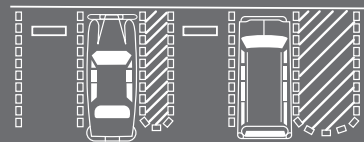
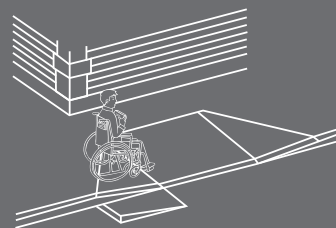
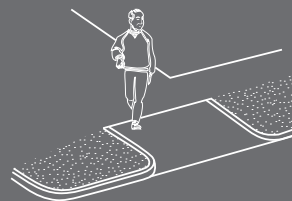




ADA Transition Plan

December 2016



By:



For:



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July 8, 2016

Dear Citizens of Montana,

At the Montana Department of Transportation, our mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment. As part of this commitment, it is my privilege to share with you the updated Americans with Disabilities Act (ADA) Transition Plan for MDT. This plan demonstrates MDT's ongoing efforts to provide accessibility and continued collaboration between MDT and citizens, stakeholders, and partners across Montana.

The plan establishes an accessibility baseline of the State's transportation system and outlines the methods to demonstrate and track progress to ensure MDT's programs and services are accessible to all users.

The success of making our transportation fully accessible requires the coordinated and collaborative efforts of all levels of government, the public, and the strategies outlined in this plan. The Montana Department of Transportation will continue to work with citizens, stakeholders, and partners in the implementation of this plan, future updates to this plan, and in policy decisions affecting accessibility. Together, we can realize our common goal of an accessible, safe, efficient, and sustainable transportation system that serves everyone.

Sincerely,

A handwritten signature in blue ink that reads "Mike Tooley". The signature is fluid and cursive, with the first name "Mike" and last name "Tooley" clearly distinguishable.

Mike Tooley
Director
Montana Department of Transportation

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1.0

Introduction

The Montana Department of Transportation (MDT) Americans with Disabilities Act (ADA) transition plan is intended to direct the department's efforts to provide an accessible transportation system within the state of Montana. The purpose of the plan is to provide guidance for removal of

accessibility barriers. The plan provides an overview of MDT's external ADA program, outlines MDT's mission and ADA policy, and identifies methods to assist MDT in complying with ADA regulations. The plan is intended to be a living document to reflect the current MDT ADA program and compliance status. **The MDT Director is responsible for implementing the plan.** Attachments to the plan will be updated annually to outline accomplishments to date and future actions necessary to enable ADA compliance.

1.1

Regulatory Framework

1.1.1 Section 504 of the Rehabilitation Act of 1973

Section 504 of the Rehabilitation Act of 1973 prohibits discrimination on the basis of disability by any program or activity receiving federal financial assistance. Discrimination may consist of exclusion from participation in or denial of the benefits of programs and activities operated by a department, agency, or other instrumentality of state or local government. Section 504 applies to MDT, as well as all sub-recipients of federal funds.

1.1.2 Title II of the Americans with Disabilities Act of 1990

The Americans with Disabilities Act of 1990 expands on the foundation laid by Section 504 by prohibiting discrimination on the basis of disability by public entities regardless of whether they receive federal financial assistance. The Act is divided into five titles describing requirements relating to (I) employment, (II) state and local government services, (III) public accommodations, (IV) telecommunications, and (V) miscellaneous provisions. Title II of the Act applies specifically to state and local government services and the programs and activities they administer, including features built before and after 1990. Titles I, III, IV, and V are not addressed further in the MDT transition plan.

1.1.3 ADA Implementing Regulations

The Code of Federal Regulations (CFR) outlines regulations implementing Title II of the ADA, which apply to MDT as a department of Montana state government. Table 1 summarizes relevant MDT responsibilities under Title II of the ADA as implemented by the United States Department of Justice (DOJ).

Table 1 Summary of MDT Responsibilities under Title II of the ADA

Implementing Regulation	Responsibilities
28 CFR 35.105	<p>Self-Evaluation</p> <ul style="list-style-type: none"> Evaluate current services, policies, and practices and make any necessary modifications to meet ADA requirements. Provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process by submitting comments. Maintain a list of interested persons consulted, a description of areas examined and any problems identified, and a description of any modifications made.
28 CFR 35.106	<p>Notice</p> <ul style="list-style-type: none"> Make ADA information available to the public regarding applicability to MDT services, programs, and activities.
28 CFR 35.107	<p>Responsible Employee / Grievance Procedures</p> <ul style="list-style-type: none"> Designate a responsible employee to coordinate ADA efforts; provide the ADA coordinator's name, office address, and telephone number. Adopt and publish grievance procedures providing for prompt and equitable resolution of complaints.
28 CFR 35.130; 28 CFR 35.149	<p>General Prohibitions Against Discrimination</p> <ul style="list-style-type: none"> Do not exclude disabled persons from participation in or deny benefits of MDT services, programs, or activities. Do not discriminate on the basis of disability.
28 CFR 35.133	<p>Maintenance</p> <ul style="list-style-type: none"> Maintain facilities and equipment required to be accessible to persons with disabilities in operable working condition.
28 CFR 35.150	<p>Existing Facilities</p> <ul style="list-style-type: none"> Operate each service, program, or activity in a manner accessible to and usable by individuals with disabilities. Alter existing facilities or construct new facilities as necessary to comply with ADA requirements. Develop a transition plan outlining steps necessary to complete structural changes to facilities.
28 CFR 35.151	<p>New Construction and Alterations</p> <ul style="list-style-type: none"> Design, construct, and alter public facilities in a manner readily accessible to and usable by individuals with disabilities, unless structurally impracticable. Provide curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.
28 CFR 35.160; 28 CFR 35.161	<p>Communications/Telecommunications</p> <ul style="list-style-type: none"> Ensure effective communications with disabled persons. Provide appropriate auxiliary aids and services to afford disabled individuals an equal opportunity to participate in and enjoy the benefits of MDT services, programs, and activities.
28 CFR 35.163	<p>Information and Signage</p> <ul style="list-style-type: none"> Provide information about the existence and location of accessible services, activities, and facilities. Provide signage at all inaccessible building entrances directing users to an accessible entrance that is denoted with the international symbol for accessibility.

Note: Additional responsibilities detailed in 28 CFR Section 35 (e.g., related to employment discrimination) are not discussed in the MDT transition plan.

Public entities employing 50 or more persons must develop a document called a transition plan outlining the steps necessary to complete any structural changes (i.e., changes to physical assets) to achieve program compliance.

At a minimum, the plan must meet the requirements stated in 28 CFR 35.150(d)(3) as follows.

- Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities.
- Describe in detail the methods that will be used to make the facilities accessible.
- Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period.
- Indicate the official responsible for implementation of the plan.

As part of the transition plan, public entities responsible for streets, roads, or walkways must include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving state and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas (23 CFR 35.150(d)(2)).

The MDT transition plan addresses requirements relating to physical assets, including facilities within MDT right-of-way. For the purposes of this plan, facilities are defined to include district and headquarters office buildings, rest areas, airports, maintenance buildings, and motor carrier services (MCS) scale sites. Right-of-way features include elements such as curb ramps, sidewalks, crosswalks, median crossings, and pedestrian activated signal systems. In addition to these requirements, the MDT transition plan addresses other elements outlined in Title II of the ADA related to administration, communications, and maintenance.

Public entities must provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan must be made available for public inspection (28 CFR 35.150(d)(1)). Public participation and document availability are discussed in more detail in Chapter 4.

In addition to regulations implemented by the United States Department of Justice, the United States Department of Transportation prohibits discrimination against qualified persons with disabilities, and requires federal-aid recipients to make reasonable accommodations in policies, practices, or procedures when necessary to avoid discrimination on the basis of disability unless the accommodations would fundamentally alter the nature of the service, program, or activity or result in an undue financial and administrative burden (49 CFR 27.7).

MDT must ensure all of its programs, services, and activities are accessible to and usable by individuals with disabilities. MDT's external ADA program ensures that people with disabilities have equitable opportunities to use the public rights-of-way system. This program is responsible for implementing MDT's transition plan, which guides MDT's efforts to provide an accessible transportation system in Montana.

1.2 MDT Mission and ADA Policy Statement

The MDT guiding mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality, and sensitivity to the environment.

