacing projects will include accessible pedestrian curb ramps as needed to provide access to existing pedestrian facilities (i.e. walks/trails) at locations where they do not currently exist. Improvements to existing pedestrian ramps will be addressed on a case by case basis. High priority areas such as those in close proximity to specific land uses (i.e. schools, government offices, and medical facilities) will be given additional consideration. Improvements will be undertaken at the discretion of the City Public Works Director.

Stand Alone Projects.

As grant funding opportunities are available, independent ADA projects may be undertaken by the City. A brief engineering study will be performed where candidate sites will be evaluated on facility condition, pedestrian volumes, public safety, public benefit and improvement costs as well as the ability to provide alternative barrier removal options.

A full ADA compliance assessment of policies and practices is included in **Appendix 3-B.**

IV. IMPLEMENTATION PLAN

A. Priority Areas

The City of Mankato identified specific locations as priority areas for planned accessibility improvement projects based on criteria identified in **Part 1-Section IV.** These areas have been selected due to their proximity to specific land uses consistent with higher levels of pedestrian traffic, from the receipt of public comments, as well as areas exhibiting high levels of non-compliance. The priority areas as identified in the 2018 Self-Evaluation will be programmed into Mankato's CIP as project needs arise and/or public preference dictates.

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

B. External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of the City of Mankato. The City will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

C. Schedule

The City of Mankato 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 Community Investment Program (CIP) on a case by case basis as determined by the City of Mankato staff.

The City CIP, which includes a detailed schedule and budget for specific improvements, is included in **Appendix 3-C**.

The City anticipates allocating approximately \$220,000 per year toward ADA improvements identified in **Appendix 3-A**. This figure represents a rough estimate of annual funds the City of Mankato anticipates to allocate to pedestrian infrastructure through dedicated funds and street projects identified in the Community Investment Plan (CIP). For example, the City may dedicate \$40,000 - \$50,000 through the annual budget specifically for pedestrian infrastructure while another \$160,000 or \$170,000 is allocated through street projects identified in the CIP and/or the State Transportation Improvement Program (STIP).

Improvements have been identified as short-term improvements (2019-2028), mid-term improvements (2029-2038), and long-term improvements (2039 and later) for implementation based on the previously described prioritization process and annual budget constraints. The City anticipates the following implementation benchmarks:

- After 10 years, 27% of accessibility features identified in this plan would be ADA compliant. Including the highest priority locations.
- After 20 years, 51% of accessibility features identified in this plan would be ADA compliant.
- After 30 years, 78% of accessibility features identified in this plan would be ADA compliant.
- After 40 years, 100% of accessibility features identified in this plan would be ADA compliant.

Improvements will be coordinated with the City's annual budget, CIP, and long-term maintenance effort.

V. ADA COORDINATOR

In accordance with 28 C.F.R. Sec. 35.107(a), the City of Mankato has identified an ADA Title II Coordinator to oversee the City's policies and procedures. Contact information for this individual is located in **Appendix 3-F**.

VI. GRIEVANCE PROCEDURE

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. If users of The City of Mankato facilities and services believe the City has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 C.F.R. Sec. 35.107(b), the City has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This draft of the public notice and the City of Mankato's grievance procedure is outlined in **Appendix 3-E**.

VII. MONITOR THE PROGRESS

This document will be updated as needed to reflect the City of Mankato's approach to complying with ADA and providing accessible pedestrian infrastructure. The appendices in this document will be updated periodically to account for improvements, while the main body of the document will be updated every five years with a future update schedule to be developed at that time. With each main body update, a public comment period will be established to continue the public outreach. The City plans to align updates to this ADA Transition Plan with the recurring update to the MAPO Long Range Transportation Plan in order to sync recommended roadway improvement projects through those two efforts. This allows the City to avoid having conflicting planning tools for implementing street projects in the future.

Appendix 3-A: Self-Evaluation – Program Review

I. Appendix 3-A: City of Mankato, MN Self-Evaluation – Program Review

A. Review of Programs

The City of Mankato inventoried pedestrian ramps and sidewalks within the public rights-of-way beginning in November of 2017 and ending in September 2018. The following provides the results of that inventory:

1. Pedestrian Ramps

The City of Mankato has 3014 locations where pedestrian ramps exist or should exist within its public rights-of-way. These locations were inventoried for ADA compliance based on (1) whether a pedestrian ramp was present and (2) if compliance criteria outlined in **Part 1 Sec. III** were met. 1933(64%) of the locations were reported to be compliant and 1081 (36%) were reported to be non-compliant.

2. Sidewalks/Trails

The sidewalks and trails within the City of Mankato public rights-of-way were inventoried and evaluated to determine existing compliance with ADA and to identify existing obstructions based on compliance criteria outlined in **Part 1**. Of the 175 miles of sidewalk evaluated, 15 miles had a condition rating of three or four meaning they exhibited instances of non-compliance along their length and require further evaluation and remedial action. 730 accessibility barriers, or obstructions, were also present along sidewalks and trails.

3. Crosswalks

Crosswalks were inventoried and evaluated for the quality of markings. Of 527 crosswalks evaluated, 11 were identified as non-compliant due to markings that were faded or partially removed.

4. Traffic Signals

287 traffic signals were evaluated for the presence of Accessible Pedestrian Signal (APS) technology. Each pedestrian crossing push button location was inventoried as a separate location and identified as non-compliant if APS technology was not present. 112 locations were without APS technology.

5. Bus Stops

There are 86 total bus stops in the City of Mankato. 28 of these facilities are located in front of private facilities and have no defined loading area. These locations were not evaluated for ADA compliance. However, 58 of the stops were evaluated for connection to PAR and sufficient landing and loading areas. If a stop is not able to be accessed by an accessible PAR, or if a grass boulevard or similar facility poses a barrier for those with disabilities to access public transportation, the stop was identified as non-compliant. 51 were identified as non-compliant.

6. Railroad Crossings

There are five locations where pedestrian facilities cross railroad tracks. At this time, four out of five have flangeway gaps of less than three inches, which meets ADA standards for flangeway gaps. However, ADA standards do require that truncated domes be placed within six to 15 feet from the

rails to allow for adequate warning that the track is approaching. None of the crossings had truncated domes or any other type of detectable warning making the locations non-compliant.

Compliant and non-compliant pedestrian infrastructure is illustrated in **Figures 3-A.1** through **3-A.23**. The timeline for replacement of these sidewalks will depend on priority ranking, correlation to planned projects, reasonable accommodation requests, and available funding. A detailed list of these instances may be obtained upon request to the City of Mankato ADA Coordinator (**Appendix 3-F**).

Table 3-A.2. City of Mankato Program Review - Implementation Plan

Location	Land Use	Sidewalk Remediation Cost	Pedestrian Ramp Remediation Cost	Bus Stops Remediation Cost	Traffic Signal Remediation Cost*	Sidewalk/Traill Barriers Remediation Cost	Total Cost	Priority Level	Tied to Planned Project (Y/N)	Planned Project Year	Term
Shaubut St	School	\$25,407	\$16,000	\$0	\$0	\$0	\$41,407	1		2019	(P) Short-Term
Madison Ave	Church, Hospitals/Clinics, Housing Complexes, Public Hou	\$0	\$168,000	\$0	\$180,000	\$2,250	\$350,250	1		2019	(P) Short-Term
E Main St	Church, Hospitals/Clinics, Housing Complexes, Library, Pa	\$87,954	\$120,000	\$0	\$180,000	\$1,625	\$389,579	1		2019	(P) Short-Term
Poplar St	School, Commercial	\$0	\$16,000	\$0	\$0	\$1,250	\$17,250	1		2019	(P) Short-Term
W Cherry St	Commercial	\$0	\$4,000	\$4,000	\$0	\$0	\$8,000	2		2019	(P) Short-Term
E Elm St	Colleges, Housing Complexes, Commercial	\$0	\$4,000	\$0	\$0	\$750	\$4,750	1		2019	(P) Short-Term
S Riverfront Dr	Government, Housing Complexes, Public Housing, School	\$0	\$84,000	\$0	\$135,000	\$125	\$219,125	1		2019, 2020	(P) Short-Term
N 2nd St	Church, Housing Complexes, Park, School, Commercial	\$40,261	\$140,000	\$0	\$0	\$3,875	\$184,136	1		2020, 2021	(P) Short-Term
S 2nd St	Church, Housing Complexes, Park, Public Housing, School	\$28,362	\$16,000	\$4,000	\$180,000	\$750	\$229,112	1		2020, 2021	(P) Short-Term
Pohl Rd	Church, Housing Complexes, Park, School	\$0	\$28,000	\$4,000	\$0	\$125	\$32,125	1		2020	(P) Short-Term
Warren St	Church, Colleges, Housing Complexes, Park, Commercial	\$51,832	\$72,000	\$16,000	\$0	\$2,375	\$142,207	1		2021	(P) Short-Term
Tile St	Other	\$1,960	\$4,000	\$0	\$0	\$0	\$5,960	3		2021	(P) Short-Term
S Broad St	Church, Housing Complexes, Park, Public Housing, School	\$36,072	\$100,000	\$0	\$180,000	\$1,500	\$317,572	1		2022	(P) Short-Term
Adams St	Church, Hospitals/Clinics, Housing Complexes, Public Hou	\$9,207	\$164,000	\$8,000	\$150,000	\$2,500	\$333,707	1		2022	(P) Short-Term
Hubbell Ave	Church, Housing Complexes, School, Commercial	\$32,502	\$12,000	\$0	\$0	\$0	\$44,502	1		2023	(P) Short-Term
**Programmed (P) Short-Term Projects (2019-2023) Totals		\$313,557	\$948,000	\$36,000	\$1,005,000	\$17,125	\$2,319,682	-	-	-	(P) Short-Term
S Front St	Government, Hospitals/Clinics, Housing Complexes, Public	\$0	\$4,000	\$0	\$60,000	\$500	\$64,500	1			Short-Term
E Rock St	Housing Complexes, School, Commercial	\$0	\$72,000	\$0	\$0	\$625	\$72,625	1			Short-Term
N 6th St	Hospitals/Clinics, Housing Complexes, School	\$0	\$112,000	\$0	\$0	\$2,250	\$114,250	1			Short-Term
West Mankato Trail	Park, School	\$0	\$8,000	\$0	\$0	\$250	\$8,250	1			Short-Term
Park Ln	Park, School, Commercial	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1			Short-Term
Ramsey St	Housing Complexes, School	\$0	\$4,000	\$4,000	\$0	\$0	\$8,000	1			Short-Term
S 4th St	Church, Government, Housing Complexes, Public Housing	\$73,722	\$64,000	\$0	\$0	\$375	\$138,097	1			Short-Term
Record St	Housing Complexes, School	\$48,366	\$4,000	\$4,000	\$0	\$0	\$56,366	1			Short-Term
Kennedy St	School	\$0	\$16,000	\$0	\$0	\$750	\$16,750	1			Short-Term
W 5th St	School	\$0	\$24,000	\$0	\$0	\$1,750	\$25,750	1			Short-Term
Long St	School, Commercial	\$0	\$8,000	\$0	\$0	\$1,000	\$9,000	1			Short-Term
James Ave	School	\$0	\$12,000	\$16,000	\$0	\$1,250	\$29,250	1			Short-Term
E Vine St	Housing Complexes, School, Commercial	\$0	\$16,000	\$0	\$0	\$1,250	\$17,250	1			Short-Term
Basesttt Dr	Housing Complexes, School	\$0	\$0	\$0	\$0	\$750	\$750	1			Short-Term
Florence St	School	\$0	\$0	\$0	\$0	\$500	\$500	1			Short-Term
W 8th St	School	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1			Short-Term
Dane St	Hospitals/Clinics, School, Commercial	\$0	\$0	\$0	\$0	\$500	\$500	1			Short-Term
N 4th St	Church, Housing Complexes, Park, School, Commercial	\$130,922	\$152,000	\$20,000	\$75,000	\$7,250	\$385,172	1			Short-Term
Basset Dr	Government, School, Commercial	\$0	\$20,000	\$0	\$0	\$875	\$20,875	1			Short-Term
Owatonna St	Housing Complexes, Park, School	\$0	\$8,000	\$0	\$0	\$1,125	\$9,125	1			Short-Term
Byron St	Housing Complexes, School	\$17,860	\$0	\$0	\$0	\$500	\$18,360	1			Short-Term
N Riverfront Dr	Church, Housing Complexes, Library, Park, School, Comm	\$22,352	\$96,000	\$0	\$150,000	\$3,000	\$271,352	1			Short-Term
N Broad St	Church, Hospitals/Clinics, Housing Complexes, School, Co	\$45,415	\$80,000	\$0	\$120,000	\$7,125	\$252,540	1			Short-Term
W 9th St	School	\$0	\$12,000	\$0	\$0	\$0	\$12,000	1			Short-Term
Monks Ave	Church, Colleges, Housing Complexes, Park, School, Comm	\$20,758	\$68,000	\$4,000	\$0	\$3,500	\$96,258	1			Short-Term
E Pleasant St	Housing Complexes, School	\$78,277	\$12,000	\$0	\$0	\$0	\$90,277	1			Short-Term
Glenwood Ave	Housing Complexes, School	\$25,292	\$4,000	\$4,000	\$0	\$0	\$33,292	1			Short-Term
Mound Ave	Housing Complexes, Park, Public Housing, School	\$0	\$20,000	\$0	\$0	\$375	\$20,375	1			Short-Term
Sibley Parkway	Hospitals/Clinics, Housing Complexes, Park, School, Comm	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1			Short-Term
W Vine St	School, Commercial	\$20,661	\$0	\$0	\$0	\$0	\$20,661	1			Short-Term
Civic Center Plaza	Government, Commercial	\$0	\$20,000	\$0	\$0	\$0	\$20,000	1			Short-Term
E Walnut St	Government, Housing Complexes, Public Housing, Comm	\$55,417	\$32,000	\$0	\$0	\$1,000	\$88,417	1			Short-Term
S 5th St	Government, Housing Complexes, Public Housing, Comm	\$29,457	\$24,000	\$0	\$0	\$0	\$53,457	1			Short-Term
E Mulberry St	Church, Hospitals/Clinics, Housing Complexes, Park, Scho	\$9,357	\$16,000	\$0	\$0	\$1,875	\$27,232	1			Short-Term
E Hickory Dr	Church, Government, Housing Complexes, Public Housing	\$26,360	\$8,000	\$0	\$0	\$875	\$35,235	1			Short-Term
N Victory Dr	Church, Hospitals/Clinics, Maj. Employment, Park, Public	\$0	\$76,000	\$0	\$15,000	\$1,625	\$92,625	1			Short-Term
Maywood Ave	Church, Colleges	\$0	\$28,000	\$8,000	\$0	\$0	\$36,000	1			Short-Term
Mid-Term (2024-2033) Totals		\$604,216	\$1,048,000	\$60,000	\$420,000	\$40,875	\$2,173,091	-	-	-	Short-Term
Haefner Dr	Commercial	\$0	\$4,000	\$0	\$0	\$250	\$4,250	1			Mid-Term
Washington Park	Park	\$0	\$0	\$0	\$0	\$375	\$375	1			Mid-Term
W Rock St	Commercial	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1			Mid-Term
Holly Ln	Hospitals/Clinics, Housing Complexes	\$0	\$0	\$8,000	\$0	\$250	\$8,250	1			Mid-Term
Highland Ave	Housing Complexes	\$0	\$32,000	\$0	\$0	\$2,875	\$34,875	1			Mid-Term
E Spring St	Housing Complexes, School, Commercial	\$0	\$0	\$0	\$0	\$375	\$375	1			Mid-Term
E Plum St	Hospitals/Clinics, Housing Complexes, Park, Commercial	\$8,642	\$20,000	\$0	\$0	\$875	\$29,517	1			Mid-Term
E Jackson St	Government, Housing Complexes, Park, Public Housing, C	\$9,325	\$4,000	\$0	\$0	\$0	\$13,325	1			Mid-Term
Woodland Ave	Park	\$0	\$8,000	\$0	\$0	\$250	\$8,250	1			Mid-Term

Table 3-A.2. City of Mankato Program Review - Implementation Plan

Location	Land Use	Sidewalk Remediation Cost	Pedestrian Ramp Remediation Cost	Bus Stops Remediation Cost	Traffic Signal Remediation Cost*	Sidewalk/Traill Barriers Remediation Cost	Total Cost	Priority Level	Tied to Planned Project (Y/N)	Planned Project Year	Term
Birchwood St	Colleges	\$5,334	\$8,000	\$0	\$0	\$0	\$13,334	1			Mid-Term
E Cherry St	Church, Government, Housing Complexes, Commercial	\$0	\$0	\$0	\$0	\$375	\$375	1			Mid-Term
Stadium Rd	Colleges, Hospitals/Clinics, Housing Complexes, Park, Commercial	\$10,195	\$12,000	\$0	\$0	\$375	\$22,570	1			Mid-Term
Balcerzak Dr	Church, Housing Complexes, Park	\$31,120	\$8,000	\$8,000	\$0	\$1,625	\$48,745	1			Mid-Term
Heather Ln	Housing Complexes, School	\$0	\$12,000	\$0	\$0	\$750	\$12,750	1			Mid-Term
Amber Ln	School	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1			Mid-Term
Cole Ct	School	\$0	\$24,000	\$0	\$0	\$0	\$24,000	1			Mid-Term
Bruels St	School	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1			Mid-Term
Timberwolf Dr	Housing Complexes, School	\$0	\$76,000	\$0	\$0	\$625	\$76,625	1			Mid-Term
Grace Ct	School	\$1,368	\$4,000	\$0	\$0	\$0	\$5,368	1			Mid-Term
State St	Church, Housing Complexes, School, Commercial	\$53,963	\$44,000	\$0	\$0	\$750	\$98,713	1			Mid-Term
Electa Blvd	School	\$0	\$20,000	\$0	\$0	\$0	\$20,000	1			Mid-Term
1st Ave	School	\$0	\$12,000	\$0	\$0	\$0	\$12,000	1			Mid-Term
3rd Ave	Housing Complexes, Public Housing, School, Commercial	\$0	\$92,000	\$0	\$0	\$625	\$92,625	1			Mid-Term
Jade Ln	School	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1			Mid-Term
Marsh St	Colleges, Hospitals/Clinics, Housing Complexes, School	\$0	\$12,000	\$8,000	\$0	\$250	\$20,250	1			Mid-Term
W Lewis St	School	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1			Mid-Term
Maverick Dr	School	\$0	\$16,000	\$0	\$0	\$250	\$16,250	1			Mid-Term
E Lewis St	School	\$0	\$12,000	\$0	\$0	\$0	\$12,000	1			Mid-Term
Emerson Ln	Park, School	\$0	\$24,000	\$0	\$0	\$0	\$24,000	1			Mid-Term
Hoffman Rd	Housing Complexes, Public Housing, School, Commercial	\$0	\$40,000	\$4,000	\$90,000	\$250	\$134,250	1			Mid-Term
Cameo Ln	School	\$0	\$28,000	\$0	\$0	\$0	\$28,000	1			Mid-Term
Van Brunt St	Housing Complexes, School	\$36,300	\$72,000	\$0	\$0	\$625	\$108,925	1			Mid-Term
Creekside Dr	School	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1			Mid-Term
Marwood Dr	School	\$0	\$12,000	\$4,000	\$0	\$0	\$16,000	1			Mid-Term
E Liberty St	Church, Hospitals/Clinics, Housing Complexes, Public Housing	\$18,788	\$24,000	\$0	\$0	\$0	\$42,788	1			Mid-Term
Marshall St	Housing Complexes, School, Commercial	\$0	\$20,000	\$0	\$45,000	\$250	\$65,250	1			Mid-Term
Thompson St	School	\$9,036	\$40,000	\$0	\$0	\$750	\$49,786	1			Mid-Term
Dickinson St	Hospitals/Clinics, Park, School	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1			Mid-Term
Crystal Ln	School	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1			Mid-Term
Lincoln St	Housing Complexes, Park, School	\$25,480	\$0	\$0	\$0	\$250	\$25,730	1			Mid-Term
N 5th St	Hospitals/Clinics, Housing Complexes, School	\$80,815	\$76,000	\$4,000	\$0	\$375	\$161,190	1			Mid-Term
Crystal Cir	Housing Complexes, School	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1			Mid-Term
Copper Village Cir	School	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1			Mid-Term
Savannah South	School	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1			Mid-Term
Winona St	School	\$0	\$12,000	\$0	\$0	\$0	\$12,000	1			Mid-Term
Parsons St	Housing Complexes, School	\$14,779	\$8,000	\$0	\$0	\$0	\$22,779	1			Mid-Term
Baker Ave	School	\$0	\$28,000	\$0	\$0	\$1,250	\$29,250	1			Mid-Term
Fair St	Park, School	\$0	\$72,000	\$0	\$0	\$3,375	\$75,375	1			Mid-Term
Savannah Ct	School	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1			Mid-Term
Lamm St	School	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1			Mid-Term
White Tail Dr	Housing Complexes, School	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1			Mid-Term
Lime St	School	\$0	\$8,000	\$4,000	\$0	\$250	\$12,250	1			Mid-Term
Bradley St	School	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1			Mid-Term
Blue Earth St	Church, Park, School	\$0	\$0	\$0	\$0	\$1,500	\$1,500	1			Mid-Term
Anderson Dr	Hospitals/Clinics, School	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1			Mid-Term
W 6th St	School	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1			Mid-Term
W 7th St	Church, School	\$0	\$0	\$0	\$0	\$1,000	\$1,000	1			Mid-Term
Sibley St	Church, School	\$0	\$0	\$0	\$0	\$250	\$250	1			Mid-Term
Rogers St	School	\$0	\$0	\$0	\$0	\$125	\$125	1			Mid-Term
E LaFayette St	Housing Complexes, School	\$0	\$0	\$0	\$0	\$125	\$125	1			Mid-Term
Center St	School	\$50,430	\$16,000	\$8,000	\$0	\$0	\$74,430	1			Mid-Term
Quinion Dr	School	\$21,327	\$0	\$0	\$0	\$0	\$21,327	1			Mid-Term
W Pleasant St	Housing Complexes, Park, School	\$45,360	\$64,000	\$8,000	\$0	\$375	\$117,735	1			Mid-Term
Raintree Rd	Housing Complexes, School, Commercial	\$0	\$24,000	\$0	\$0	\$750	\$24,750	1			Mid-Term
Hosanna Dr	Church, Housing Complexes, Park, School	\$0	\$12,000	\$0	\$0	\$375	\$12,375	1			Mid-Term
Amber Ct	School	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1			Mid-Term
Stoltzman Rd	Church, Housing Complexes, Park, Public Housing, School	\$32,847	\$116,000	\$0	\$15,000	\$625	\$164,472	1			Mid-Term
Agency Rd	Housing Complexes, Public Housing, School	\$17,053	\$20,000	\$0	\$0	\$0	\$37,053	1			Mid-Term
Willard St	Housing Complexes, School	\$24,425	\$8,000	\$0	\$0	\$250	\$32,675	1			Mid-Term
Fountain St	School	\$9,113	\$0	\$0	\$0	\$0	\$9,113	1			Mid-Term
Uriah Ct	School	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1			Mid-Term
Carroll St	Church, School	\$7,656	\$0	\$0	\$0	\$0	\$7,656	1			Mid-Term
Heron Dr	Housing Complexes, School	\$0	\$68,000	\$0	\$0	\$1,125	\$69,125	1			Mid-Term

Table 3-A.2. City of Mankato Program Review - Implementation Plan

Location	Land Use	Sidewalk Remediation Cost	Pedestrian Ramp Remediation Cost	Bus Stops Remediation Cost	Traffic Signal Remediation Cost*	Sidewalk/Traill Barriers Remediation Cost	Total Cost	Priority Level	Tied to Planned Project (Y/N)	Planned Project Year	Term
Fulton St	School	\$9,260	\$0	\$0	\$0	\$500	\$9,760	1			Mid-Term
Glen Ellen Dr	School	\$9,343	\$4,000	\$0	\$0	\$1,250	\$14,593	1			Mid-Term
Grove St	Housing Complexes, School	\$9,534	\$0	\$0	\$0	\$250	\$9,784	1			Mid-Term
Mankato West High School	School	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1			Mid-Term
Tanager Rd	Housing Complexes, Park	\$8,555	\$60,000	\$4,000	\$0	\$0	\$72,555	1			Mid-Term
Mid-Term (2034-2043) Totals		\$550,048	\$1,428,000	\$60,000	\$150,000	\$26,750	\$2,214,798	-	-	-	Mid-Term
Homestead Rd	Public Housing, School	\$0	\$0	\$0	\$0	\$125	\$125	1			Long-Term
Victoria Blvd	Park	\$0	\$28,000	\$0	\$0	\$375	\$28,375	1			Long-Term
S 6th St	School, Other	\$25,567	\$8,000	\$0	\$0	\$250	\$33,817	1			Long-Term
Pfau St	Hospitals/Clinics, Housing Complexes, Commercial	\$0	\$16,000	\$0	\$0	\$250	\$16,250	1			Long-Term
Minnesota River Trail	Housing Complexes, Park	\$100,198	\$0	\$0	\$0	\$0	\$100,198	1			Long-Term
St Andrews Dr	Park, Commercial	\$0	\$40,000	\$0	\$60,000	\$750	\$100,750	1			Long-Term
Ledlie Ln	Park	\$0	\$24,000	\$0	\$0	\$0	\$24,000	1			Long-Term
Kristy Ln	Park	\$0	\$8,000	\$0	\$0	\$0	\$8,000	1			Long-Term
Sioux Rd	Hospitals/Clinics, Commercial	\$0	\$0	\$0	\$0	\$250	\$250	1			Long-Term
586th Ave	Government, Other	\$0	\$20,000	\$0	\$0	\$0	\$20,000	1			Long-Term
Ellis Ave	Colleges	\$1,943	\$24,000	\$4,000	\$0	\$250	\$30,193	1			Long-Term
Star St	Hospitals/Clinics, Commercial	\$0	\$4,000	\$0	\$0	\$250	\$4,250	1			Long-Term
Shadywood Ave	Park	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1			Long-Term
Cardinal Dr	Hospitals/Clinics	\$0	\$4,000	\$0	\$0	\$0	\$4,000	1			Long-Term
Augusta Dr	Government, Housing Complexes, Park, Commercial	\$0	\$52,000	\$0	\$0	\$250	\$52,250	1			Long-Term
Woodhaven Cir	Housing Complexes	\$42,549	\$20,000	\$0	\$0	\$125	\$62,674	1			Long-Term
Caledonia St	Housing Complexes, Commercial	\$0	\$12,000	\$0	\$0	\$0	\$12,000	1			Long-Term
West Rd	Colleges	\$8,495	\$20,000	\$4,000	\$0	\$0	\$32,495	1			Long-Term
Reed St	Park	\$254	\$0	\$0	\$0	\$0	\$254	1			Long-Term
Hope St	Park, Public Housing	\$0	\$0	\$4,000	\$0	\$0	\$4,000	1			Long-Term
E Mabel St	Park, Commercial	\$0	\$0	\$0	\$0	\$250	\$250	1			Long-Term
South Rd	Colleges	\$0	\$4,000	\$8,000	\$0	\$0	\$12,000	1			Long-Term
E Ruth St	School	\$41,016	\$0	\$0	\$0	\$500	\$41,516	1			Long-Term
Rex Macbeth River Trail	Church, Park	\$0	\$0	\$0	\$0	\$250	\$250	1			Long-Term
Carver Rd	Government	\$0	\$16,000	\$0	\$0	\$0	\$16,000	1			Long-Term
MSU Free Lot	Colleges	\$0	\$0	\$4,000	\$0	\$0	\$4,000	1			Long-Term
MSU Green Lot	Colleges	\$0	\$0	\$4,000	\$0	\$0	\$4,000	1			Long-Term
MSU Purple Lot - 20A South	Colleges	\$0	\$0	\$4,000	\$0	\$0	\$4,000	1			Long-Term
MSU Orange/Brown Lot - 22 North	Colleges	\$0	\$0	\$4,000	\$0	\$0	\$4,000	1			Long-Term
Teton Ln	Hospitals/Clinics, Other	\$0	\$12,000	\$0	\$0	\$0	\$12,000	1			Long-Term
Jaycee Ct	Park, Housing Complexes, Other	\$0	\$0	\$4,000	\$0	\$0	\$4,000	1			Long-Term
Swiss St	Commercial, Other	\$3,307	\$0	\$0	\$0	\$500	\$3,807	2			Long-Term
S Victory Dr	Commercial	\$0	\$52,000	\$0	\$45,000	\$0	\$97,000	2			Long-Term
Pearl St	Housing Complexes	\$4,527	\$20,000	\$0	\$0	\$375	\$24,902	2			Long-Term
E Washington St	Church, Housing Complexes, Commercial	\$0	\$0	\$0	\$0	\$3,500	\$3,500	2			Long-Term
Bunting Ln	Housing Complexes	\$0	\$4,000	\$0	\$0	\$250	\$4,250	2			Long-Term
Knollcrest Dr	Housing Complexes	\$0	\$8,000	\$0	\$0	\$250	\$8,250	2			Long-Term
Swan Ln	Housing Complexes	\$0	\$8,000	\$0	\$0	\$125	\$8,125	2			Long-Term
Cheetah Ln	Housing Complexes	\$0	\$8,000	\$0	\$0	\$0	\$8,000	2			Long-Term
Eastwood Industrial Park	Maj. Employment	\$0	\$0	\$0	\$0	\$500	\$500	2			Long-Term
Roosevelt Cir	Housing Complexes, Commercial	\$0	\$8,000	\$0	\$0	\$0	\$8,000	2			Long-Term
Dublin Rd	Housing Complexes	\$0	\$12,000	\$0	\$0	\$125	\$12,125	2			Long-Term
Sugar Loaf Dr	Housing Complexes	\$0	\$28,000	\$0	\$0	\$0	\$28,000	2			Long-Term
US Hwy 14	Maj. Employment, Commercial	\$53,056	\$0	\$0	\$0	\$0	\$53,056	2			Long-Term
Hanover St	Housing Complexes	\$8,919	\$0	\$0	\$0	\$250	\$9,169	2			Long-Term
Cougar Dr	Housing Complexes	\$0	\$20,000	\$0	\$0	\$250	\$20,250	2			Long-Term
Doral Dr	Housing Complexes, Other	\$0	\$4,000	\$0	\$0	\$250	\$4,250	2			Long-Term
W Lind St	Commercial	\$0	\$16,000	\$0	\$0	\$0	\$16,000	2			Long-Term
Dublin Ct	Housing Complexes	\$0	\$4,000	\$0	\$0	\$0	\$4,000	2			Long-Term
Madison Ave	Commercial	\$0	\$0	\$0	\$0	\$125	\$125	2			Long-Term
Premier Dr	Commercial	\$0	\$48,000	\$0	\$0	\$0	\$48,000	2			Long-Term
Shalom Ave	Housing Complexes	\$0	\$4,000	\$0	\$0	\$0	\$4,000	2			Long-Term
Pauley Way	Church	\$0	\$4,000	\$0	\$0	\$375	\$4,375	2			Long-Term
Locust St	Housing Complexes	\$0	\$4,000	\$0	\$0	\$0	\$4,000	2			Long-Term
W Lind Ct	Commercial	\$0	\$16,000	\$0	\$0	\$0	\$16,000	2			Long-Term
Range St	Commercial	\$0	\$0	\$12,000	\$0	\$0	\$12,000	2			Long-Term
Butterworth St	Commercial	\$0	\$0	\$0	\$0	\$625	\$625	2			Long-Term
Firestone Dr	Housing Complexes	\$0	\$16,000	\$0	\$0	\$125	\$16,125	2			Long-Term