In fulfilling its mission, MDT recognizes the importance of providing equitable access to all transportation system users. Accessible building facilities and rights-of-way provide critical access to employment, health care, education, and government services. Equitable access for people with disabilities facilitates independence and self-sufficiency, quality of life, participation in the work force, and meaningful social and economic contributions to society. The MDT transition plan is an important step in helping MDT eliminate barriers and provide equitable opportunities for disabled individuals to use MDT programs, rights-of-way, and building facilities.

In accordance with 28 CFR 35.130, it is MDT policy that no qualified person with a disability shall, solely by reason of disability, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity that receives federal financial assistance administered by the United States Department of Transportation.

2.0 ADA Program Methods

In support of the MDT mission and ADA policy, the following sections outline methods MDT uses to make its programs, rights-of-way, and building facilities accessible to individuals with disabilities in fulfillment of 28 CFR 35.150(d)(3)(ii). Icons in the margins indicate specific regulatory provisions related to and fulfilled by applicable methods.

2.1 Administration

The MDT Office of Civil Rights is committed to administer, provide oversight responsibilities, and ensure compliance with the law and federal and state guidance relating to ADA compliance. The Office of Civil Rights ensures MDT conducts business in an environment free of discrimination, harassment, and retaliation on the grounds of protected status, including physical or mental disability, in all state, federal and federally-assisted MDT programs.

Method 1 Employ internal and external ADA coordinators.

ADA implementing regulations require public entities to designate at least one employee to coordinate efforts to comply with and carry out ADA responsibilities. MDT divides ADA responsibilities into external and internal categories and provides one coordinator position for each unit. ADA coordinators reside within the MDT Office of Civil Rights, whose mission is to ensure all beneficiaries and potential beneficiaries of MDT programs are offered an equal participation opportunity.

28 CFR 35.107



MDT's external ADA coordinator is responsible for guiding MDT's program to ensure people with disabilities have equitable opportunities to use the transportation system within MDT right-of-way. The external ADA program oversees and guides the implementation of the plan to provide accessible public rights-of-way and facilities. The external coordinator is a department-wide resource for ADA policies and procedures in support of the plan. Other responsibilities of the external coordinator include responding to ADA inquiries, leading the ADA advisory committee, responding to requests for accessible materials or auxiliary aids and services, and conducting or arranging ADA training for employees throughout the department.

MDT's internal ADA coordinator is responsible for ensuring reasonable accommodations are provided for MDT employees or applicants with disabilities. The internal coordinator works closely with human resources staff, the employee or applicant, and supervisors to provide reasonable accommodations through an ADA accommodation request and interactive process. The internal coordinator also provides support for the external ADA program.

Contact information and role descriptions for the MDT internal and external ADA coordinators are provided on MDT's website.

Method 2 Conduct regular ADA advisory committee meetings.

The ADA advisory committee meets regularly to discuss the external ADA program, advance progress of the transition plan, and coordinate ADA decisions related to project identification, delivery, and operations which apply to nearly all divisions within the department. The committee is led by the MDT external ADA coordinator and includes MDT representatives from the Aeronautics Division, Information Services Division, Highways and Engineering Division (including Preconstruction and Construction Programs), Maintenance Division, Motor Carrier Services Division, and the Rail, Transit and Planning Division. The committee also includes representatives from each MDT District, the Federal Highway Administration (FHWA), and groups representing individuals with disabilities.

The ADA advisory committee provides a valuable avenue for regular collaboration on ADA-related topics, including data management; project prioritization and identification; inventory status; funding recommendations; issues relating to design, construction, and maintenance; public comments; and changes in regulations and policies. The committee provides the foundation for development of policies and procedures relating to the external ADA program. The ADA advisory committee conducts periodic outreach sessions with stakeholders including members of the disability community, partner agencies, and metropolitan planning organizations (MPOs).

Method 3 Coordinate with representatives of the disability community.



28 CFR 35.105

The MDT external ADA coordinator works closely with advocacy groups to identify critical ADA needs and obtain feedback on the MDT external ADA program. MDT maintains a list of ADA stakeholders which includes numerous organizations representing the disability community. MDT regularly consults with these organizations and periodically provides updates on ADA policies and procedures. MDT welcomes feedback from these organizations and strives to consider all comments to assure the disability community is accurately represented in MDT's ADA program.

Method 4 Provide public notice about ADA requirements.

Under Title II, MDT must make information about ADA requirements pertaining to its services, programs, and activities available to the public. MDT maintains an ADA website, which includes a description of the ADA program; ADA coordinator contact information; links to MDT's public notice document, complaint procedures form, and accommodations request; and links to other ADA-related design information and applicable federal regulations.



28 CFR 35.106

Method 5 Publish grievance procedures for resolution of ADA complaints.



28 CFR 35.107

Public entities employing at least 50 people are required to adopt and publish grievance procedures providing prompt and equitable resolution of complaints. MDT's grievance procedure and form are located on the Office of Civil Rights website accessed through the following link: <http://www.mdt.mt.gov/business/contracting/civil/external-ada.shtml>. Alternative accessible formats are available upon request. The grievance procedure provides a mechanism to document and track complaints. MDT develops action items in response to each complaint and strives to resolve complaints through a mediation process.

Method 6 Provide a mechanism for tracking non-grievance ADA communication and informal inquiries.

MDT offers the opportunity for the public to submit inquiries regarding any ADA-related issue via a comment form on the MDT website. The form captures ADA inquiries that do not constitute a formal grievance complaint, but involve ADA external policies, decisions, or physical assets. MDT considers public feedback and inquiries, and provides an appropriate response to each comment. The comment form is available at the following link: http://www.mdt.mt.gov/mdt/comment_form.shtml Alternative accessible formats are available upon request.

Method 7 Provide written assurance guaranteeing non-discrimination.

As a condition of federal aid under Section 504 of the Rehabilitation Act of 1973 (49 CFR 27.9), MDT must guarantee non-discrimination and ensure new projects will be ADA compliant. MDT includes a non-discrimination agreement on all federally-funded projects. The document requires MDT to comply with federal statutes, policies, and procedures. The document states no person may be excluded from federally-funded programs on the grounds of race, color, national origin, sex, age, and handicap/disability. ADA compliance must also be assured on all federally-funded projects conducted by sub-recipients of federal funds.

Method 8 Ensure personnel are appropriately trained in regard to ADA requirements.

MDT conducts ADA training for all new employees, focusing primarily on equal employment opportunity under Title I of the ADA. MDT also facilitates varying levels of ADA training to employees depending on personnel involvement with ADA. The external ADA program provides regular training to all MDT District and Headquarters personnel involved with inventory, design, review, construction, and maintenance of ADA features in support of the ADA policy statement. This training reinforces the importance of ADA regulations and educates personnel on applicable ADA requirements.

2.2 Communications

Government agencies must communicate and interact effectively with the public. MDT uses various communication methods to assist the disability community including auxiliary aids, services, information, and signage. MDT attempts to eliminate communication barriers by offering a variety of auxiliary aids and services to the disabled community upon request.

Method 9 Offer auxiliary aids and services to eliminate communication barriers.

Communicating by telephone can be a hardship for people with hearing or speech impediments. To address this difficulty, MDT uses a teletypewriter (TTY) also known as a telecommunications device for the deaf (TDD). MDT lists the TTY number and the Montana Relay number (operated by the Montana Telecommunications Access Program) in a variety of MDT documents including press releases and public meeting notifications, brochures, and on the MDT website. To address language barriers, the MDT website provides a list of interpreters speaking multiple languages including sign language. The list provides information regarding interpreter location, contact information, conversation skill, reading/writing skill, fees, and qualifications. MDT uses at least two interpreters in most languages and numerous interpreters for languages such as French, German, and Spanish.



28 CFR 35.160-161

The three primary auxiliary aids for people with a sight disability include Braille, enlarged text, and audio documents. The majority of MDT documents can be provided in Braille or large text and are available upon request. Documents can also be converted to an audio format upon request.

In addition to commonly-used auxiliary aids and services, MDT makes efforts to provide additional aids and services upon request. MDT strives to provide accessible information to the public and attempts to accommodate all disability types.

Method 10 Inform the public of accessible services, activities, and facilities.

Title II requires public entities to ensure disabled persons can obtain information about the existence and location of accessible services, activities, and facilities. MDT's website is a key platform for providing information to the public. To ensure accessibility, information provided on the website must be compatible with appropriate software to accommodate specific disabilities. MDT provides appropriate software programs upon request to assist with web accessibility.

28 CFR 35.163



Signage is another major aid in providing public information and direction. MDT follows ADA design guidelines to ensure signs are readable and accommodating to the disability community. Sign standards include the use of large letters and symbols accompanied by Braille. The standards are the foundation for providing clear informational and directional signage to all members of the public.