Table 3-A.2. City of Mankato Program Review - Implementation Plan

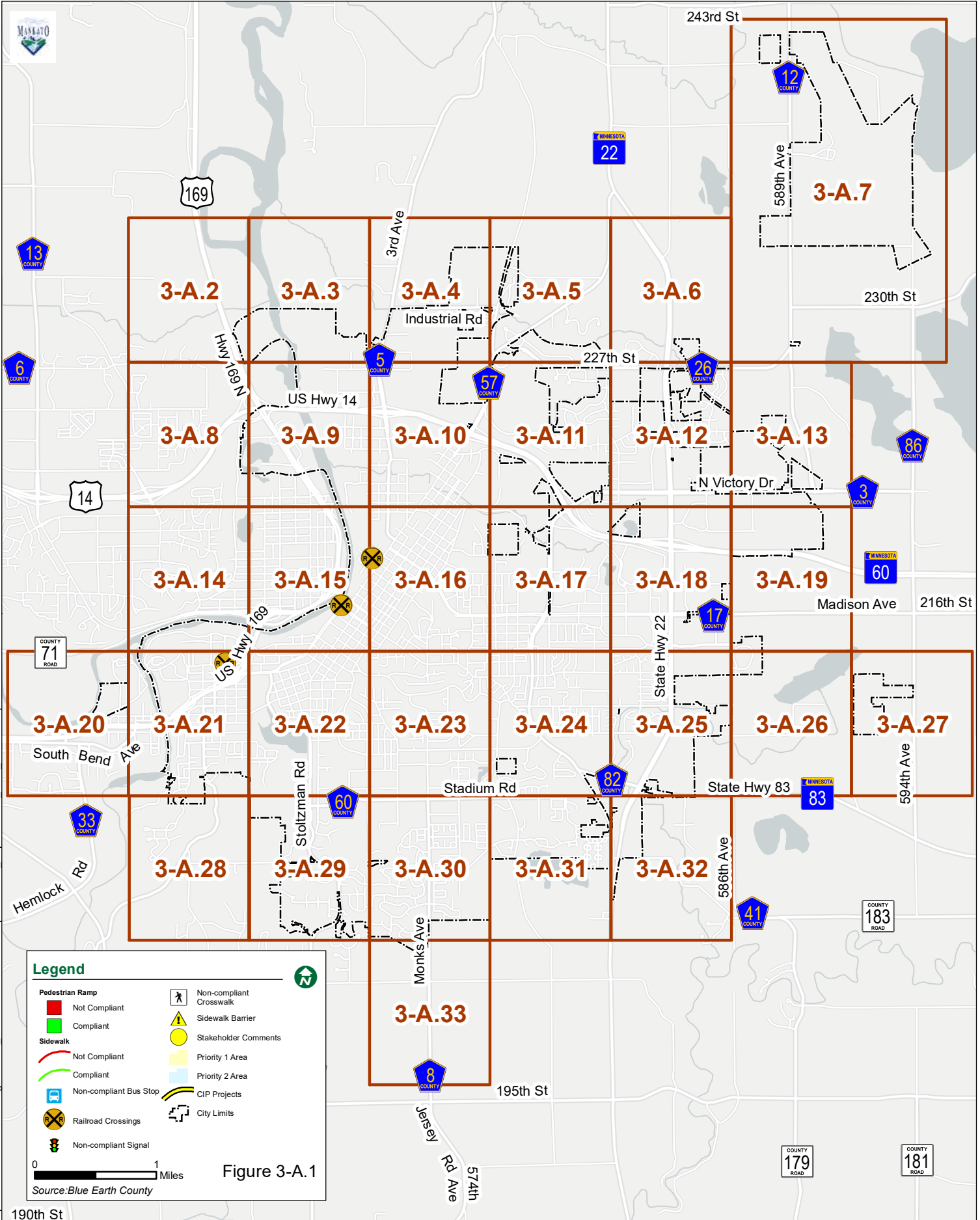
Location	Land Use	Sidewalk Remediation Cost	Pedestrian Ramp Remediation Cost	Bus Stops Remediation Cost	Traffic Signal Remediation Cost*	Sidewalk/Trail Barriers Remediation Cost	Total Cost	Priority Level	Tied to Planned Project (Y/N)	Planned Project Year	Term
State Hwy 22	Housing Complexes, Maj. Employment, Commercial	\$0	\$16,000	\$0	\$0	\$3,500	\$19,500	2			Long-Term
Technology Dr	Maj. Employment	\$0	\$4,000	\$0	\$0	\$0	\$4,000	2			Long-Term
Cheetah Trail	Housing Complexes, Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	2			Long-Term
Panther Trail	Housing Complexes, Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	2			Long-Term
Cougar Trail	Housing Complexes, Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	2			Long-Term
Lynx Trail	Housing Complexes, Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	2			Long-Term
Haefners First Subdivision	Commercial, Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	2			Long-Term
Briargate Rd	Housing Complexes, Other	\$0	\$0	\$4,000	\$0	\$0	\$4,000	2			Long-Term
The Summit Apartments	Housing Complexes, Other	\$0	\$0	\$4,000	\$0	\$0	\$4,000	2			Long-Term
River Hills Mall (Target)	Commercial, Other	\$0	\$0	\$4,000	\$0	\$0	\$4,000	2			Long-Term
Meray Blvd	Other	\$0	\$8,000	\$0	\$0	\$750	\$8,750	3			Long-Term
Mayan Way	Other	\$0	\$4,000	\$0	\$0	\$625	\$4,625	3			Long-Term
Sumner Hills Rd	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Parkside St	Other	\$9,253	\$0	\$0	\$0	\$0	\$9,253	3			Long-Term
Oak Knoll Blvd	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Moreland Ave	Other	\$0	\$8,000	\$0	\$0	\$0	\$8,000	3			Long-Term
USTH 169	Other	\$0	\$0	\$0	\$0	\$750	\$750	3			Long-Term
Torrey Pines Ct	Other	\$0	\$0	\$0	\$0	\$125	\$125	3			Long-Term
Tattler Ln	Other	\$0	\$0	\$0	\$0	\$250	\$250	3			Long-Term
Cypress Dr	Other	\$0	\$12,000	\$0	\$0	\$125	\$12,125	3			Long-Term
Grovebrook Dr	Other	\$0	\$16,000	\$0	\$0	\$250	\$16,250	3			Long-Term
Sienna Cir	Other	\$0	\$8,000	\$0	\$0	\$0	\$8,000	3			Long-Term
Belmont Dr	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Inverness Dr	Other	\$0	\$12,000	\$0	\$0	\$250	\$12,250	3			Long-Term
South Brook Cir	Other	\$12,370	\$4,000	\$0	\$0	\$500	\$16,870	3			Long-Term
Hinckley St	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Hidden Oaks Cir	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Spyglass Dr	Other	\$0	\$12,000	\$0	\$0	\$0	\$12,000	3			Long-Term
Kreig St	Other	\$0	\$20,000	\$0	\$0	\$625	\$20,625	3			Long-Term
Hannah St	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Doc Jones Rd	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
N 7th St	Other	\$7,984	\$0	\$0	\$0	\$0	\$7,984	3			Long-Term
Wren Way	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Rosewood Dr	Other	\$0	\$12,000	\$0	\$0	\$0	\$12,000	3			Long-Term
Bellevue Ave	Other	\$0	\$12,000	\$0	\$0	\$0	\$12,000	3			Long-Term
Hazeltine Rd	Other	\$0	\$8,000	\$0	\$0	\$0	\$8,000	3			Long-Term
Flagstone Ln	Other	\$0	\$8,000	\$0	\$0	\$250	\$8,250	3			Long-Term
Bear Path Dr	Other	\$0	\$0	\$0	\$0	\$250	\$250	3			Long-Term
Woodhill Ct	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Summit Ave	Other	\$0	\$8,000	\$0	\$0	\$875	\$8,875	3			Long-Term
Chancery Cir	Other	\$0	\$8,000	\$0	\$0	\$0	\$8,000	3			Long-Term
Palancar Ave	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Foxfire Dr	Other	\$0	\$12,000	\$0	\$0	\$0	\$12,000	3			Long-Term
Southview Dr	Other	\$3,365	\$4,000	\$0	\$0	\$0	\$7,365	3			Long-Term
La Costa Ct	Other	\$0	\$8,000	\$0	\$0	\$0	\$8,000	3			Long-Term
Joshua Ct	Other	\$8,576	\$8,000	\$0	\$0	\$0	\$16,576	3			Long-Term
Extension St	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
W Ruth St	Other	\$7,877	\$4,000	\$0	\$0	\$125	\$12,002	3			Long-Term
Grayhawk Cir	Other	\$0	\$12,000	\$0	\$0	\$250	\$12,250	3			Long-Term
Pinehurst Dr	Other	\$0	\$16,000	\$0	\$0	\$125	\$16,125	3			Long-Term
Waynesborough Way	Other	\$0	\$4,000	\$0	\$0	\$250	\$4,250	3			Long-Term
Falcon Dr	Other	\$21,847	\$8,000	\$0	\$0	\$0	\$29,847	3			Long-Term
Johnson St	Other	\$0	\$0	\$0	\$0	\$375	\$375	3			Long-Term
Essex Rd	Other	\$0	\$8,000	\$0	\$0	\$250	\$8,250	3			Long-Term
Jacob Dr	Other	\$0	\$24,000	\$0	\$0	\$125	\$24,125	3			Long-Term
Grayhawk Dr	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
S Division St	Other	\$0	\$0	\$0	\$0	\$875	\$875	3			Long-Term
Ann St	Other	\$16,999	\$0	\$0	\$0	\$625	\$17,624	3			Long-Term
Wickfield Dr	Other	\$28,774	\$4,000	\$0	\$0	\$0	\$32,774	3			Long-Term
Winkler St	Other	\$0	\$0	\$0	\$0	\$250	\$250	3			Long-Term
Emily Ln	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
St Andrews Ct	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Muriefield Dr	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Sakatah Ln	Other	\$11,409	\$0	\$0	\$0	\$0	\$11,409	3			Long-Term

Table 3-A.2. City of Mankato Program Review - Implementation Plan

Location	Land Use	Sidewalk Remediation Cost	Pedestrian Ramp Remediation Cost	Bus Stops Remediation Cost	Traffic Signal Remediation Cost*	Sidewalk/Trail Barriers Remediation Cost	Total Cost	Priority Level	Tied to Planned Project (Y/N)	Planned Project Year	Term
Goodyear Ave	Other	\$0	\$4,000	\$0	\$0	\$250	\$4,250	3			Long-Term
Woodhaven Ln	Other	\$31,299	\$0	\$0	\$0	\$0	\$31,299	3			Long-Term
South Brook Way	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Woodside Ln	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Indian Creek Rd	Other	\$0	\$4,000	\$0	\$0	\$0	\$4,000	3			Long-Term
Fern Lake Road	Other	\$0	\$8,000	\$0	\$0	\$0	\$8,000	3			Long-Term
Lee Blvd & Tower Blvd	Other	\$0	\$0	\$4,000	\$0	\$0	\$4,000	3			Long-Term
Colony Ct & Lee Blvd	Other	\$0	\$0	\$4,000	\$0	\$0	\$4,000	3			Long-Term
James Dr & Tower Blvd	Other	\$0	\$0	\$4,000	\$0	\$0	\$4,000	3			Long-Term
Belgrade Ave & Nicollet Ave	Other	\$0	\$0	\$4,000	\$0	\$0	\$4,000	3			Long-Term
N Black Eagle Dr	Other	\$0	\$0	\$4,000	\$0	\$0	\$4,000	3			Long-Term
Nicollet Ave & Sherman St	Other	\$0	\$0	\$4,000	\$0	\$0	\$4,000	3			Long-Term
Howard Dr W	Other	\$0	\$0	\$4,000	\$0	\$0	\$4,000	3			Long-Term
Long-Term (2043 and Later) Totals		\$449,584	\$996,000	\$92,000	\$105,000	\$24,125	\$1,666,709	-	-	-	Long-Term
Mankato ADA Facilities Totals		\$1,367,357	\$2,992,000	\$188,000	\$1,530,000	\$82,125	\$6,159,482	-	-	-	-

* Each pedestrian crossing signal push button was inventoried as an individual location to be evaluated for APS technology.

**Programmed (P) Short-Term projects are those projects programmed into the City of Mankato Community Investment Plan for the next five years that include improvements to pedestrian infrastructure.





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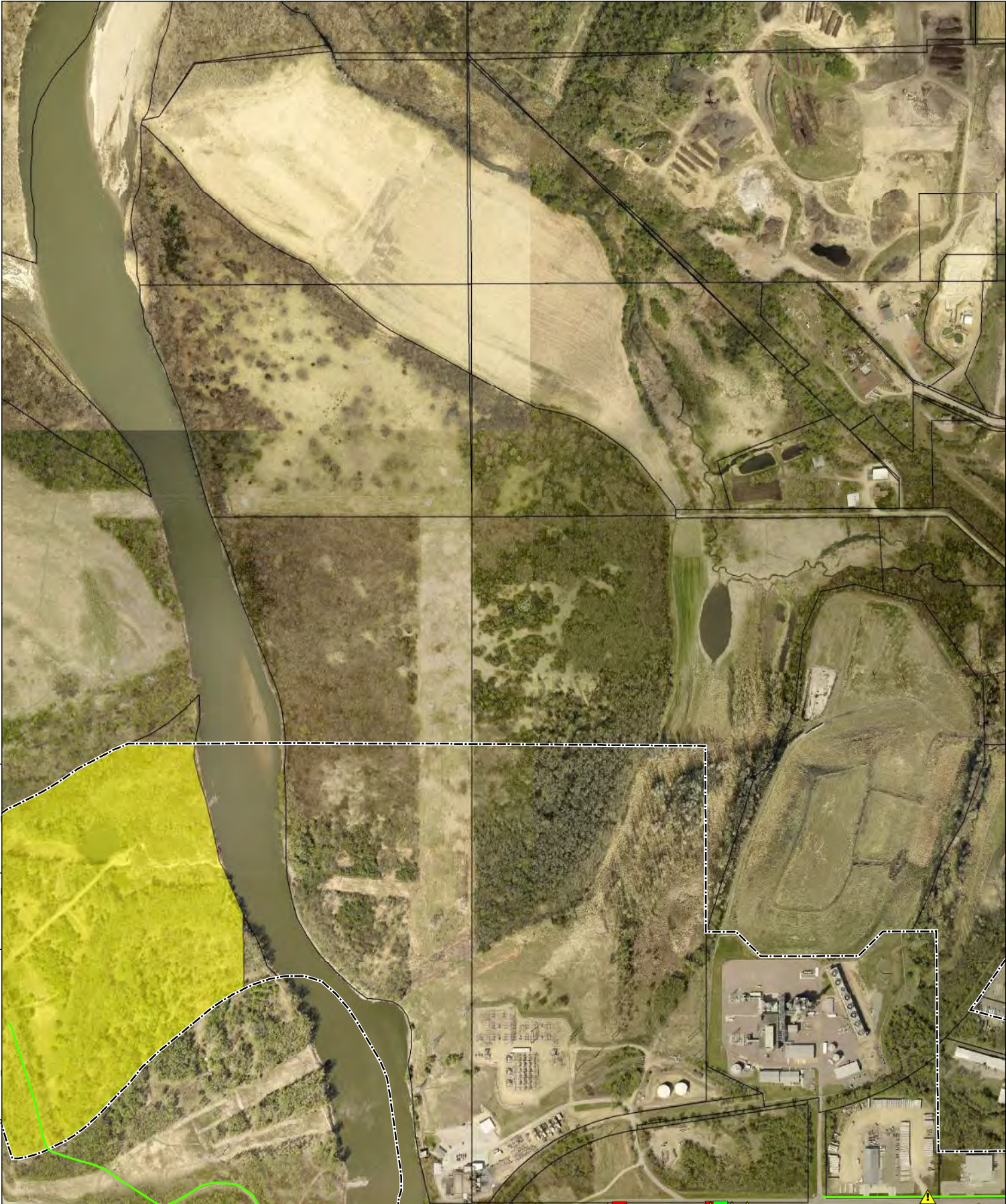


- Figure 3-A.2 -

0 500 Feet
Source: Blue Earth County



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- Figure 3-A.3 -

0 500 Feet
Source: Blue Earth County





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- Figure 3-A.4 -

0 500 Feet
Source: Blue Earth County





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- Figure 3-A.5 -

0 500 Feet
Source: Blue Earth County





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- Figure 3-A.6 -

0 500 Feet
Source: Blue Earth County





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- Figure 3-A.7 -

0 500
Feet
Source: Blue Earth County







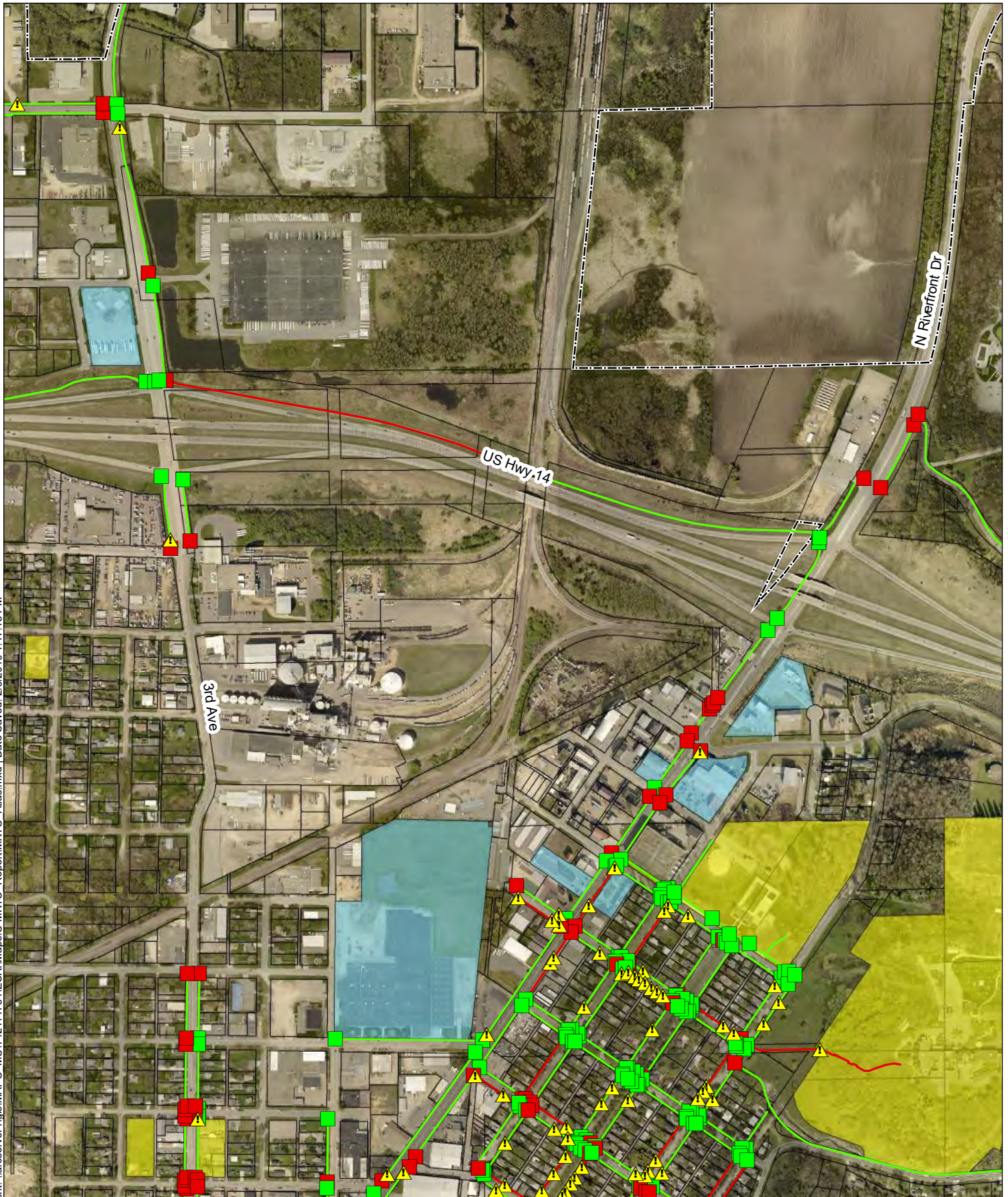
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- Figure 3-A.9 -

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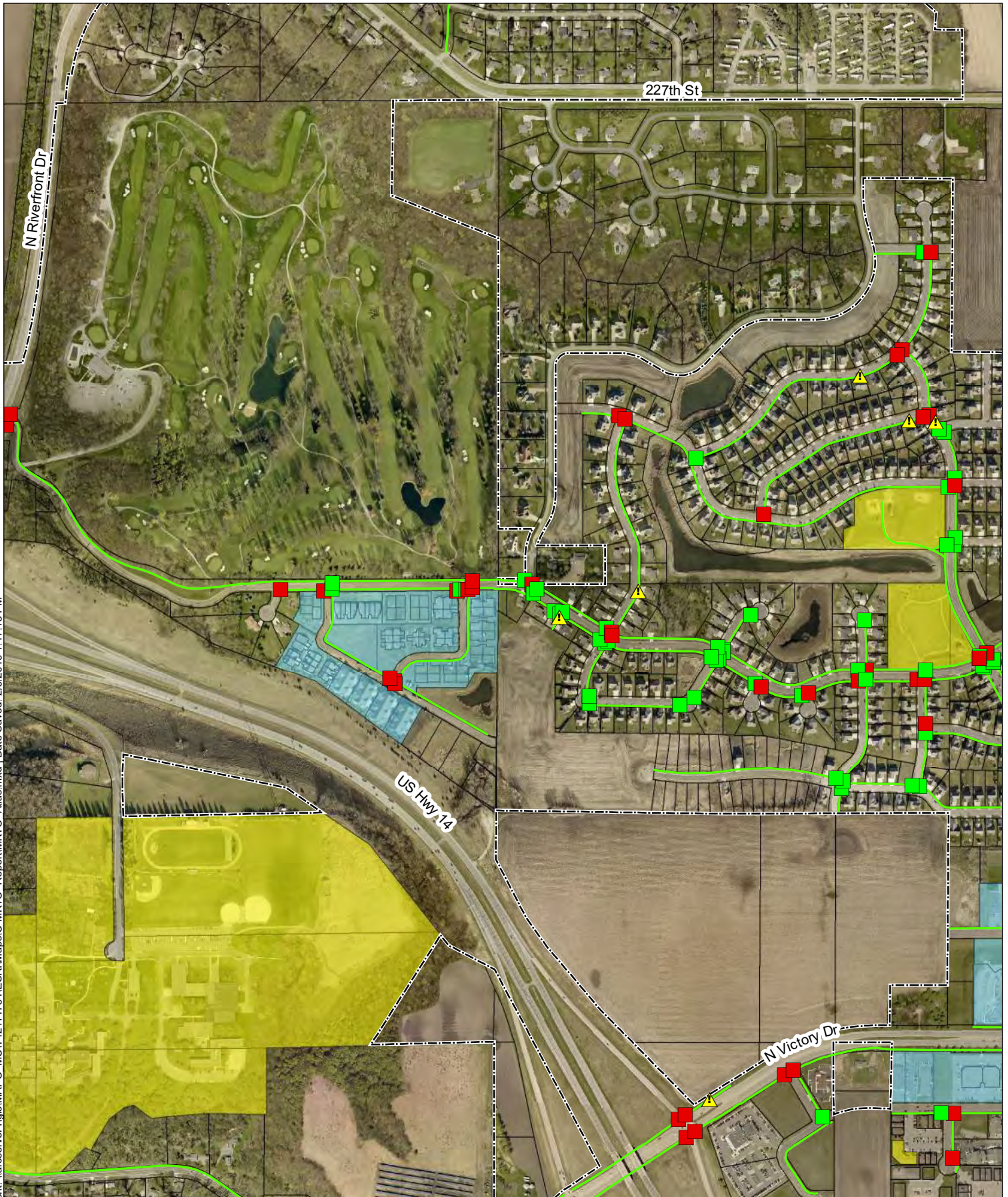
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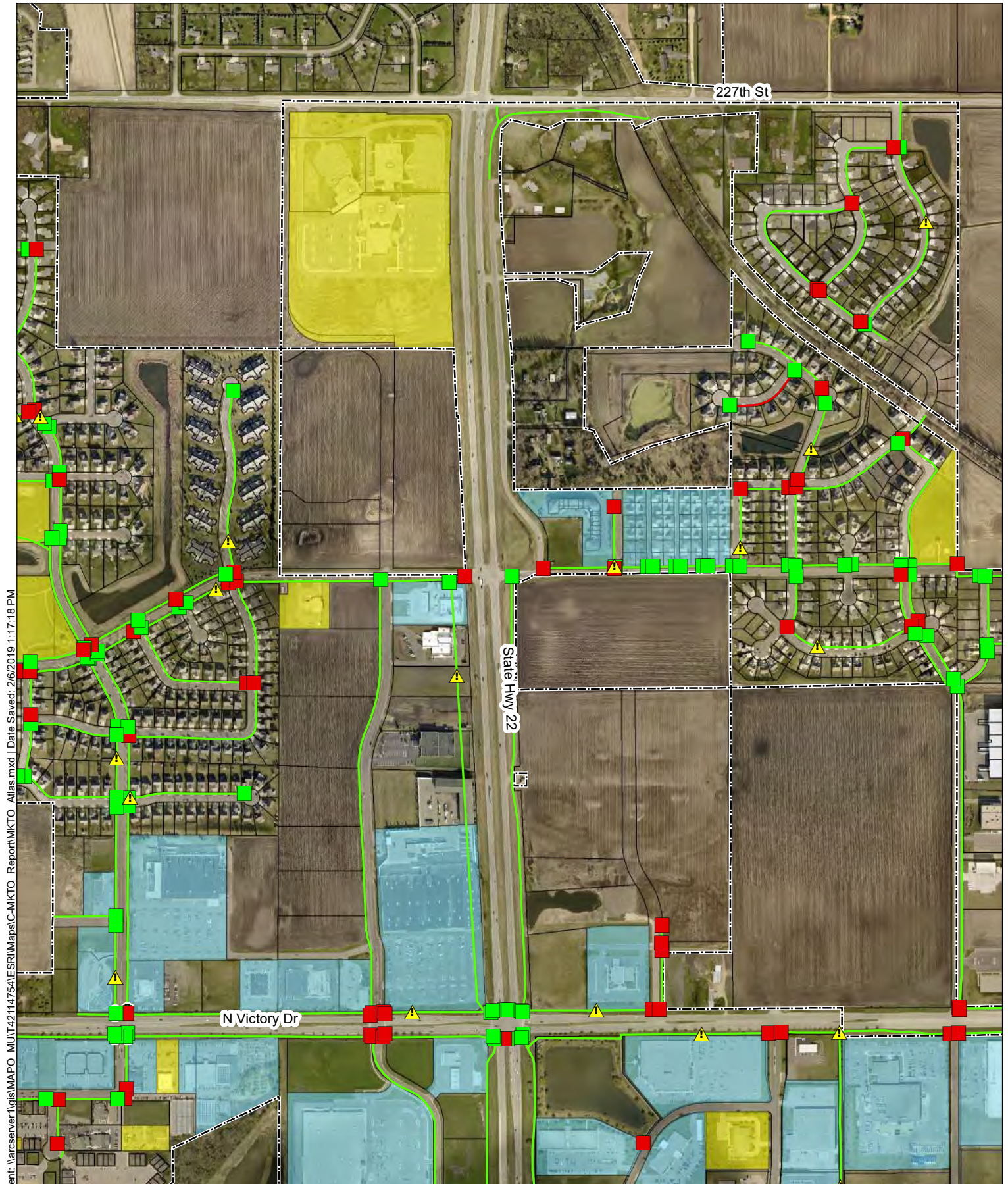
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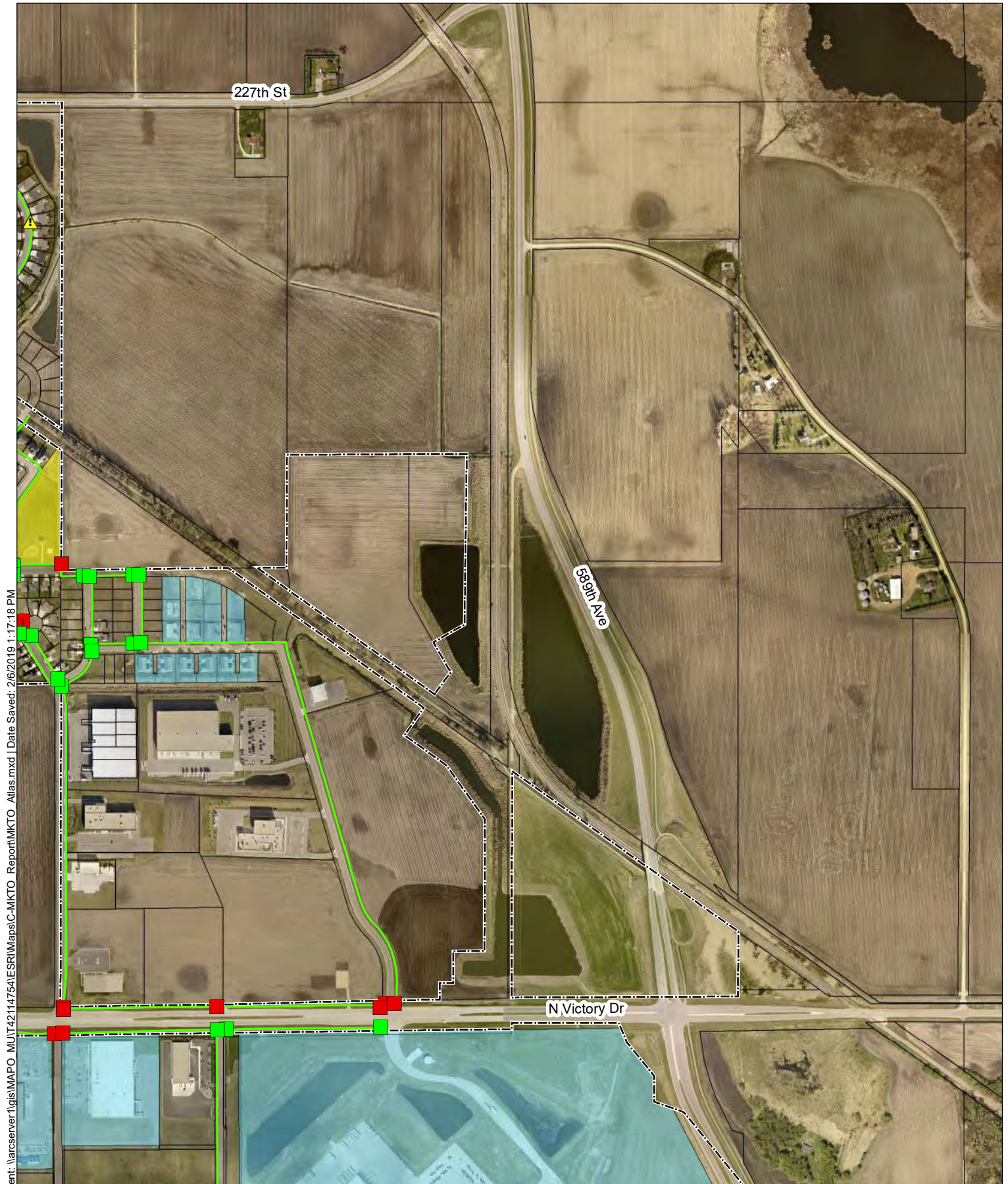
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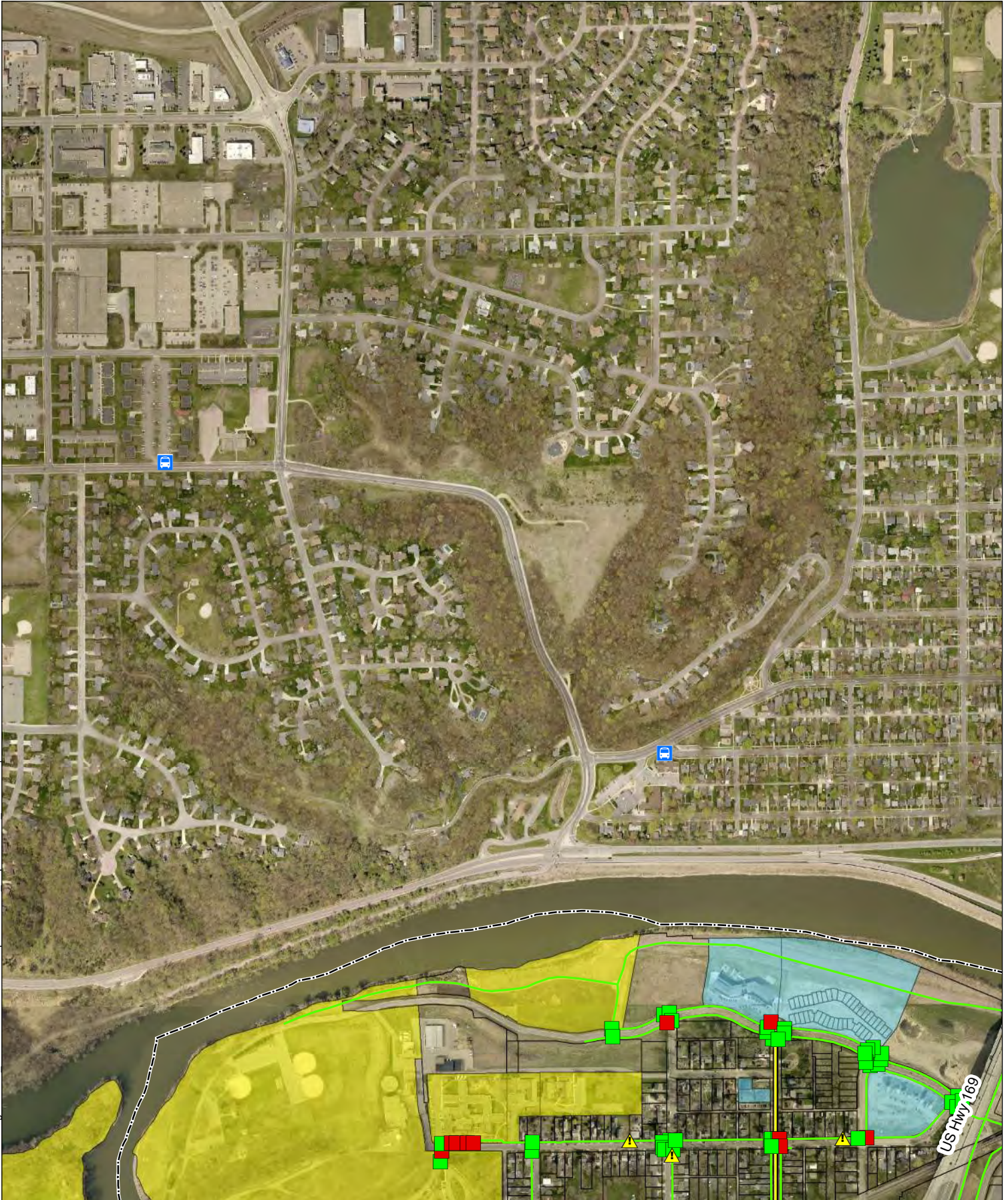
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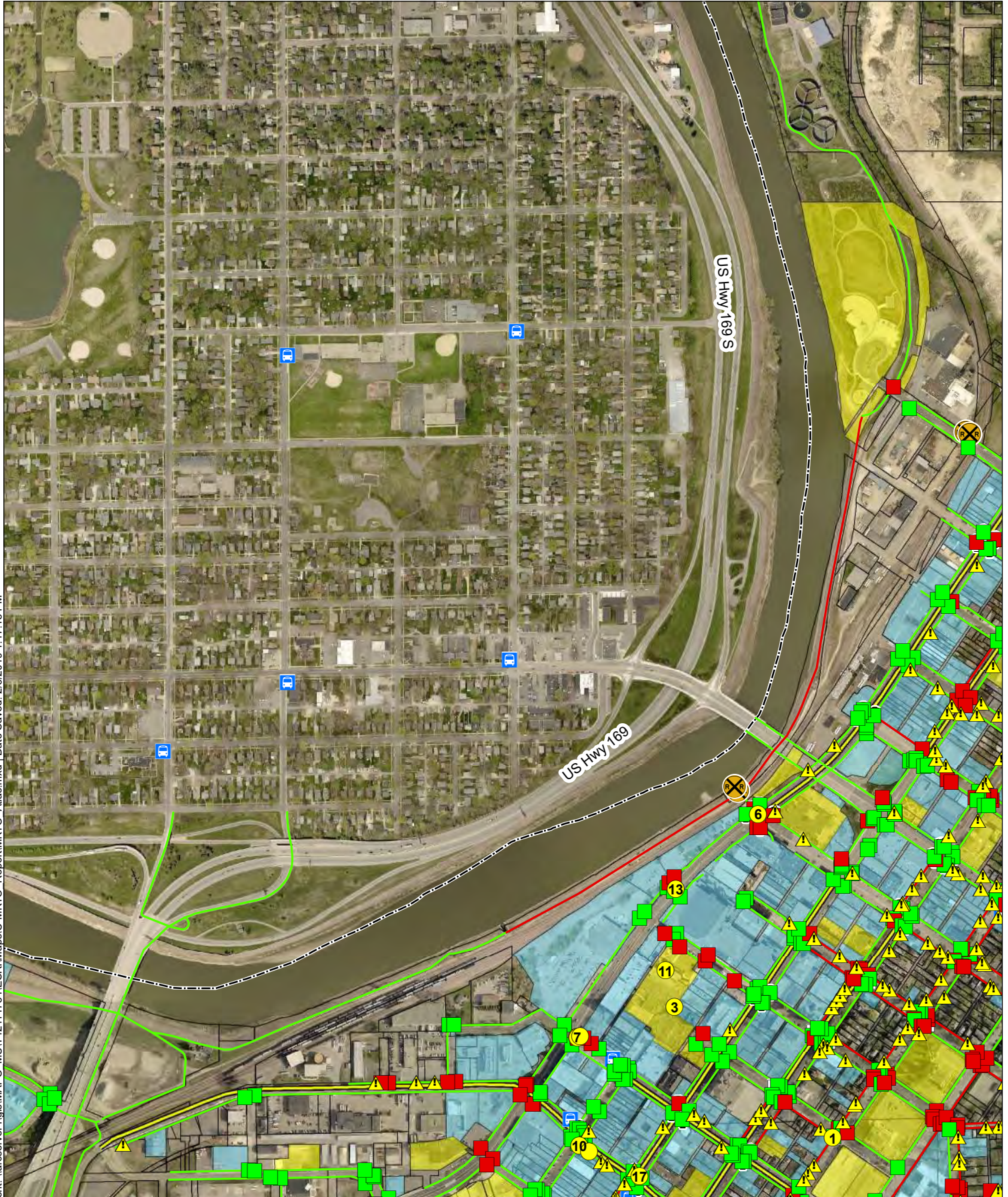
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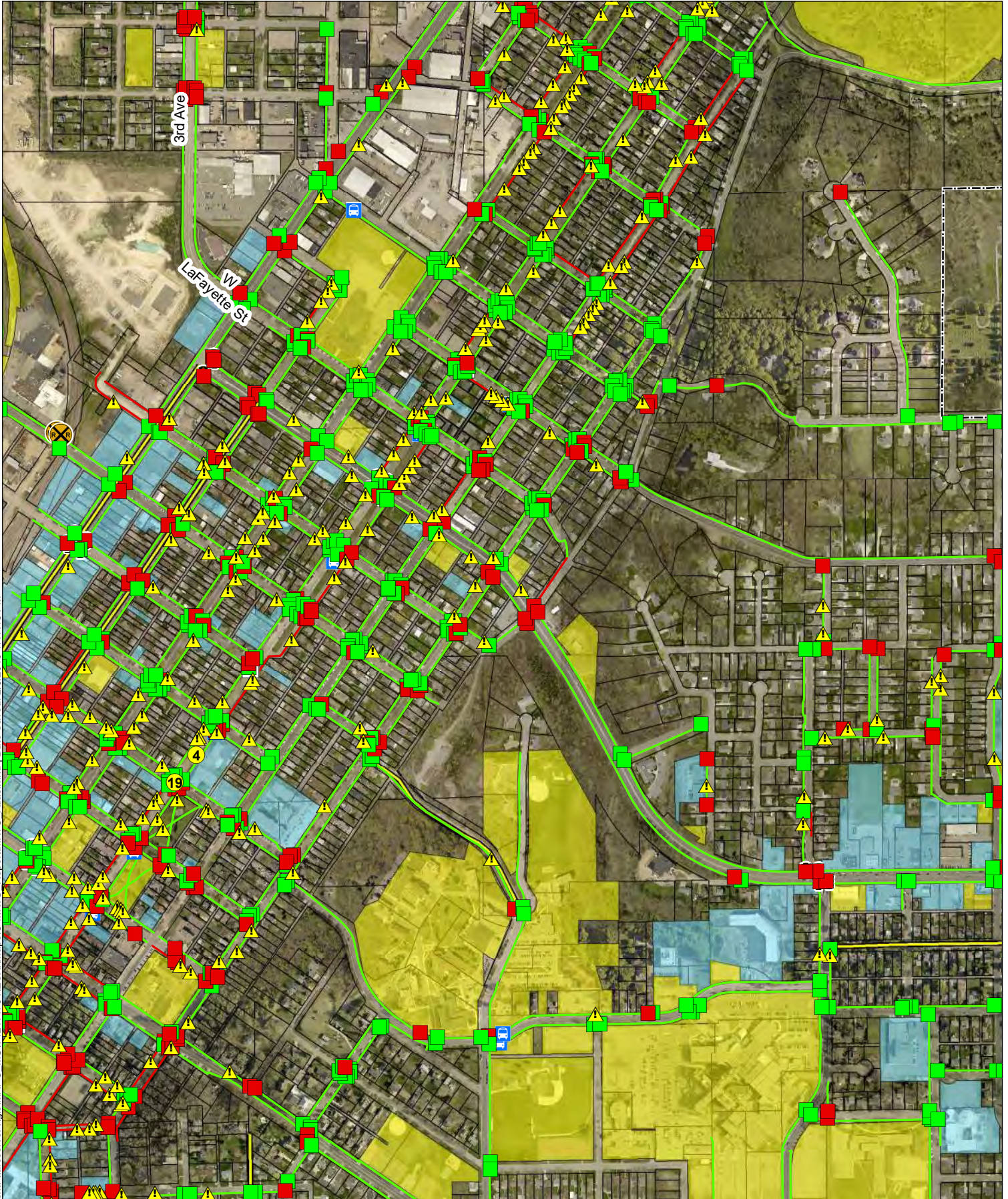