2.3 Rights-of-way

Under Title II of the ADA, MDT must assure all of its physical assets are ADA compliant, including existing and newly-constructed features. Rights-of-way features include elements such as curb ramps, sidewalks, crosswalks, median crossings, and pedestrian activated signal systems.

ADA compliant rights-of-way are designed and constructed in a manner readily accessible and usable by individuals with disabilities. Examples of non-compliant accessibility barriers include steep curb ramp slopes or sidewalk discontinuities that may cause trip hazards.

The following sections discuss methods for rights-of-way inventory data collection, data tracking, and methods for removing physical accessibility barriers.

2.3.1 ADA Inventory

Method 11 Maintain an inventory of existing ADA features.

Program evaluation is necessary to identify where physical barriers limit accessibility within MDT's transportation system. This self-evaluation process provides an assessment of current compliance status in order to prioritize actions and monitor progress, making the process critical to the success of the transition plan.

28 CFR 35.105



In fulfillment of this requirement, MDT conducted a complete statewide assessment of its intersection (right-of-way) features. Through an initial pre-screening procedure, rural conditions were reviewed using aerial photography and street view coverage to determine if dedicated pedestrian facilities were present. Field visits were conducted on the remaining intersections. Approximately 16,000 individual curb ramp locations were inspected in the summer of 2015 to identify any deficiencies in existing right-of-way elements. The curb ramp inventory also included identification of the presence of sidewalk at each curb ramp

and whether the sidewalk was continuous to the adjacent intersection. Inventory of signalized intersections included accessible pedestrian signals. The primary objective of the data collection effort was to record barriers using a consistent and disciplined methodology that included measurement of the most restrictive condition. This technique established baseline parameters against which progress towards overall compliance can be demonstrated. The inventory process is ongoing as new improvements are constructed and accessibility barriers are removed.

The MDT Information Services Division maintains a geodatabase of ADA right-of-way features. The database enables MDT to query data, summarize data sets in output reports, conduct annual reporting, and identify progress toward compliance. Appendix A contains an annual status report of inventoried assets. The online database information can be found at the following link: <http://mdt.maps.arcgis.com/home/webmap/viewer.html?webmap=2e0e0f82015443718b45b89139be8a3b>. Alternative accessible formats are available upon request.

Method 12 Consider ADA inventory system compatibility with other applicable data management systems.

MDT uses multiple inventory and data management systems to collect data. For example, construction personnel collect field data on constructed project features and are responsible for inputting data into AASHTOWare Project SiteManager, MDT's construction management system, prior to project close out. Similarly, the Traffic and Safety Bureau maintains an inventory of traffic signals. The Information Services Division works closely with other divisions and bureaus to incorporate ADA data from other sources into the ADA database and eliminate duplicative efforts. The ADA database may evolve to consider compatibility with other data management systems.

Method 13 Score rights-of-way features to identify critical ADA needs.

MDT uses a composite system to score its rights-of-way infrastructure, and assigns points based on demand and ADA compliance. A higher score indicates a non-compliant feature with high demand, while a lower score indicates a compliant site with low demand. Sites are ranked based on their composite score, with higher scores representing sites with higher priority.

ADA implementing regulations (28 CFR 35.150(d)(2)) note transition plans should give priority to walkways serving entities covered by the Act, including state and local government offices and facilities, transportation, transit, places of public accommodation, and employers, followed by walkways serving other areas. The Montana structures framework is a statewide spatial database of structure and address points used to assign demand scoring for rights-of-way features. Higher scores are assigned to features in proximity to a demand generator, and lower scores are assigned to features at a greater distance from demand generators.

Compliance scores are calculated by assigning a higher score value for non-compliant right-of-way features (including curb ramps and crosswalks), and a score of zero for fully compliant features. Discontinuous sidewalk and APS compliance is factored into the compliance score.

Composite scores are calculated by multiplying the demand score by the compliance score. Sites with higher composite scores represent higher priorities. Appendix B contains a sample demand score calculation and an annual inventory scoring report of inventoried assets by corridor composite score.

Method 14 Prioritize projects based on risk-based assessment of scoring, degree of noncompliance, number of noncompliant features, safety performance, proximity to programmed projects, and public feedback.

Rights-of-way scoring provides an initial indication of risk level for an individual ADA feature. MDT also considers a range of additional factors to prioritize ADA improvement projects.

The number of noncompliant features and the degree of compliance (indicating the severity of the accessibility

barrier) influence project prioritization. Safety performance is also considered in project prioritization. An identified mode conflict or crash trend at a particular location may provide further justification for an ADA improvement project. MDT gives consideration to projects identified in the Statewide Transportation Improvement Program (STIP) and improvements to adjacent infrastructure already in process. MDT also considers public input and maintains a documented response process for comments regarding ADA.

2.3.2 Project Identification

Method 15 Consider ADA compliance using an asset management method.

Asset management is a business process for resource allocation, and is driven by defined objectives and credible data from systematic assessments to justify investment decisions. An asset management approach provides many benefits, including objective, justifiable decision making; improved performance and service to customers; enhanced credibility, transparency, and accountability; lower long-term costs for infrastructure preservation; and improved use of available resources.

MDT uses an asset management method to develop an optimal investment plan and measure progress in moving toward strategic transportation system goals. Using this method, projects programmed for construction must address both a specific transportation need and contribute to overall transportation system performance goals. MDT considers feedback from customers, available resources, and system performance data to support investment decision making. Proposed projects are evaluated for consistency with guidance on funding allocation before they are selected and programmed for construction.

MDT assesses and monitors the condition of the transportation system using computer-based management systems. ADA compliance data (including the degree of noncompliance and the number of non-compliant features at a specific location or along a corridor) is used to measure and track progress toward eliminating accessibility barriers within the state's transportation system. This information ultimately informs funding guidance and development of performance targets for ADA compliance.

Method 16 Determine available funding sources.

MDT uses multiple funding sources to deliver ADA improvements. ADA elements are incorporated in bridge and roadway projects funded through MDT's core program. Funds for core program roadway projects are allocated to districts by type based on MDT's Performance Programming Process (P3) asset management system recommendations. Other projects that solely target accessibility utilize specific funding sources to implement these improvements.

Approximately four million dollars of flexible funds through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is currently used to finance MDT's independent ADA improvement projects per year. The primary purpose of these projects is to specifically address non-compliant ADA features within a designated corridor. The MDT Traffic and Safety Bureau also utilizes discretionary CMAQ funds for improvements to traffic signals. In many cases, these projects incorporate ADA improvements. MDT will continue to evaluate funding availability under the CMAQ program, and consider the program's effectiveness in targeting ADA barriers.

Pedestrian improvements may be funded through the competitive Transportation Alternatives (TA) program. Under this program, local project sponsors submit applications, which are scored by MDT and FHWA staff using a range of criteria which may include ADA compliance levels. Selected projects are administered by the MDT Consultant Design Bureau. Cities that employ 50 or more persons are also required to develop an ADA transition plan.

Combined funding packages, including partnerships with local communities, are also used to help fund ADA improvements, or extend the scope of ADA improvements addressed in a project that is primarily funded through other sources. For example, local projects such as overlays and utility replacements could be funded through a combination of local and MDT project funds to extend the scope of the local project.

ADA improvements may also be funded in part by developers who initiate projects that may impact the transportation system. MDT reviews private projects through the system impact action process to ensure impacts to the transportation system meet MDT design criteria and costs are recovered as appropriate.

Method 17 Identify level of ADA effort associated with project type.

MDT identifies the appropriate level of ADA involvement depending on project classification, including new construction, reconstruction, rehabilitation, resurfacing, and preventative maintenance projects.

For new construction and reconstruction projects, pedestrian facilities are designed and constructed to meet all relevant ADA requirements to the maximum extent feasible.

In the case of resurfacing and rehabilitation projects involving alterations to existing infrastructure, existing pedestrian facilities are upgraded to meet ADA requirements to the extent technically feasible, and new curb ramps are considered wherever curb, gutter, and sidewalk are adjacent to the project. Existing and potential pedestrian use is evaluated to determine possible ramp locations. FHWA guidance specifies that an alteration to existing infrastructure includes the addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, micro-surfacing and thin lift overlays, cape seals, and in-place asphalt recycling¹. MDT complies with this guidance.