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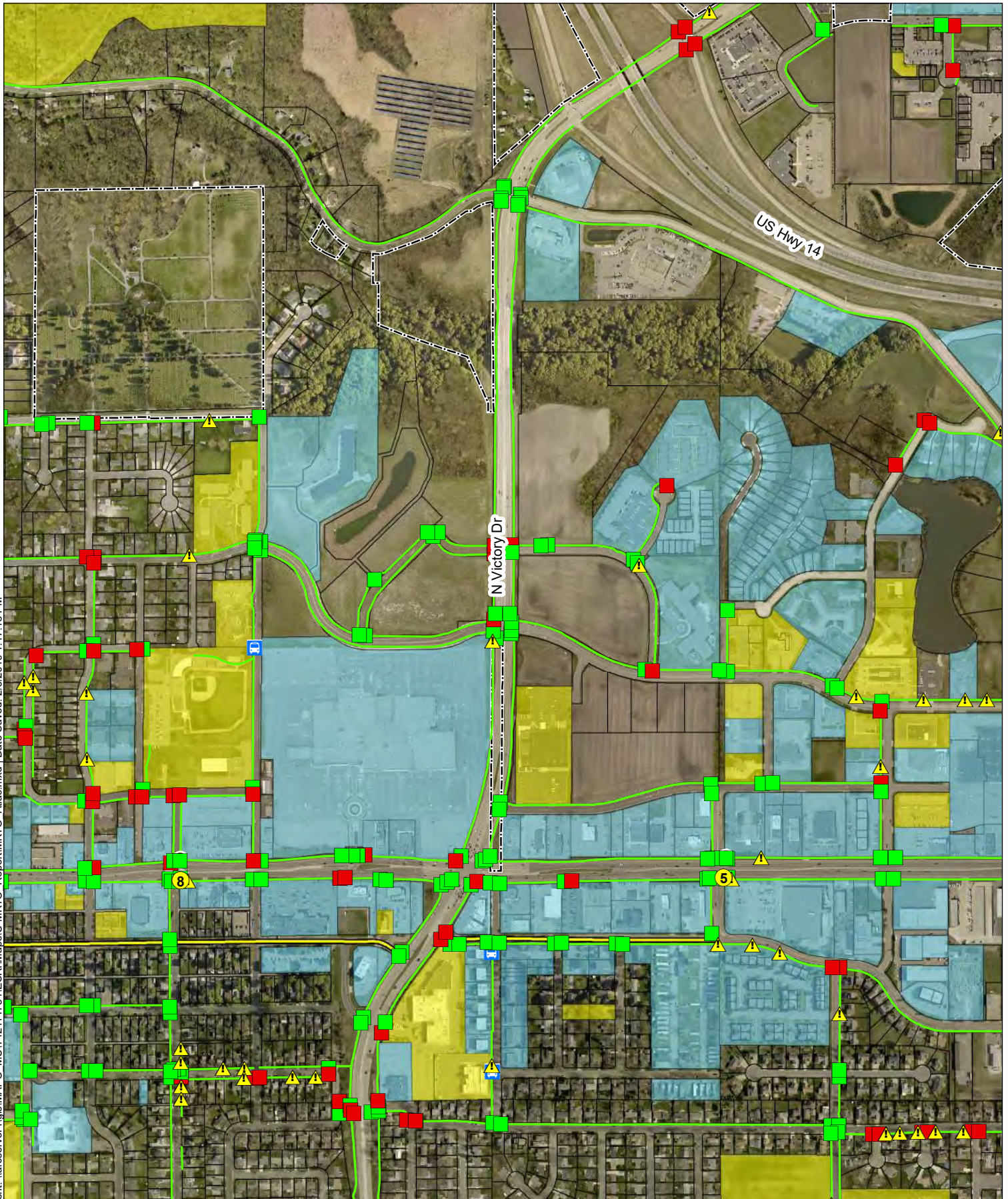
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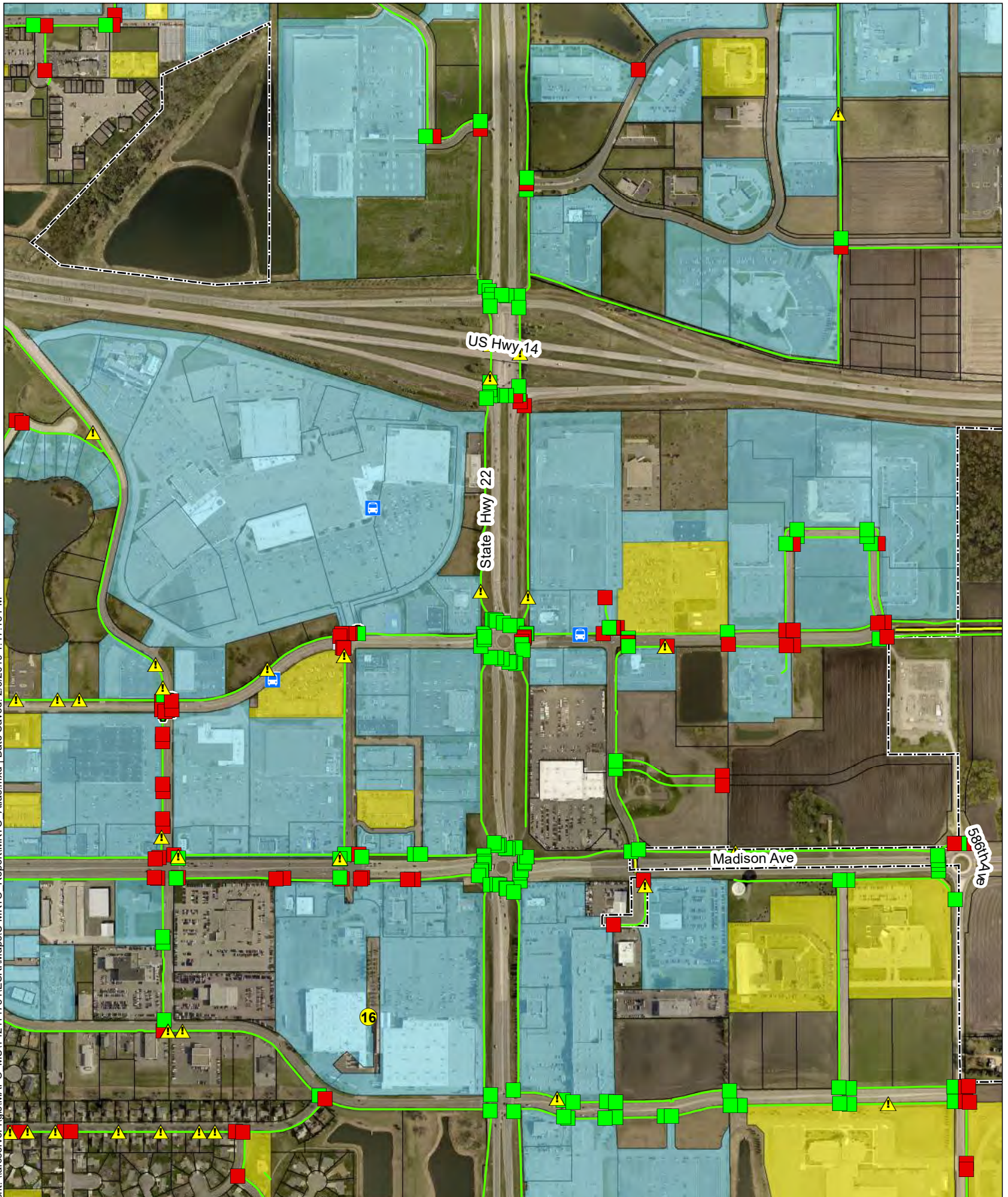


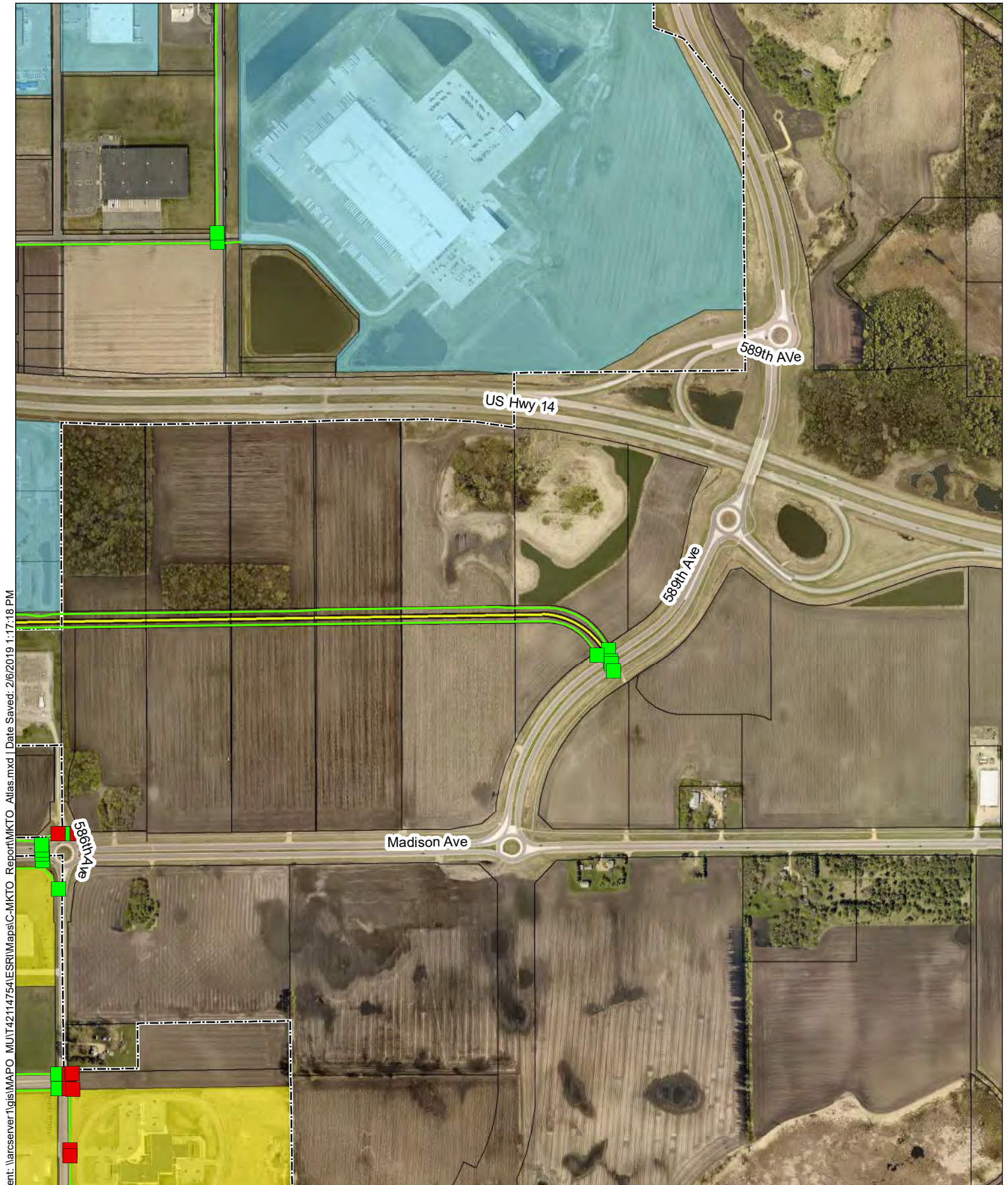
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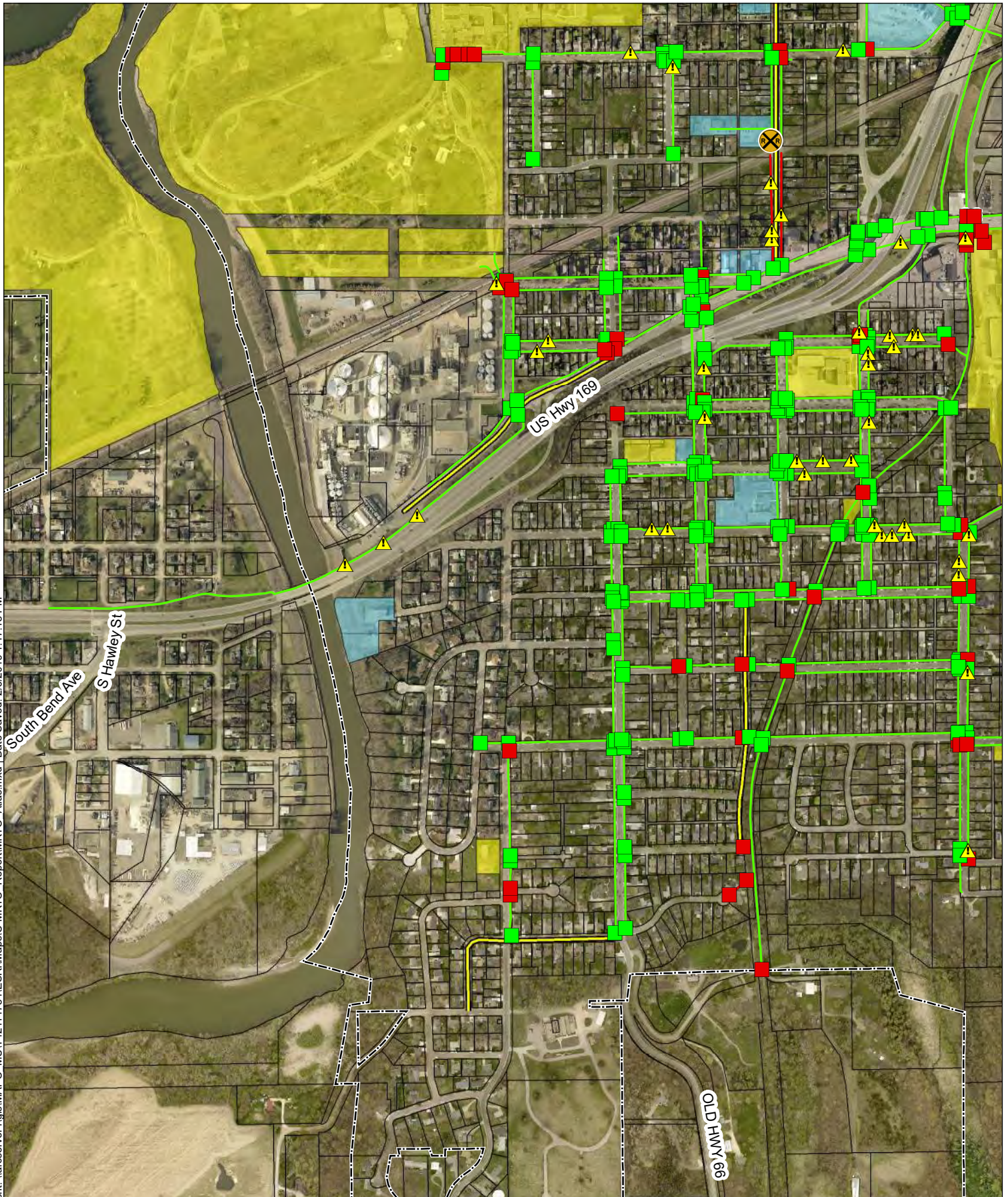