Installation of ADA features is generally not considered in rural areas with low demand and on routine or preventative maintenance activities such as painting or striping lanes, crack filling and sealing, surface sealing, chip seals, slurry seals, fog seals, scrub sealing, joint crack seals, joint repairs, dowel bar retrofit, spot high-friction treatments, diamond grinding, and pavement patching². Projects should not be under-scoped in an attempt to avoid the need to provide ADA upgrades. For example, a resurfacing project should not be shortened to end at the start of a section of roadway that has existing curb, gutter, or sidewalk. Conversely, ADA work would be beyond the scope of a micro-surfacing project on an intersection where no curb, gutter, or sidewalk currently exists.

Method 18 Consider project factors and opportunities to enhance ADA project delivery.

In nominating an independent ADA project, MDT considers factors such as consistency with local and MDT plans, logical termini and connectivity with existing facilities, storm water and drainage facility conflicts, right-of-way ownership, utility conflicts, rail intersections, and level of environmental documentation. These factors may affect project limits and level of complexity.

It is important to identify and maintain the primary project purpose. However, MDT also considers opportunities to address multiple needs concurrently to optimize investment. For example, it may be beneficial to incorporate other associated intersection improvements addressing geometry or traffic signal upgrades at the time of an ADA upgrade project, or to address needed pavement preservation concurrently with high-priority ADA improvements. Communication between MDT District and Headquarters staff is critical to ensure identification of related needs and projects.

Method 19 Coordinate with partner agencies to identify local projects and future development activities.

MDT regularly communicates with partner agencies (including cities, counties, MPOs, and tribal governments) to discuss upcoming projects and anticipated future developments. This information helps MDT identify and plan its ADA improvements to coordinate with local efforts. In some cases, opportunities for coordinating project phasing may benefit MDT and local entities by incorporating ADA elements into larger projects, and avoiding costly re-work at a future date.

¹ Department of Justice/Department of Transportation Joint Technical Assistance on Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing, 2013.

² Ibid.

Method 20 Establish and document maintenance responsibility.

In some instances, MDT develops a memorandum of understanding (MOU) with local jurisdictions to address maintenance responsibility for sidewalks and pedestrian facilities adjacent to MDT routes. In other cases, local ordinances sometimes require adjacent landowners to accept responsibility for maintaining and clearing sidewalks. To minimize complications during project delivery, it is important to discuss maintenance responsibility early in the project identification process. All parties should understand and agree to the scope of work for the project, including the specific ADA features that will be designed and constructed. Waiting to document maintenance obligations after a project has already been constructed can lead to miscommunication about roles and responsibilities.

2.3.3 Design and Construction

Method 21 Consider risk to determine appropriate project delivery method.

MDT uses multiple mechanisms to deliver its projects, including traditional design-bid-build as well as design-build methods. MDT considers risk, project scope and complexity, roadway system and jurisdiction, schedule considerations such as timing of funding obligations, and other factors to determine the best method for delivering each project.

ADA improvements included as part of a larger roadway rehabilitation or reconstruction project may be less complex than retrofit improvements within an existing roadway profile due to elements such as existing grades, obstacles, and available right-of-way. MDT will consider these factors to determine the best method for delivering ADA-compliant features.

Method 22 Assign appropriate staff to design and review ADA documents.

ADA improvements are designed and reviewed by MDT subject matter experts (SMEs) trained in ADA design, construction, and retrofit complexities. In addition to overseeing ADA design efforts, ADA SMEs are also responsible for making ADA design decisions and determining the appropriate design response for a particular project through constant communication and coordination with MDT District personnel. MDT maintains an ADA decision matrix that provides design guidance for a variety of modification or retrofit scenarios. MDT also maintains a documented procedure to assure all entities are committed to the selected design response. The External ADA Coordinator provides additional review as necessary and works closely with SMEs to assure adherence to applicable ADA regulations and policies.

Method 23 Design ADA improvements in accordance with applicable MDT design standards and federal regulations.

MDT has established standards and policies that provide guidance for installation of accessible features on newly-constructed or altered public rights-of-way and facilities. The Americans with Disabilities Act Accessibility Guidelines (ADAAG) and Public Right-of-Way Accessibility Guideline (PROWAG) are the two sets of guidelines for design of accessible features on new construction and alterations.

28 CFR 35.151

The U.S. Access Board developed ADAAG in 1991 and continues to maintain these guidelines for the design of accessible buildings and facilities. ADAAG focuses mainly on buildings and site work and generally does not address conditions unique to public rights-of-way. Due to the need for accessibility guidelines specific to the public rights-of-way, the Access Board developed the PROWAG, which is the current set of guidelines

for design of accessible features in public rights-of-way. These guidelines have been identified as a current best practice by the FHWA for elements not fully addressed by ADAAG.

MDT has designed projects in accordance with the design guidelines referenced above since their adoption in 1991. MDT has officially adopted PROWAG for accessible design features on transportation projects following current best practice recommendations.

MDT maintains a compilation of detailed drawings in accordance with PROWAG for use on new construction or alteration projects. The drawings include technical information with respect to sidewalk and curb ramp dimensions, slopes, materials, and installation requirements. Additionally, project-specific details are commonly developed to address unique aspects of individual projects. MDT requires contractors to construct and ensure compliant features. During construction, MDT construction project managers ensure curb ramps, sidewalks, and detectable warning devices are installed according to the appropriate details. MDT construction personnel are responsible for inputting ADA feature measurements into SiteManager.

MDT conducts regular reviews of plans and specifications during the design process. This process encompasses review of any ADA elements on the project to verify compliance with ADA criteria.

Method 24 Design ADA features to allow construction flexibility.

Designing a pedestrian feature at the threshold of ADA requirements can cause difficulty in the field during construction. Without room for error or field fitment, the feature may inadvertently be constructed in exceedance of ADA thresholds, resulting in noncompliance. For example, a ramp cross slope designed to meet the 2% required maximum may be constructed at a slope of 2.1% due to a variety of unforeseen field conditions or construction methods. To avoid this difficulty, MDT strives to design ADA features to allow for construction flexibility.

Method 25 Apply documented process to determine technical infeasibility.

In some situations involving improvements to existing infrastructure, it is infeasible to comply with ADA requirements within the scope limitations of the project. MDT uses its technical infeasibility form to determine and document these conditions on each project. Cost is not a factor in determining feasibility. MDT's technical infeasibility form can be found in Appendix F.

28 CFR 35.151



In all cases, MDT designs and constructs ADA features in compliance with ADA requirements to the maximum extent feasible.

Method 26 Continually incorporate construction data collection into the ADA database.

MDT monitors the installation of ADA features during construction and field personnel measure new features to determine conformance with the design plans. MDT performs quality control and quality assurance procedures on all newly-collected information before outdated information is deleted from the database.

Method 27 Strive to maintain accessibility during construction.



28 CFR 35.133

ADA implementing regulations (28 CFR 35.133(b)) allow for isolated temporary interruptions in service or access due to maintenance or repairs. During construction activities, MDT strives to maintain accessibility in a manner comparable to conditions prior to construction and adheres to guidance within the Manual on Uniform Traffic Control Devices (MUTCD) for work zone compliance.

2.3.4 Operation and Maintenance

The MDT Maintenance Division is generally responsible for physical maintenance of MDT rights-of-way and facilities.

Method 28 Identify ADA issues during regular maintenance duties.

Over the course of a year, ADA features may become damaged or worn as a direct result of maintenance activities or due to normal wear and weathering. For example, blades used during wintertime snow removal may damage detectable warning devices, and freeze/thaw cycles may cause pavement cracking resulting in trip hazards.

During the course of regular duties, MDT maintenance personnel identify and report any ADA issues and concerns to the appropriate MDT District and to the Office of Civil Rights. The level of needed improvement is determined and addressed through maintenance activities or through an improvement project as warranted.

Method 29 Conduct winter maintenance, coordinate with local jurisdictions, and enforce maintenance agreements.

MDT is responsible for maintaining its rights-of-way in operable working condition throughout the year. During the winter, snow and ice buildup can limit the accessibility of an otherwise compliant pedestrian facility. MDT strives to regularly remove snow and ice and maintain ADA accessibility.

28 CFR 35.133



MDT sometimes enters into an agreement with a local jurisdiction to maintain sidewalks and pedestrian facilities adjacent to MDT routes. In other cases, local ordinances require adjacent landowners to maintain sidewalks. MDT coordinates with local jurisdictions to ensure terms of the maintenance agreements are fulfilled and ordinances are enforced.