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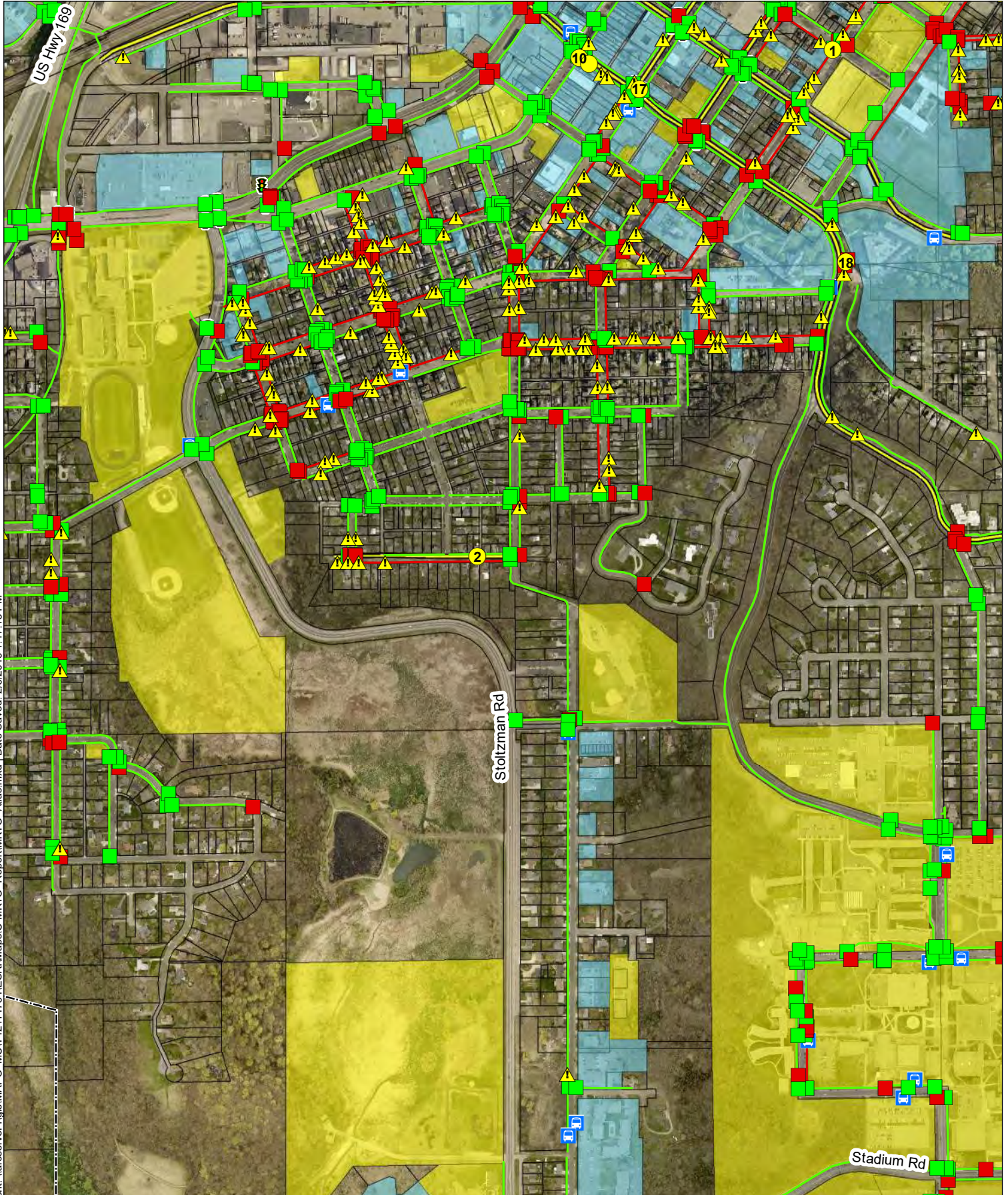
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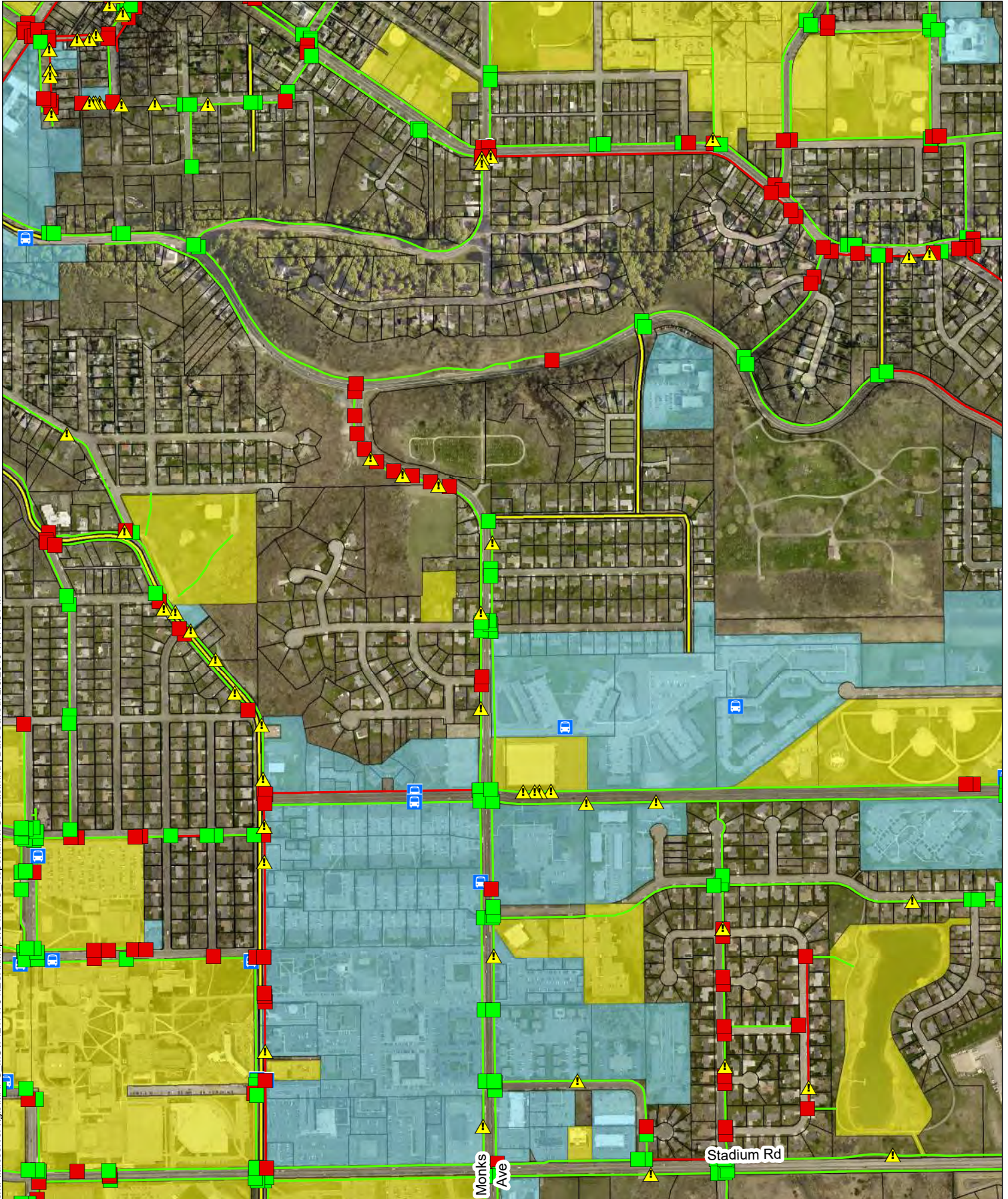


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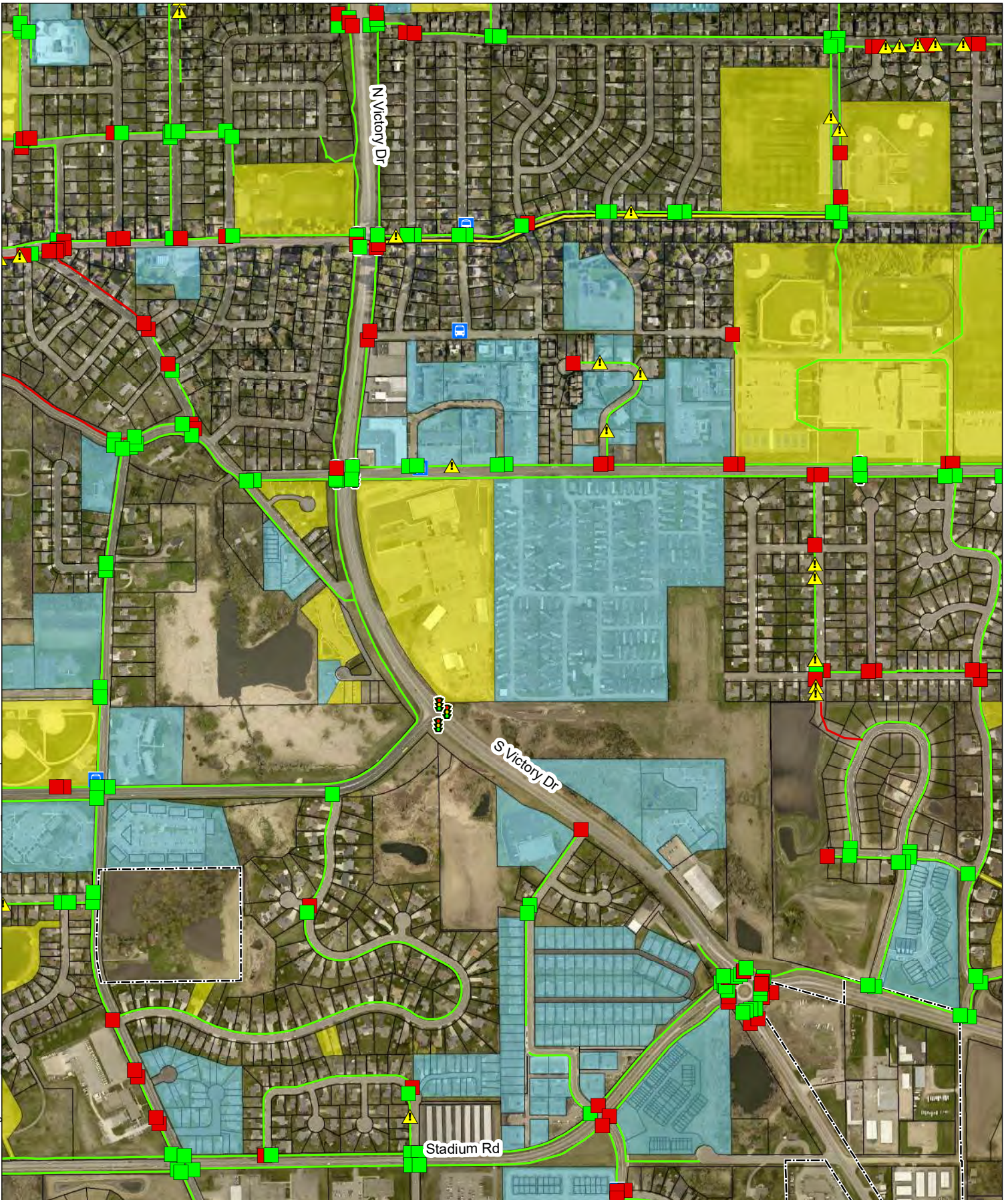
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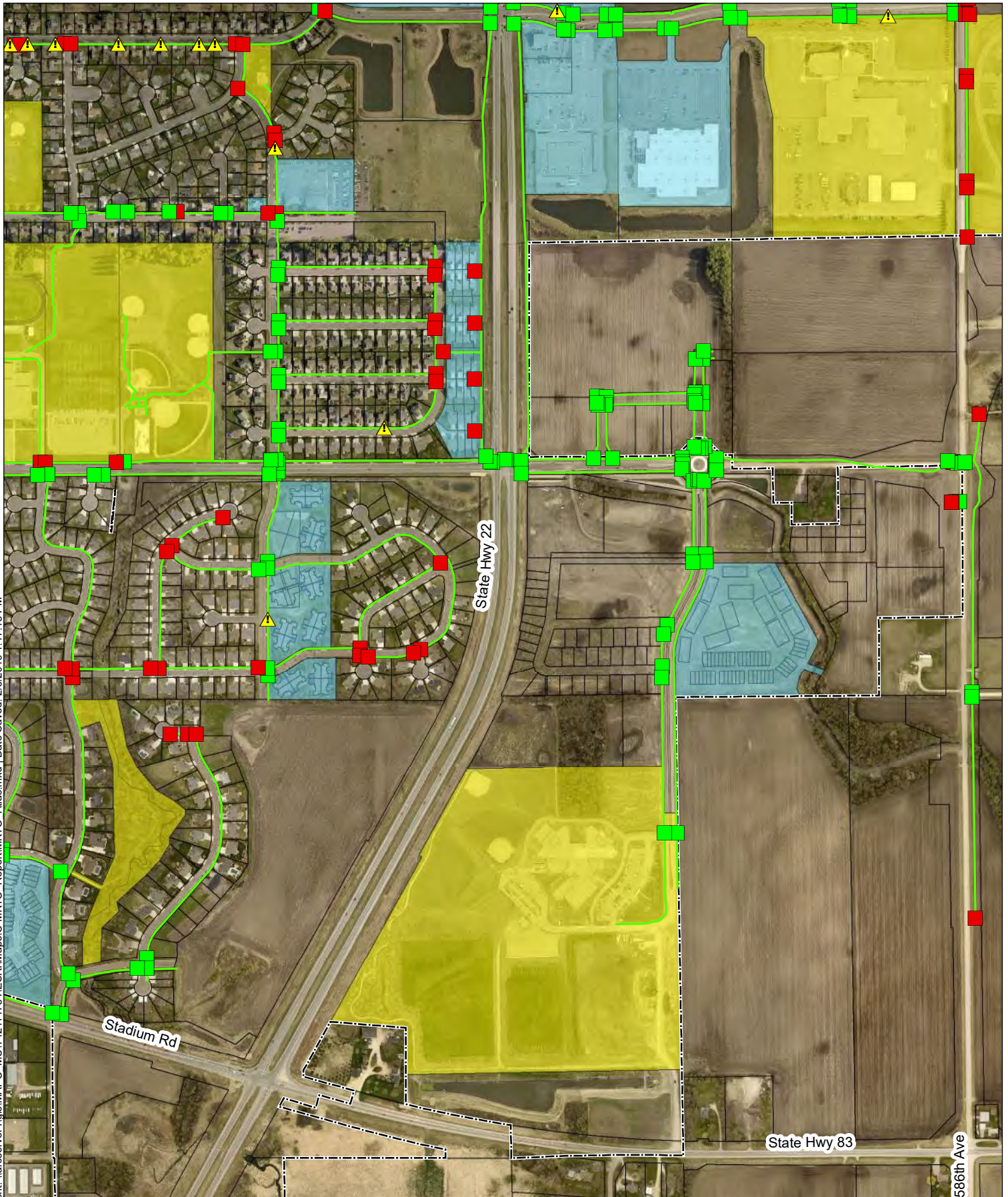
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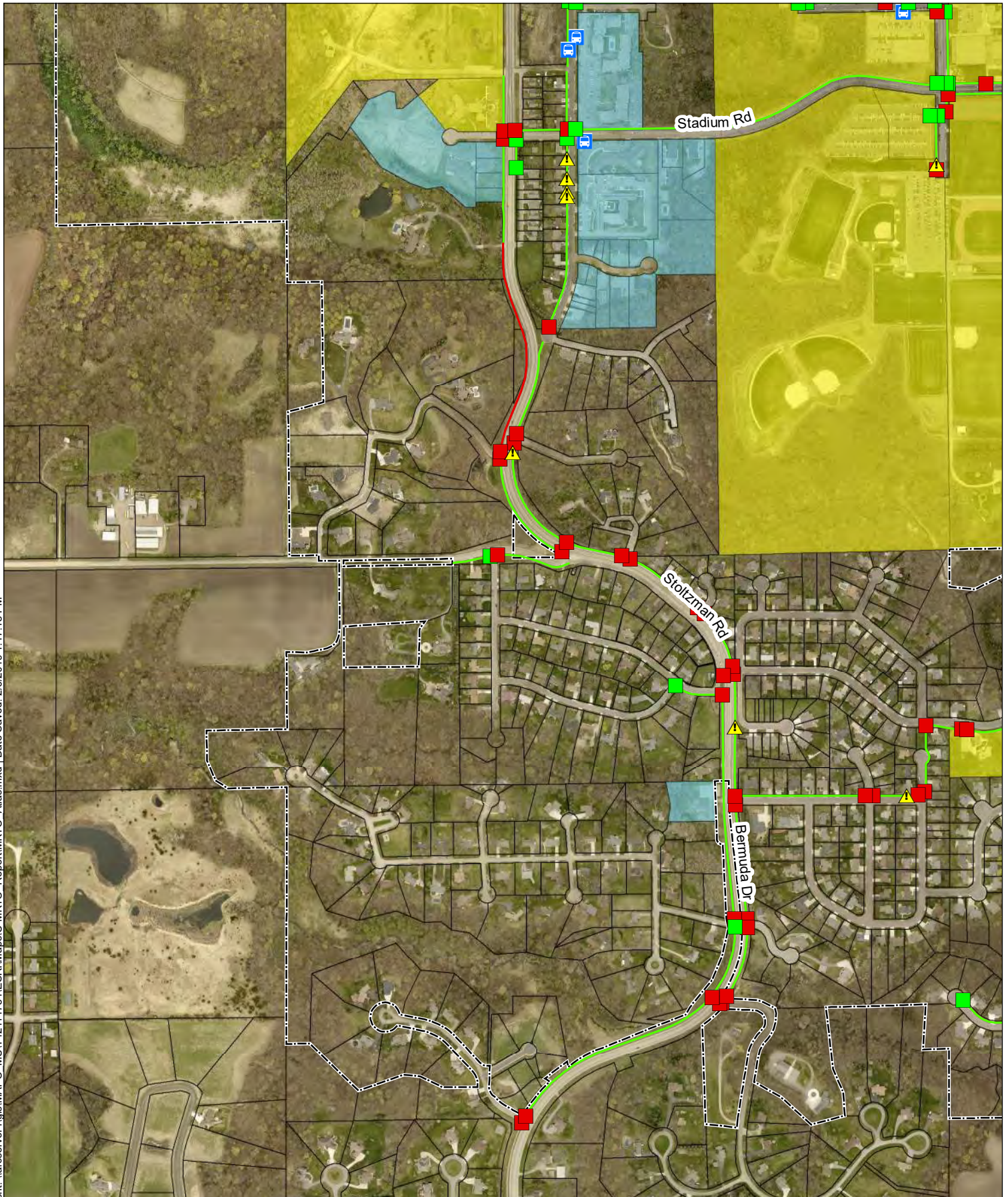
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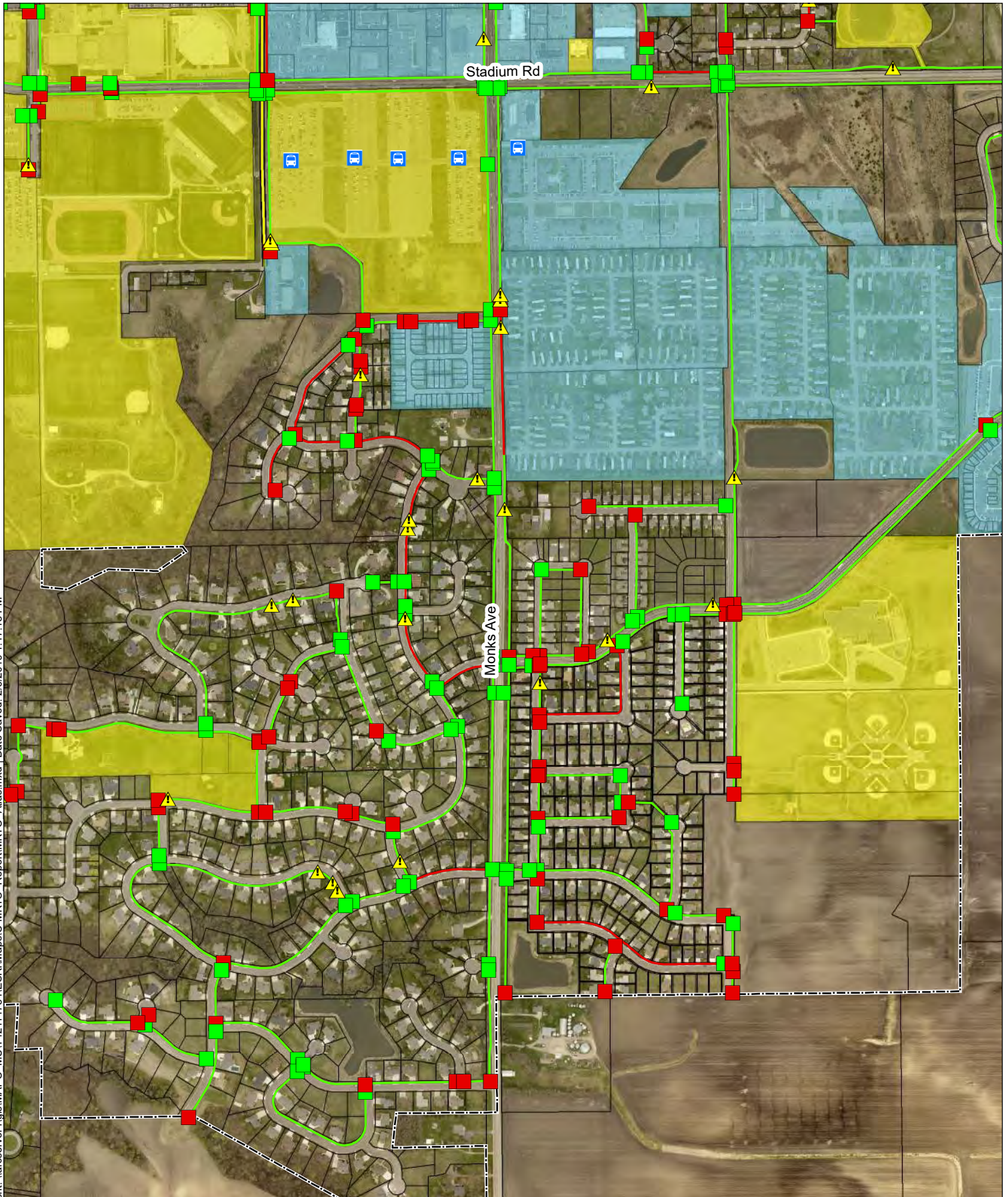
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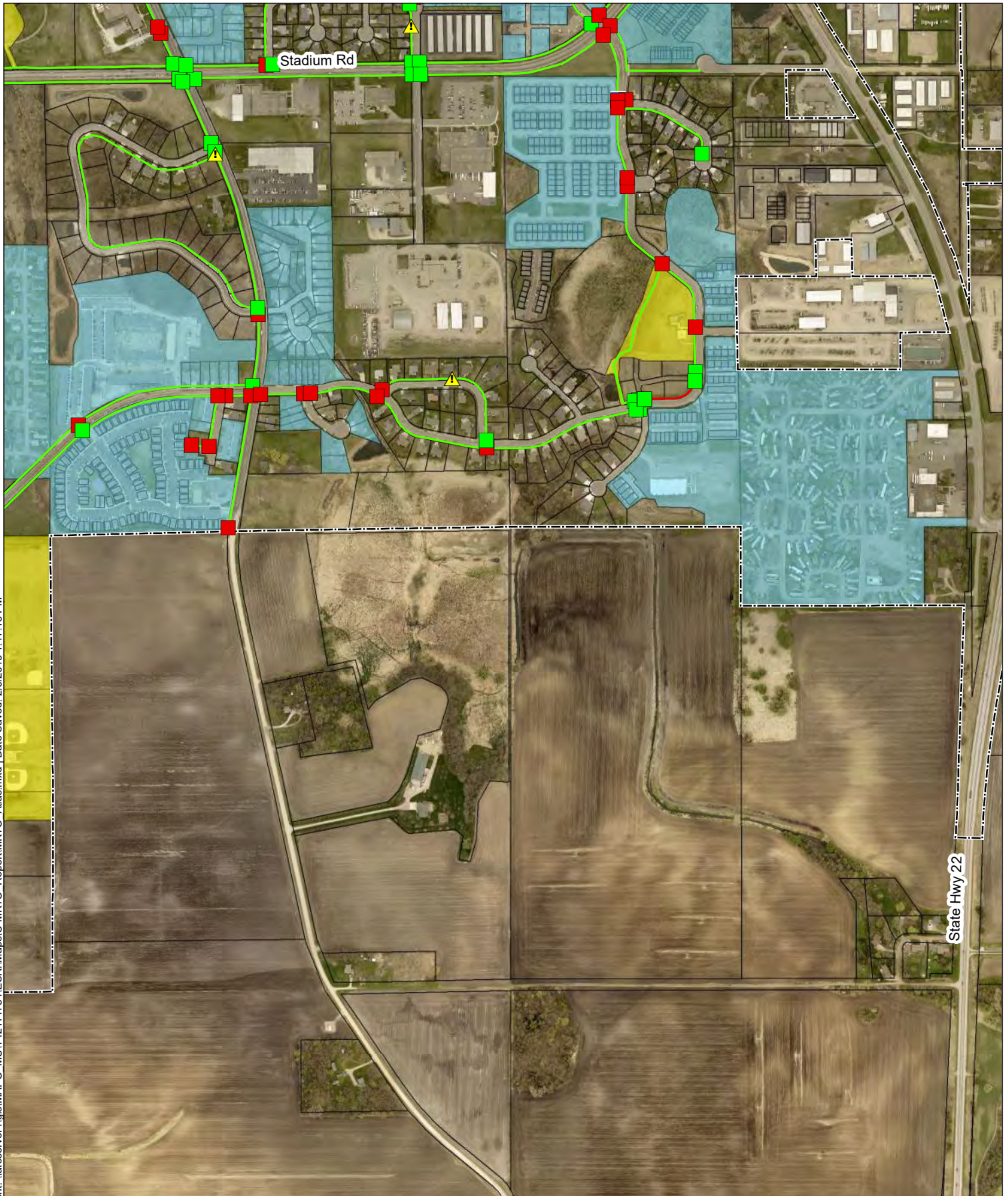
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Appendix 3-B: Self-Evaluation – Policy and Practice Review

I. Appendix 3-B: City of Mankato, MN Self-Evaluation – Policy and Practice Review

A. Review of Policies

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

1. *The City of Mankato Complete Streets Plan and Policy (2015):*

This Plan and Policy identifies Complete Streets as a transportation policy and design approach that guides streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

The following policy language is included under design standards and maintenance according to the Mankato Complete Streets Plan and Policy:

- The City Engineer shall include bicycle, pedestrian and transit facilities in all streets construction, reconstruction, rehabilitation and pavement maintenance projects conducted by or behalf of the City, as appropriate, subject to the exceptions contained herein.
- The City shall plan, design, build and maintain all bicycle, pedestrian, and transit facilities in accordance with accepted federal, state and local standards and guidelines, but will consider innovative and/or non-traditional design options as appropriate.

This Plan and Policy also provides facility design guidelines (specifically calling for 5-foot wide sidewalks in general and 8-foot sidewalks where buildings abut the walk) as well as crosswalk marking specifications.

Policy Understanding and Recommended Revision:

By adopting this policy, the City is stating that it will design facilities according to federal, state, and local standards and guidelines that will accommodate all users regardless of transportation mode.

No barriers to accessibility were identified in this plan/policy.

2. *The City of Mankato Public Sidewalk Replacement in Right-of-Way*

This document defines the responsibilities of the City and homeowners to repair or replace sidewalk in the City of Mankato. This program is in place to encourage property owners to correct defective sidewalks.

The policy contains *Construction Requirements for Sidewalks on Public Rights-of-Way* which states that sidewalk construction must "Comply with Americans Disabilities Act requirements. All noncompliant construction shall be removed and replaced at expense of contractor or homeowner at the request of engineer." The Policy also requires that ADA pedestrian curb ramps at each intersection where new walk is installed.

Policy Understanding and Recommended Revision:

By adopting this policy, the City is stating that it will ensure sidewalk and pedestrian ramp facilities are designed ADA compliant.

No barriers to accessibility were identified in this plan/policy.

3. *City of Mankato City Code*

The City of Mankato City Code provides several provisions dealing with sidewalk infrastructure including the following sections:

1. 6.03. – Ice and Snow on Public Sidewalks – Provides property owner responsibilities to remove ice or snow from sidewalks abutting their property within 24 hours and prohibits snow removal from private property be placed on city property.
2. 6.05. – Construction of Roadway, Sidewalk, and Curb – Subd. 4. Specifications states that construction/repair of sidewalk or curb shall be in accordance with the specifications and standards adopted by the city and filed with the Division of Engineering.
3. 6.06. – Right-of-Way (ROW) Management – imposes regulations on placement and maintenance of equipment in the ROW and specifies standards related to construction or installation work. There is no mention of accessibility or ADA compliance, however, provisions state that procedures are subject to “reasonable standards and requirements of the City Engineer” or by “the judgement of the City Engineer.”
4. 6.12 – Sidewalk Painting – painting is prohibited on sidewalks.
5. 6.13 - Curbscuts maintenance – This provides standard procedure for implementing curb cuts in accordance with approved subdivision plats or which meets city curbscut standards.

Policy Understanding and Recommended Revision:

The provisions in the code do not directly mention compliance with ADA Standards. However, by including statements such as “accordance with the specifications and standards adopted by the city and filed with the Division of Engineering” or “reasonable standards and requirements of the City Engineer,” compliance with ADA standards is implied. Pedestrian infrastructure construction in the City of Mankato is mandated to meet the ADA Design Standards and Procedures as outlined in Appendix 3-G which includes adherence to PROWAG, Access Board guidance, and MnDOT Standard Plates among others.

No barriers to accessibility were identified in this plan/policy.

B. Review of Practices

The City of Mankato employs many formal and informal practices and methods related to the development, implementation, and maintenance of pedestrian infrastructure in public rights-of-way. These are as follows:

- Development – Typically plans that are submitted by consultants or designed by City staff are reviewed by various departments for compliancy on all levels to ensure all aspects of ADA compliance are met.

- Implementation – City staff inspects various types of construction type projects ensuring that they meet ADA requirements. Staff uses MNDOT ADA inspection checklists to ensure compliant pedestrian facilities within public rights-of-way.
- Maintenance – The City Sidewalk Replacement Program allows residents to make a formal complaint about non-compliant sidewalks for various reasons. This triggers the project to be put on a list for replacement and will generally be completed the following year unless immediate action is necessary.