2.4 Building Facilities

In addition to its rights-of-way, MDT must also assure its building facilities are ADA compliant, including existing and newly-constructed features. Building facilities include district and headquarters office buildings, rest areas, airports, maintenance buildings, and scale sites.

Method 30 Score building facilities to identify ADA needs.

Similar to its approach for right-of-way features, MDT uses a composite system to score its building facilities, and assigns points based on demand and ADA compliance.

A demand score for rest areas and MCS facilities is determined using annual average daily traffic (AADT) volumes. Similar to right-of-way features, a higher number of points are awarded for higher demand (indicated by AADT). Compliance scores are calculated by assigning a single point value to each non-compliant feature within the facility, including pedestrian access routes, curb ramps and blended transitions, detectable warning devices, pedestrian crossings, parking and passenger loading zones, protruding objects, pedestrian ramps, stairways, handrails, doorways and entrances, tables and counters, drinking fountains, sinks, water closets, telephones, and signage.

Composite scores for building facilities are calculated by multiplying the demand score by the compliance score. Sites with higher composite scores represent higher priorities. Facilities are ranked according to type and degree of public access, with separate priority lists for rest areas (higher priority) and other facilities (lower priority). Only inventoried sites are included in the priority ranking.

Method 31 Provide ADA-compliant features when designing, constructing, upgrading, and maintaining building facilities.

MDT provides ADA-compliant features as appropriate within the scope of work for each building facility project.

The MDT Maintenance Division administers a long-range building program to address new construction or major rehabilitation of maintenance and office buildings, airports, and scale sites. MDT District staff and Maintenance Division staff identify and prioritize projects, and the Montana Department of Administration Architecture and Engineering Division provides design and construction administration and oversight. Funding from the State Special Revenue Account is set aside each fiscal year for MDT's long-range building projects.

28 CFR 35.151



The MDT Maintenance Division also completes minor rehabilitation and repair projects to provide upgrades to interior spaces, including offices and restrooms; heating, ventilation, and air-conditioning systems; and exterior elements such as roofing, siding, and windows. These projects are addressed with the State Special Revenue funds as needs are identified.

Through a separate process, MDT develops rest area construction and rehabilitation projects under its Rest Area Program. Projects are identified and prioritized according to health index scoring, network evaluation results, input from the Statewide Rest Area Prioritization Plan Committee and MDT Districts, and other factors. Projects are financed through dedicated rest area funding, or via core program funding as nominated and agreed upon by the committee and the MDT District.

Method 32 Update facility inventory data as new projects are completed.

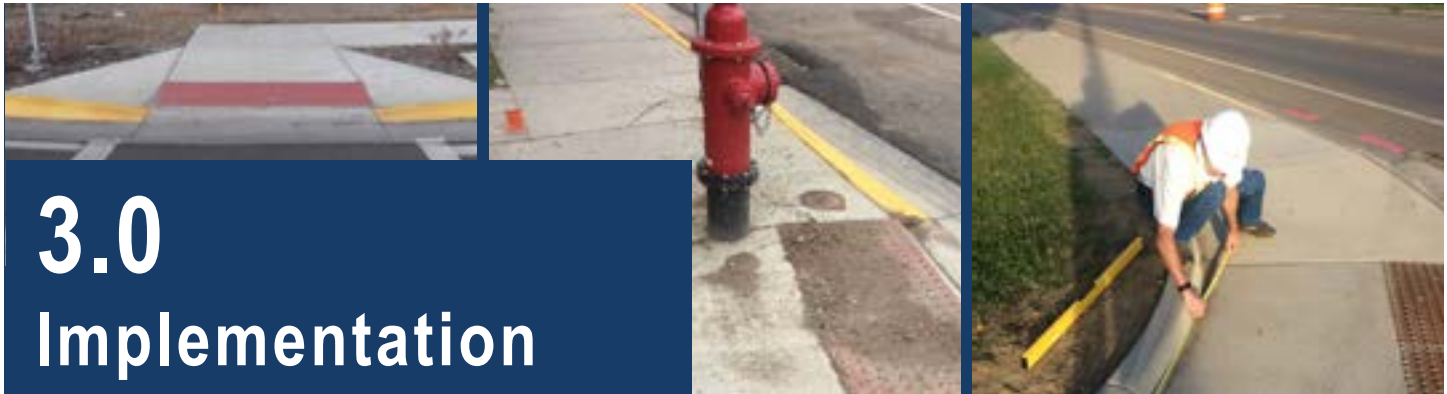
MDT conducted statewide inventory of its building facilities as part of the 2015 inventory effort. More than 150 building facilities were inventoried to determine ADA compliance. MDT maintains a database of ADA facility features. MDT also maintains design information for all staff use, as available. As building facility construction, rehabilitation, and repair projects are completed, Office of Civil Rights and MDT Information Services Division staff ensure MDT updates the facilities database to reflect the current status of ADA features.

2.5 Summary of Methods

Table 2 provides a summary of ADA program methods.

Table 2 ADA Program Methods

Category		Method
Administration		1 Employ internal and external ADA coordinators.
		2 Conduct regular ADA advisory committee meetings.
		3 Coordinate with representatives of the disability community.
		4 Provide public notice about ADA requirements.
		5 Publish grievance procedures for resolution of ADA complaints.
		6 Provide a mechanism for tracking non-grievance ADA communication and informal inquiries.
		7 Provide written assurance guaranteeing non-discrimination.
		8 Ensure personnel are appropriately trained in regard to ADA requirements.
Communications		9 Offer auxiliary aids and services to eliminate communication barriers.
		10 Inform the public of accessible services, activities, and facilities.
Rights-of-way	ADA Inventory	11 Maintain an inventory of existing ADA features.
		12 Consider ADA inventory system compatibility with other applicable data management systems.
		13 Score rights-of-way features to identify critical ADA needs.
		14 Prioritize projects based on risk-based assessment of scoring, degree of noncompliance, number of noncompliant features, safety performance, proximity to programmed projects, and public feedback.
	Project Identification	15 Consider ADA compliance using an asset management method.
		16 Determine available funding sources.
		17 Identify level of ADA effort associated with project type.
		18 Consider project factors and opportunities to enhance ADA project delivery.
		19 Coordinate with partner agencies to identify local projects and future development activities.
		20 Establish and document maintenance responsibility.
	Design and Construction	21 Consider risk to determine appropriate project delivery method.
		22 Assign appropriate staff to design and review ADA documents.
		23 Design ADA improvements in accordance with applicable MDT design standards and federal regulations.
		24 Design ADA features to allow construction flexibility.
		25 Apply documented process to determine technical infeasibility.
		26 Continually incorporate construction data collection into the ADA database.
		27 Strive to maintain accessibility during construction.
	Operation and Maintenance	28 Identify ADA issues during regular maintenance duties.
		29 Conduct winter maintenance, coordinate with local jurisdictions, and enforce maintenance agreements.
Building Facilities		30 Score building facilities to identify ADA needs.
		31 Provide ADA-compliant features when designing, constructing, upgrading, and maintaining building facilities.
		32 Update facility inventory data as new projects are completed.



3.0 Implementation Plan and Schedule

MDT is committed to eliminating accessibility barriers for individuals with disabilities within its programs, rights-of-

way, and building facilities. As required under 28 CFR 35.150(d)(3), MDT must specify a schedule for taking necessary steps to achieve ADA compliance. An implementation plan and schedule provides a timeline for addressing deficiencies in policies and procedures, augmenting missing or incomplete inventory data, and remediating physical barriers identified through inventory.

Given the number of physical barriers across the state of Montana, the associated cost for improvements, and available funding mechanisms, full compliance is anticipated to be achieved over a period of years. For each year of implementation, MDT develops a plan annually outlining specific actions to be completed during the year. The action plan contained in Appendix C outlines:

- rights-of-way projects programmed in the five-year STIP containing ADA improvements (including both stand-alone projects and within highway project scopes),
- facilities projects planned for the upcoming year,
- inventory activities planned for the upcoming year (if any), and
- program administration/communications actions planned for the upcoming year.

Inventory of sidewalks, shared use paths, bus stops, and transit linkages will be considered in future years as funding allows. Sidewalks are upgraded as part of independent ADA improvement projects prioritized through use of the rights-of-way inventory database. Discontinuous sidewalk is currently factored into the scoring process.

At the end of each year, MDT completes a program review and an annual update report (contained in Appendix D) summarizing completed actions and describing any changed conditions. The report enables MDT to track progress in removing accessibility barriers and achieving ADA compliance.