Appendix 3-C: ADA Transition Plan Projects referenced from the City of Mankato Capital Improvements Plan

I. Appendix 3-C: City of Mankato Community Investment Plan (CIP) Projects That Include (Consider) Accessible Pedestrian Infrastructure

1. Community Investment Plan

The City of Mankato's 2019 – 2023 Community Investment Plan (CIP) identifies street projects the City will undertake in the five-year period. Projects outlined in this document are identified on the following pages and can be accessed through the City's website at the following link: <https://www.mankatomn.gov/government/city-manager/budget>. Click on 2019-2023 CIP Addendum.

2. State Transportation Improvement Program

The City of Mankato has several transportation projects scheduled in the State Transportation Improvement Program (STIP). Some of these projects are included in the CIP while others are not. Those projects not listed in the CIP are listed below.

CIP Area	Proposed Improvements	Year
Branson Street	Branson Street was last resurfaced in 1995 and has utilities original to the development. Recently complaints have been received regarding the color and turbidity of the water being supplied to residents on Branson Street. It has been determined that the watermain will require replacement to maintain water standards.	2019
Cherry Street from South Front Street to Hanover Street	This project will reconstruct Cherry Street from South Front Street to Hanover Street. This will include the installation of new sanitary sewer, water main, storm sewer, aggregate base, concrete curb and gutter, bituminous pavement, sidewalk, and end services to each and every lot.	2019
Madison Avenue - Haefner Drive Roundabout	Property owners in the area of the Madison Avenue and Haefner Drive intersection have requested an improvement to this unsafe intersection. The desire is to preserve full access to Haefner Drive from Madison Avenue while increasing safety. Currently the preferred improvement is a roundabout.	2019
Poplar Street - Sibley Parkway to Riverfront Drive	This project will reconstruct Poplar Street from it's southern intersection with South Riverfront Drive to Sibley Parkway. This will include the installation of new sanitary sewer, water main, storm sewer, aggregate base, concrete curb and gutter, bituminous pavement, sidewalk, and end services to each and every lot.	2019
Shaubut Street	This project will reconstruct Shaubut Street from Byron Street to the western terminus. This will include the installation of new	2019

	sanitary sewer, water main, storm sewer, aggregate base, concrete curb and gutter, bituminous pavement, sidewalk, and end services to each and every lot.	
Elm Street between 7 th Street and Division Street	Pavement Rehabilitation/ Resurfacing	2019
East Main Street from Victory Drive to Kennedy Street	Pavement Rehabilitation/ Resurfacing	2019
2nd Street Warren to Main	The proposed improvements for Second Street between Warren Street and Main Street include replacement of sanitary sewer, watermain, storm sewer, end services, aggregate based, concrete curb and gutter, bituminous pavement, sidewalks, landscaping, signal updates, signage and striping.	2020
Belle Avenue	The total reconstruction of Belle Avenue from Long Street to Extension Street. This work will include sanitary sewer, watermain, sewer and water end services, concrete curb and gutter, aggregate base, bituminous pavement, concrete sidewalk, signage and striping.	2020
Glenview Avenue	Reconstruction of Glenview Avenue from Glenwood Avenue to Main Street. This project will replace the sanitary sewer, domestic water, and storm sewer mains; curb and gutter; aggregate base; bituminous surfacing; sewer and water services to each and every lot; street lighting; signage.	2020
MN River Trail Bridge	Bridge Replacement	2020
Parkway Ave	Reconstruction of Parkway Avenue from Glenwood Avenue to Rita Road. This project will replace the sanitary sewer, water main, end services, storm sewer, concrete curb and gutter, aggregate base, bituminous pavement, signage and striping.	2020
Pohl Road and Stadium Road Intersection Improvements	The Pohl Road and Stadium Road Intersection improvements is a safety and intersection capacity improvement that will install a roundabout at this intersection. Also included with this project will be pavement rehabilitation on Pohl Road between Balcerzak Drive and Stadium Road.	2020

Riverfront Drive from Carney Drive to Western Terminus	Rehabilitation/ Resurfacing	2020
2nd Street Plum to Madison	Reconstruction of Second Street from Plum Street to Madison Avenue. This project will included installing new sanitary sewer, watermain, storm sewer, concrete curb and gutter, aggregate base, bituminous pavement, sidewalks, signage and striping. This project may also include additional pedestrian crossing safety improvements or intersection control improvements.	2021
Gwyn Drive Reconstruction	There will be a total reconstruction of Gwyn Drive. Resurface is included in that, along with replacing the watermain, storm and sewer systems.	2021
Tile Street	Replacing the pavement, installing new utilities, putting in new curb, gutter, sidewalk, driveway and alley aprons.	2021
Warren Street	The reconstruction of Warren Street from Glenwood Avenue to Riverfront Drive. The project will install new sanitary sewer, watermain, storm sewer, concrete curb and gutter, aggregate base, bituminous pavement sidewalks, end services, signage, striping and signals.	2021
Adams Street - CSAH 12 to CSAH 17	This project completes the Adams Street corridor by constructing the final phase from CSAH 12 to CSAH 17. This project will be primarily funded by assessments for private development, but will have some city contribution to account for the trunk sewer and any additional road improvements beyond what would be necessary for a standard industrial subdivision.	2022
Broad Street - Warren Street to Main Street	Reconstruction of Broad Street from Warren Street to Main Street. This project will include sanitary sewer, watermain, storm drain aggregate base, bituminous pavement, curb and gutter, side-walk and end services to each and every lot.	2022
Riverfront Drive Main to Madison	Reconstruction of Riverfront Drive from Main Street to Madison Avenue. This project will recon-struct the surface improvements. The proposed improvements would be the result of the Riverfront Drive demonstration project performed in 2019 as well as other project components identified in the Old Town Masterplan and the Riverfront Drive Corridor Study.	2022
Hubbel Street	The reconstruction of Hubbel Street from Riverfront Drive to Sibley Parkway.	2023

Rita Road	The reconstruction of Rita Road from Monks Avenue to End	2023
STIP Project	Proposed Improvements	Year
Timberwolf Drive	Msas 139 (Timberwolf Drive), from the intersection of Heron dr to 0.2 mi e, construct pedestrian crossing and hawk system	2022

The City will continue to implement infrastructure and maintenance improvements as part of its long-range community investment planning and pavement management plan. With these efforts, the City will incorporate ADA-compliant pedestrian facilities and complete accessible infrastructure improvements as needed to ensure access for all users.

Appendix 3-D: Public Outreach Results

I. Appendix 3-D: Public Outreach Results

Input from the community has been gathered and used to help define priority areas for improvements within the City of Mankato public rights-of-way.

Public outreach for the creation of this document consisted of the following activities:

- **Public Open Houses:**

MAPO agencies held two public open houses to gather input on the state of pedestrian infrastructure in each jurisdiction and priority preferences for projects moving forward. Open house summaries are located in Appendix A.1 and A.2.

- **Project Website:**

The project website was live for the duration of the project and provided notifications, contact information, project updates and information, and an interactive grievance procedure in which participants can report on areas in the community that are not accessible. This document was also available for public comment on the website between the dates of XXXXX XX, 20XX to XXXX XX, 20XX.

- **Outreach to Local Stakeholder Groups:**

Various community groups were contacted early in the process that include or represent those with disabilities in the Mankato community. The full list of attendees can be seen in **Part 1 – Appendix 1-A**. Below are some groups that offered insight into their daily challenges faced when traversing pedestrian infrastructure in Mankato.

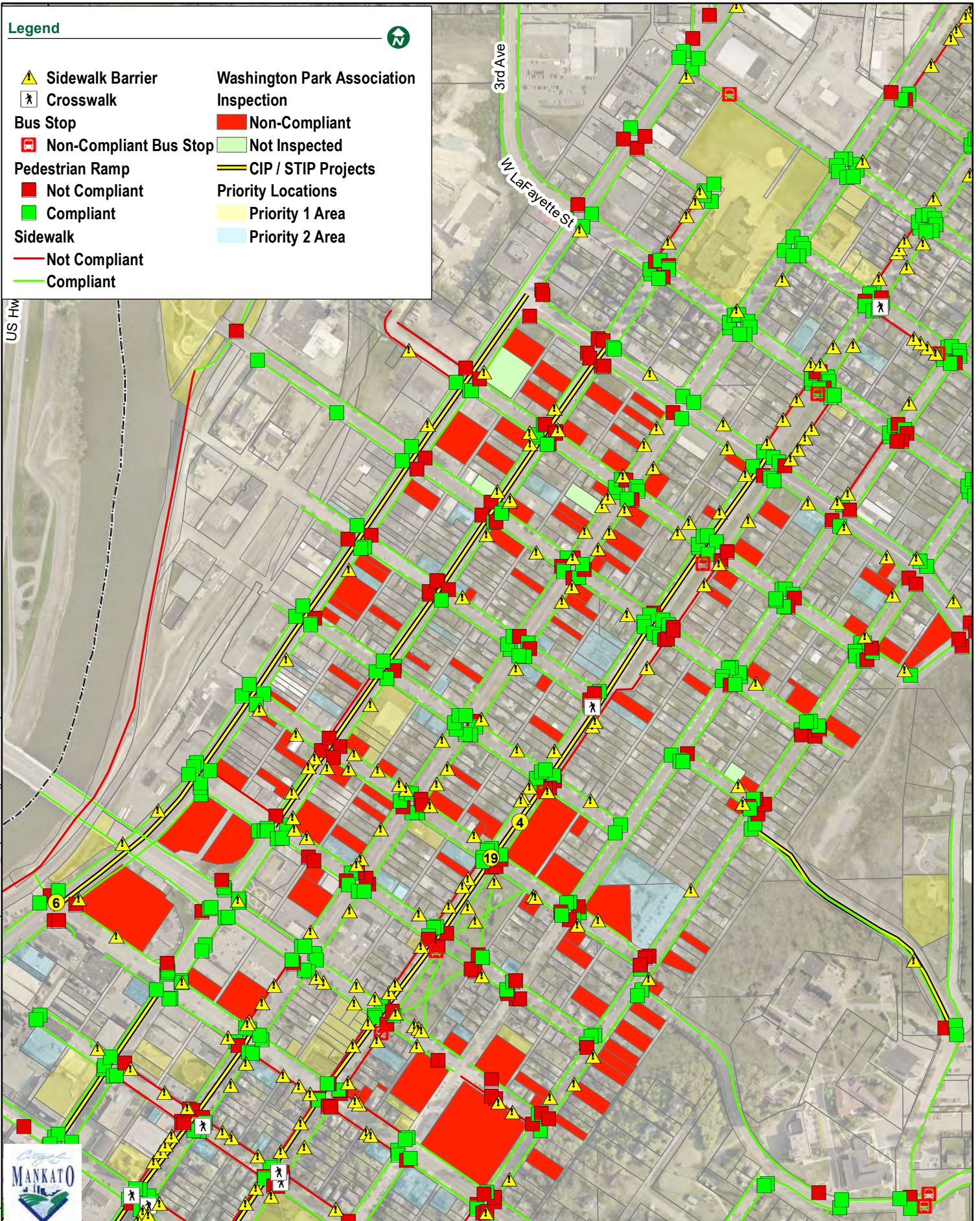
1. The Washing Park Neighborhood Association

The Washington Park neighborhood performed a walking audit with Mankato city staff sometime in 2018. This information was forwarded to the project team to ensure issues were captured in the ADA Transition Plan. Relevant data provided from that group was observed and compared to data collected in the field. Results from field inspection are consistent with issues identified from that effort. **Figure 3-D.1** below illustrates properties where issues were identified in red in proximity to non-compliance identified in the field.

2. The SMILES Center for Independent Living (CIL)

The SMILES CIL group invited project staff to attend meetings at the Gus Johnson Plaza and the Durham Apartments in December 2017 to discuss issues they experience navigating pedestrian infrastructure. Summaries of those meetings are included in **Part 1 – Appendix 1-A**.

Insert/Document Results at end of project



Appendix 3-E: Greivance Procedure

I. Appendix 3-E: City of Mankato ADA Grievance Procedure

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

The City understands that members of the public may desire to contact staff to discuss ADA issues without filing a formal grievance. Members of the public wishing to contact the ADA Coordinator should reference the contact information in **Appendix 3-F**. Contacting staff to informally discuss ADA issues is welcome and does not limit a person's ability or right to file a formal grievance later.

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

A. Telephone

Contact the City of Mankato's ADA Coordinator listed in the **Contact Information** section of **Appendix 3-F** to submit an oral grievance. The staff person will use the internet to electronically submit the grievance on behalf of the person filing it.

B. Paper Submission

A paper copy of the City's grievance form is available by request from the City of Mankato's ADA Coordinator (contact information in **Appendix 3-F**). Complete the form and submit it to the City of Mankato ADA Coordinator at the address listed.

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

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

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

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

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

For more information, contact:

U.S. Department of Justice

Civil Rights Division

950 Pennsylvania Avenue, N.W.

Disability Rights Section – NYAV

Washington, D.C. 20530

www.ada.gov

(800) 514-0301 (voice)

(800) 514-0383 (TTY)

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

File Retention

The City of Mankato shall maintain ADA grievance files on behalf of the City for a period of seven years.

City Mankato, MN ADA Grievance Form

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

311 - City of Mankato Customer Service
Attn: City of Mankato ADA Coordinator
City of Mankato, MN
10 Civic Center Plaza,
Mankato, MN 56001

Or it can be e-mailed to: 311@mankato.gov

Complainant – person filing grievance:

Name: _____ Date _____

Address: _____ City, State, Zip Code: _____

Home: _____ Cell: _____

Work: _____ Email: _____

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

Name: _____

Address: _____ City, State, Zip Code: _____

Home: _____ Cell: _____

Work: _____ Email: _____

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

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

Agency or Court: _____ Contact Person: _____

Address: _____ City, State, Zip Code: _____

Phone Number: _____ Date Filed: _____

Appendix 3-F: Contact Information

I. Appendix 3-F: Responsible Officials and Key Staff

A. Responsible Officials Contact Information

1. City of Mankato ADA Coordinator:

Landon Bode, City of Mankato Public Works – Associate Civil Engineer

10 Civic Center Plaza

Mankato, MN 56001

P: (507) 387-8637

E: lbode@mankatomn.gov

2. City of Mankato Key ADA Staff:

Mikayela Barden, City of Mankato Public Works –Engineering Technician

10 Civic Center Plaza

Mankato, MN 56001

P: (507) 387-8562

E: mbarden@mankatomn.gov

Appendix 3-G: ADA Design Standards and Procedures

I. Appendix 3-G: ADA Design Standards and Procedures

A. Design Standards

1. Public Rights-of-Way Accessibility Guidelines

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

In 2010 and 2015, as a part of the development of MnDOT's Transition Plan, MnDOT Issued Technical Memorandum 10-02-TR-01 Adoption of Public Rights of way Accessibility Guidance and Technical Memorandum No. 15--02-TR-01 Adoption of Public Rights-of -Way Accessibility Guidance (PROWAG), respectively to their staff, cities, and counties. These memorandums, which have both expired, make the PROWAG the primary guidance for accessible facility design on MnDOT projects. In addition, these technical memorandums can be found on MnDOT's website. See (<http://techmemos.dot.state.mn.us/>).

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

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

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

This report and its recommendations are the work of the Public Rights-of-Way Access Advisory Committee (PROWAAC) – Subcommittee on Technical Assistance and are intended to provide technical assistance only. The report is not a rule and has no legal effect. It has not been endorsed by the U.S. Access Board, the Department of Justice, or the Federal Highway Administration of the Department of Transportation. Still it can be a technical advisory source

for engineers and technicians who are planning and designing for alterations to pedestrian elements. This document is on the Access Board website (<http://www.access-board.gov>) or at <http://www.access-board.gov/attachments/article/756/guide.pdf>.

4. Minnesota Department of Transportation

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

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

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

ADA Project Design Guide Memo:

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

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

Driveway and Sidewalk Details Standard Plans 5-297.254 can be found on MnDOT's website at <http://standardplans.dot.state.mn.us/>

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

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

MnDOT's Pedestrian Accommodations Through Work Zones webpage, <http://www.dot.state.mn.us/trafficeng/workzone/apr.html> contains information on providing accessibility during impacts due to maintenance or construction activities.

B. Design Procedures

1. Intersection Corners

The City of Mankato will attempt to construct or upgrade pedestrian curb ramps to be consistent with Access Board recommended designs parameters and MnDOT ADA design guidance and procedures to the extent feasible within all capital reconstruction projects. There may be limitations which make it technically infeasible for the City to achieve these goals at an intersection corner within the scope of any project. Those limitations will be noted and the intersection corners will be constructed to maximize accessibility to the extent feasible within the project scope. As future projects or opportunities arise, additional improvements at these locations may be incorporated into future projects. The City will strive to ensure that each intersection corner is constructed to be as accessible as possible.

2. Sidewalks / Trails

The City of Mankato will attempt to construct or upgrade sidewalks and trails to be consistent with Access Board recommended designs parameters, MnDOT ADA design guidance and procedures to the extent feasible within all capital improvement projects. There may be limitations which make it technically infeasible for the City to achieve these goals within all segments of sidewalks or trails within the scope of any project. Those limitations will be noted and those segments will be constructed to maximize accessibility to the extent feasible within the project scope. As future projects or opportunities arise, additional improvements at these locations may be incorporated into future projects. The City will strive to ensure that every sidewalk or trail is constructed to be as accessible as possible.