Every five years, MDT also reviews the entire ADA transition plan to ensure it accurately reflects the MDT ADA program methodology and procedures and updates it via limited amendment as necessary.



4.0 Public and Stakeholder Outreach

Public and stakeholder input is an essential element in the transition plan development and self-evaluation processes. ADA implementing regulations require public entities to provide an opportunity to interested persons, including

individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process and development of the transition plan by submitting comments (28 CFR 35.105(b) and 28 CFR 35.150(d)(1)).

4.1 Plan Availability

The 2012 draft transition plan and 2016 draft plan update were made available for public review and comment from July 16 to August 14, 2012, and from June 7 to June 19, 2016. A link to the draft documents was provided on the MDT ADA webpage.

MDT distributed copies of the 2012 draft plan to viewing locations around the state. Alternate accessible formats of the document were made available upon request, including Braille, large font, or audible versions. MDT issued a statewide press release announcing the availability of the document. Letters were sent to disability groups, cities, and counties announcing the availability of the 2012 draft plan and directing interested stakeholders to the MDT website and viewing locations. The 2016 draft plan was made available to stakeholders through email distribution.

No public comments were received on the 2012 draft plan. One public comment was received on the 2016 draft plan. The comment stressed the importance of providing continuous sidewalks along urban roadway corridors in addition to curb ramps at every intersection and approach. The distribution email and written comment are contained in Appendix E.

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Appendix A

Inventory Status Report

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Rights-of-Way Inventory Status



↓ Excel

Nearest Demand Generator	Intersections w/o Pedestrian Facility	Intersections Not Inventoried	Intersections Inventoried	Total Intersections
<= 0.25mi	3987	32	3321	7340
0.25 to 0.50 mi	1258	13	91	1362
0.50 to 1 mi	1396	2	52	1450
1 to 5 mi	2971	0	16	2987
5 to 10 mi	574	0	1	575
10 to 15 mi	76	0	0	76
15 to 20 mi	2	0	0	2
> 20 mi	0	0	0	0
Total	10264	47	3481	13792

Percent Complete = 99.7%

Facility Inventory Status



Facility Type/Class	Facilities Not Inventoried	Facilities Inventoried	Total Facilities
MDT Office Facilities	1	14	15
ADA Access Rest Area	6	62	68
Parking Area	12	2	14
Airports - State Owned	0	3	3
Maintenance Section Houses	0	143	143
MCS - Non Staffed	100	4	104
MCS - Staffed	1	23	24
Total	120	251	374

Percent Complete = 67.7%

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Appendix B

Inventory Scoring Report

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RIGHTS-OF-WAY INVENTORY SCORING

MDT uses a composite system to score its rights-of-way infrastructure. Points are assigned based on ADA demand and ADA compliance.

Compliance scores are calculated by assigning a higher score value for non-compliant right-of-way features (including curb ramps and crosswalks), and a score of zero for fully compliant features.

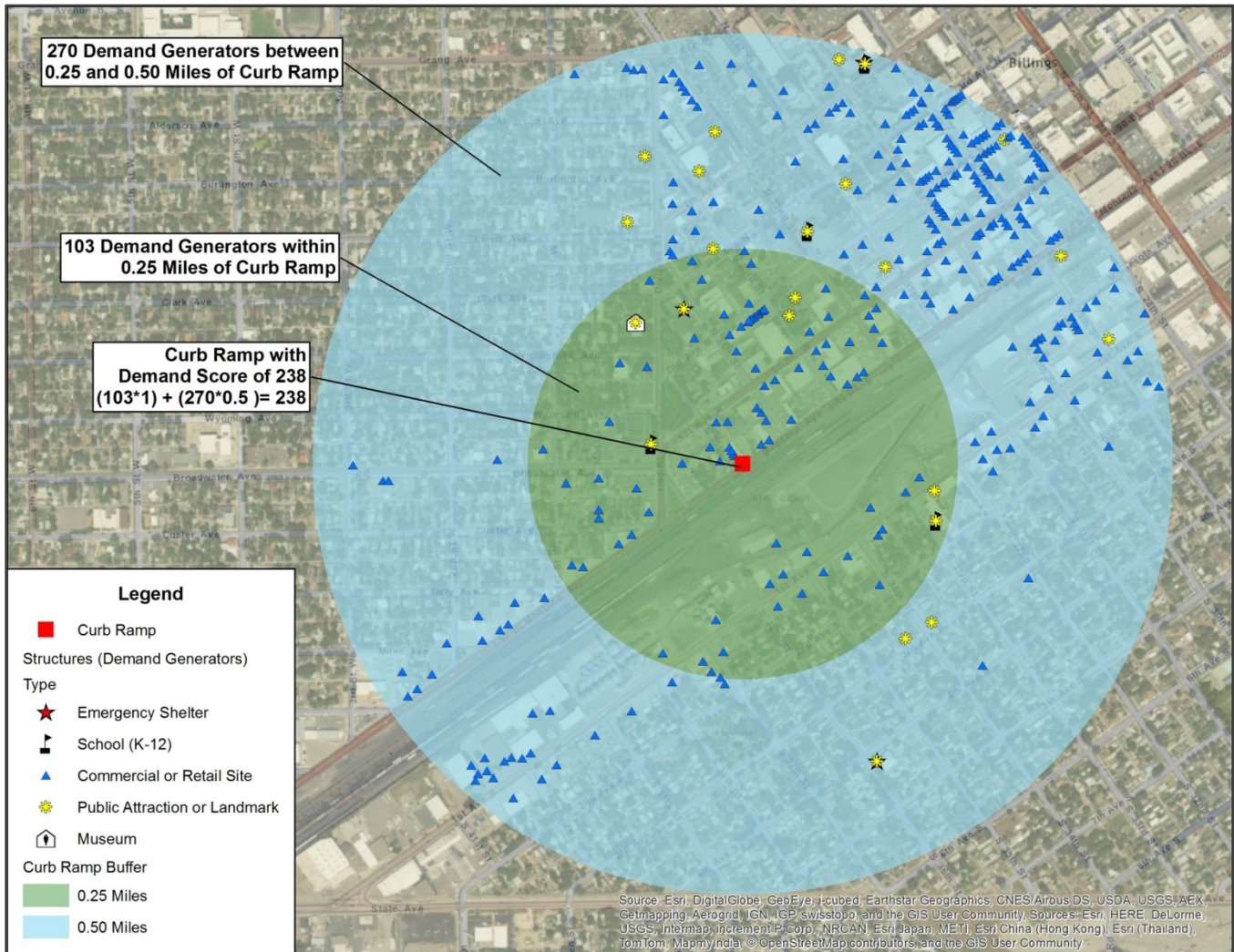
Spatial data for structure and address points is obtained from the Montana Structures Framework and used to assign demand scores for rights-of-way features as indicated in Table B-1. A score of 1 is assigned to ADA features within 0.0 to 0.25 miles of a demand generator. A score of 0.5 is assigned to ADA features within 0.25 to 0.5 miles of a demand generator.

Table B-1 Rights-of-Way Demand Scoring Mechanism

Demand Generator		Points Assigned for Each Demand Generator Located 0.0 to 0.25 Mile from Site	Points Assigned for Each Demand Generator Located 0.25 to 0.5 Mile from Site
Category	Examples		
Government Facilities	<ul style="list-style-type: none"> ○ Courthouse ○ Correctional facility ○ Military facility ○ Post office ○ State capitol ○ State government facility ○ Local government facility ○ U.S. government facility ○ Tribal government facility 	1	0.5
Places of Public Accommodation	<ul style="list-style-type: none"> ○ Park/recreation area ○ Museum ○ Library ○ Church/place of worship ○ Sports facility ○ Civic/community center ○ Fairgrounds ○ Education facility ○ Health/medical/long-term care facility 		
Transportation/ Transit	<ul style="list-style-type: none"> ○ Airport ○ Rest stop/roadside park ○ Border crossing/port of entry ○ Railroad facility ○ Bus station 		
Private Employers	<ul style="list-style-type: none"> ○ Banking or finance facility ○ Office building ○ Commercial or retail site 		

Figure B-1 illustrates an example of a curb ramp demand score calculation. Demand generator categories are currently unweighted (for example, a government facility receives the same consideration as a transit facility), however; the scoring mechanism could be further modified to incorporate weighting based on citizen requests provided through public outreach efforts.

Figure B-1 Rights-of-Way Demand Scoring Example



Composite scores are calculated by multiplying the demand score by the compliance score. Sites with higher composite scores represent higher priorities.

The following annual inventory scoring report lists composite scores for inventoried assets within a corridor.

**Montana Department of Transportation
ADA Transition Plan
Curb Ramp Composite Score by**

December 7, 2016

Corridor	City	Number of Ramps	Composite Score
NHS			
C000005N	KALISPELL	294	30731
C000050N	BOZEMAN	223	30153
C005210E	GREAT FALLS	208	27467
C001030E	BILLINGS	145	26555
C000057E	LEWISTOWN	128	24103
C000029N	BUTTE	289	20394
C005218W	GREAT FALLS	112	18091
C000053N	BILLINGS	157	17456
C001020E	BILLINGS	103	15132
C000008E	HELENA	245	14570
C000060N	GREAT FALLS	183	12757
C000005N	WHITEFISH	137	11467
C000001E	KALISPELL	128	10882
URB			
C001804W	BUTTE	58	9513
NHS			
C000002E	MILES CITY	95	9483
PRI			
C000028N	RED LODGE	130	9041
NHS			
C000110S	GREAT FALLS	152	9003
C000001E		373	8893

Corridor	City	Number of Ramps	Composite Score
C000010N	GREAT FALLS	165	8606
C000043E	LEWISTOWN	46	8352
C000020N	SIDNEY	84	7820
SEC			
C000354S	POLSON	87	7429
NHS			
C000001E	HAVRE	103	7373
PRI			
C000019N	ANACONDA	178	7340
NHS			
C000016N	BILLINGS	115	6924
PRI			
C000021N	CONRAD	68	6913
C000089N	DILLON	96	6712
URB			
C000234S	HAVRE	122	6523
SEC			
C000246W	GLASGOW	39	6434
NHS			
C001207N	BOZEMAN	78	6348
SEC			
C000275S	DEER LODGE	69	6210
URB			
C000238S	LEWISTOWN	29	6200
NHS			
C000005N		160	5993
URB			

Corridor	City	Number of Ramps	Composite Score
C005809N	HELENA	89	5915
NHS			
C000001E	GLASGOW	72	5900
C008107N	MISSOULA	198	5704
URB			
C001801N	BUTTE	68	5504
NHS			
C000001E	COLUMBIA FALLS	79	5502
C005807N	HELENA	81	5471
URB			
C001022E	BILLINGS	47	5443
NHS			
C000050N	WEST YELLOWSTONE	38	5411
URB			
C005209N	GREAT FALLS	25	5349
NHS			
C000007N	MISSOULA	322	5335
C000001E	SHELBY	32	5252
URB			
C000487N	WHITEFISH	62	5140
PRI			
C000033N	LIBBY	52	5008
URB			
C005224S	GREAT FALLS	22	4963
NHS			
C008128E	MISSOULA	159	4896
C000007N	HAMILTON	85	4733

Corridor	City	Number of Ramps	Composite Score
URB			
C000486N	COLUMBIA FALLS	49	4621
PRI			
C000086N	BOZEMAN	71	4505
NHS			
C000001E	LIBBY	88	4505
URB			
C000531N	HAMILTON	63	4473
NHS			
C001010E	BILLINGS	124	4467
C001022E	BILLINGS	51	4426
C000023S	MILES CITY	109	4408
C000205E	BELGRADE	50	4362
C000011N	LIVINGSTON	106	4234
C000001E	CUT BANK	74	4144
PRI			
C000048N	HARDIN	50	4115
C000042N	GLASGOW	22	4087
SEC			
C000272W	DEER LODGE	39	4077
NHS			
C000057E	GLENDIVE	67	4072
C000018N	MILES CITY	46	4033
C000005N	POLSON	43	3836
PRI			
C000119E	ANACONDA	113	3822
NHS			

Corridor	City	Number of Ramps	Composite Score
C005203N	GREAT FALLS	84	3820
SEC			
C000298S	BIG TIMBER	57	3707
URB			
C005242N	GREAT FALLS	24	3694
NHS			
C000014E	ROUNDUP	53	3648
PRI			
C000013N	THREE FORKS	67	3562
URB			
C001021N	BILLINGS	12	3551
C005210E	GREAT FALLS	210	3456
C000335S	GLENDIVE	29	3297
PRI			
C000003N	CHOTEAU	55	3286
SEC			
C000313S	HARDIN	65	3283
URB			
C007109N	LEWISTOWN	8	3106
PRI			
C000069N	BOULDER	74	3103
NHS			
C001201S	BOZEMAN	85	3037
C000108W	HELENA	45	3017
URB			
C001018E	BILLINGS	25	2992
C005802E	HELENA	108	2989

Corridor	City	Number of Ramps	Composite Score
PRI			
C000080S	FORT BENTON	38	2974
URB			
C005811S	HELENA	43	2967
SEC			
C000534E	CONRAD	43	2891
NHS			
C000004N	LAUREL	55	2799
PRI			
C000014E	HARLOWTON	69	2787
C000002E	BAKER	48	2712
URB			
C005218W	GREAT FALLS	174	2698
C006715E	KALISPELL	6	2630
PRI			
C000032N	SCOBEY	40	2621
C000014E	TOWNSEND	56	2617
URB			
C000290N	BELGRADE	58	2607
C007107W	LEWISTOWN	7	2584
C090205N	ANACONDA	12	2555
C001209N	BOZEMAN	8	2507
C005208N	GREAT FALLS	55	2367
PRI			
C000025N	WOLF POINT	24	2339
C000091E	BIG TIMBER	34	2315
NHS			

Corridor	City	Number of Ramps	Composite Score
C000001E	BROWNING	43	2296
PRI			
C000006E	THOMPSON FALLS	38	2278
NHS			
C000012E	WEST YELLOWSTONE	27	2266
C000022E	PLENTYWOOD	46	2241
PRI			
C000029N	SHERIDAN	37	2180
URB			
C000548E		72	2137
NHS			
C000092N	MISSOULA	185	2094
PRI			
C000009N	CHOTEAU	37	2091
C000068N	CASCADE	47	1988
C000084E		37	1959
NHS			
C000005N	RONAN	38	1948
URB			
C001206W	BOZEMAN	10	1868
C006904W	LAUREL	28	1853
SEC			
C000211W	RONAN	29	1779
URB			
C007104E	LEWISTOWN	8	1759
C000503E	KALISPELL	25	1756
C006716E	KALISPELL	4	1743

Corridor	City	Number of Ramps	Composite Score
C005813S	HELENA	20	1710
NHS			
C005809N	HELENA	20	1692
C000057E	JORDAN	43	1666
URB			
C006714E	KALISPELL	5	1659
NHS			
C000057E	CIRCLE	39	1642
C000023S	BROADUS	31	1616
C000004N	BRIDGER	28	1614
URB			
C008117S	MISSOULA	168	1610
NHS			
C000007N		298	1602
SEC			
C000269N	STEVENSVILLE	43	1586
NHS			
C000061N	MALTA	39	1584
C000062S	CULBERTSON	48	1559
C000008E	TOWNSEND	53	1508
C000085N		78	1506
URB			
C012002N	WHITEFISH	8	1502
C005712S	HAVRE	31	1497
C008113N	MISSOULA	34	1495
C001213S	BOZEMAN	8	1451

Corridor	City	Number of Ramps	Composite Score
NHS			
C001806E	BUTTE	38	1428
URB			
C008009E	MILES CITY	18	1424
NHS			
C000005N	EUREKA	31	1361
PRI			
C000125E	WOLF POINT	15	1355
NHS			
C000001E	TROY	41	1346
URB			
C008120E	MISSOULA	105	1344
C005216E	GREAT FALLS	23	1332
C005205N	GREAT FALLS	27	1295
SEC			
C000252W	CIRCLE	28	1280
NHS			
C000055N	WHITEHALL	48	1278
PRI			
C000027N	BAKER	33	1261
C000052N		51	1237
SEC			
C000346E	MANHATTAN	43	1226
URB			
C001807S	BUTTE	63	1224
C007105N	LEWISTOWN	5	1215
SEC			

Corridor	City	Number of Ramps	Composite Score
C000221E	CHOTEAU	25	1212
PRI			
C000022E	SCOBEEY	20	1202
C000014E	ROUNDUP	31	1197
URB			
C008003E	MILES CITY	8	1190
NHS			
C005201N	GREAT FALLS	42	1166
SEC			
C000287S	THREE FORKS	25	1160
URB			
C001820W	BUTTE	30	1105
NHS			
C000029N	TWIN BRIDGES	21	1101
URB			
C006733E	KALISPELL	10	1101
PRI			
C000081E	DENTON	40	1092
NHS			
C000020N	FAIRVIEW	42	1087
C000291N	BELGRADE	27	1086
URB			
C005819S	HELENA	19	1081
C008007E	MILES CITY	8	1023
C001204E	BOZEMAN	16	1007
PRI			
C000006E	PLAINS	21	1002

Corridor	City	Number of Ramps	Composite Score
URB			
C006719E	KALISPELL	8	993
NHS			
C000050N		67	976
SEC			
C000358N	VALIER	15	946
URB			
C005236W	GREAT FALLS	16	945
C010406E	SIDNEY	7	934
NHS			
C000001E	WOLF POINT	27	930
URB			
C001992N	BUTTE	10	893
C005703E	HAVRE	8	888
SEC			
C000255N		15	888
NHS			
C000001E	CHINOOK	15	880
URB			
C001201S	BOZEMAN	10	872
PRI			
C000013N	ENNIS	24	867
NHS			
C000107N	MISSOULA	48	866
SEC			
C000269N		44	865
URB			

Corridor	City	Number of Ramps	Composite Score
C006724S	KALISPELL	8	865
SEC			
C000205E	MANHATTAN	18	863
URB			
C090209N	ANACONDA	12	862
C005201N	GREAT FALLS	21	858
PRI			
C000067N	SHELBY	18	840
URB			
C008002N	MILES CITY	7	829
C002440N	COLUMBIA FALLS	8	801
SEC			
C000221E	DUTTON	18	798
NHS			
C001805N	BUTTE	30	795
C008105N	MISSOULA	74	780
C005205N	GREAT FALLS	41	778
PRI			
C000003N	FAIRFIELD	19	778
URB			
C006718E	KALISPELL	8	768
C010408E	SIDNEY	24	765
C005226N	GREAT FALLS	22	760
SEC			
C000244N	WINNETT	20	754
PRI			
C000028N	JOLIET	30	751

Corridor	City	Number of Ramps	Composite Score
C000027N	WIBAUX	25	738
NHS			
C000001E	POPLAR	19	737
C000061N	ROUNDUP	20	722
URB			
C008106E	MISSOULA	13	695
PRI			
C001207N	BOZEMAN	21	689
NHS			
C000062S	SIDNEY	48	682
SEC			
C000236N	WINIFRED	24	671
PRI			
C000069N	WHITEHALL	24	665
URB			
C008108E	MISSOULA	11	663
C001029W	BILLINGS	11	657
C006710E		14	655
C000532E	LAUREL	6	655
C006703S	KALISPELL	8	648
C007409E	LIVINGSTON	4	645
C008004N	MILES CITY	7	633
C001012E	BILLINGS	8	632
SEC			
C000241N	HARLEM	22	628
PRI			

Corridor	City	Number of Ramps	Composite Score
C000044E	VALIER	11	620
URB			
C005705E	HAVRE	8	618
C008119N	MISSOULA	8	616
PRI			
C000029N	VIRGINIA CITY	21	608
URB			
C050011N	GLENDIVE	8	607
NHS			
C000049N	DILLON	38	592
SEC			
C000537N		24	591
URB			
C005215S	GREAT FALLS	8	587
NHS			
C000003N		12	585
URB			
C005234E	GREAT FALLS	8	581
NHS			
C000062S		10	570
C005206E	GREAT FALLS	22	561
URB			
C008111N	MISSOULA	7	555
SEC			
C000238S	RYEGATE	21	531
URB			
C001017N	BILLINGS	6	531

Corridor	City	Number of Ramps	Composite Score
C010404E	SIDNEY	7	529
NHS			
C000011N		34	523
URB			
C000232N	HAVRE	6	509
C004500N	HELENA	20	506
NHS			
C000007N	DARBY	25	506
SEC			
C000239W	HOBSON	24	496
URB			
C008122E	MISSOULA	49	494
C000608N	BELGRADE	8	486
C005805S	HELENA	13	474
NHS			
C000053N	LAVINA	18	467
URB			
C006903E	LAUREL	4	465
C008001E	MILES CITY	12	465
C006902W	LAUREL	4	465
C005219N	GREAT FALLS	17	464
C010401S	SIDNEY	8	463
C005809N		48	463
C007453N	SIDNEY	8	463
C006701S	KALISPELL	8	460
PRI			

Corridor	City	Number of Ramps	Composite Score
C000095W	FORSYTH	27	452
URB			
C008116E	MISSOULA	35	451
C006725N	KALISPELL	5	451
SEC			
C000373E		36	444
C000282S		30	439
URB			
C001027E	BILLINGS	4	438
SEC			
C000464N	BROWNING	13	437
URB			
C000269N	HAMILTON	6	435
C006723N	KALISPELL	4	435
SEC			
C000463S	LODGE GRASS	29	433
URB			
C000317N	KALISPELL	24	431
SEC			
C000330W	CASCADE	9	428
URB			
C006721N	KALISPELL	5	424
C006704N	KALISPELL	7	424
C008103S	MISSOULA	12	423
NHS			
C005211N		17	417
URB			

Corridor	City	Number of Ramps	Composite Score
C015231N	COLUMBIA FALLS	12	412
SEC			
C000203N		38	411
URB			
C001202E	BOZEMAN	10	404
C002432N	COLUMBIA FALLS	8	404
C001210E	BOZEMAN	10	402
NHS			
C000063N	JUDITH GAP	29	402
PRI			
C000078N	RED LODGE	18	395
URB			
C008110E	MISSOULA	8	393
C008114W	MISSOULA	13	393
C007403N	LIVINGSTON	8	391
PRI			
C000065N		11	385
URB			
C006708E		9	381
C005204E		13	379
C001217N	BOZEMAN	26	379
C001016E	BILLINGS	7	370
C001816E	BUTTE	11	366
NHS			
C000008E	EAST HELENA	19	356
URB			

Corridor	City	Number of Ramps	Composite Score
C001005N	BILLINGS	6	356
C007411S	LIVINGSTON	4	355
C001812E	BUTTE	8	355
C007406N	LIVINGSTON	4	355
C001810E	BUTTE	6	350
C005238N	GREAT FALLS	7	344
NHS			
C000085N	BELGRADE	10	342
PRI			
C000035E		16	339
URB			
C001031N	BILLINGS	28	338
C231965N	MISSOULA	19	334
PRI			
C000029N	TWIN BRIDGES	10	334
URB			
C006728N	KALISPELL	5	326
C000291N	BELGRADE	10	316
C008006S	MILES CITY	8	311
C005217N	GREAT FALLS	16	304
NHS			
C000016N		19	302
C005208N	GREAT FALLS	4	301
C000185S		11	296
URB			
C000231N	HELENA	24	294

Corridor	City	Number of Ramps	Composite Score
NHS			
C000023S		18	291
PRI			
C000013N		25	289
URB			
C004917N	KALISPELL	10	277
C001024E	BILLINGS	6	271
C008127S	MISSOULA	4	270
PRI			
C000078N		38	269
SEC			
C000331N	BELT	20	266
NHS			
C000001E	CHESTER	8	265
URB			
C005816E	HELENA	7	264
C000607N	BELGRADE	5	257
C001025N	BILLINGS	4	254
PRI			
C000059N		33	251
NHS			
C000089N		10	250
URB			
C000604N	BELGRADE	4	250
C008105N	MISSOULA	36	241
NHS			
C000024E		50	239

Corridor	City	Number of Ramps	Composite Score
PRI			
C000059N	CLYDE PARK	20	239
URB			
C008126S	MISSOULA	16	228
C001035W	BILLINGS	7	227
NHS			
C005211N	GREAT FALLS	9	222
URB			
C001809S	BUTTE	18	218
SEC			
C000257S	SUPERIOR	7	216
NHS			
C005250E	GREAT FALLS	9	216
PRI			
C000014E	WHITE SULPHUR SPRINGS	24	212
URB			
C001218N	BOZEMAN	8	201
NHS			
C000010N		12	199
SEC			
C000218E	CONRAD	5	192
URB			
C090203N	ANACONDA	8	182
C001013N	BILLINGS	3	181
C000279N		10	178
C008125N	MISSOULA	14	177
PRI			

Corridor	City	Number of Ramps	Composite Score
C000030E	WESTBY	17	176
URB			
C008102E	MISSOULA	13	175
C000532E	BILLINGS	20	174
C001805N	BUTTE	11	172
NHS			
C000034N	PLENTYWOOD	6	172
PRI			
C000006E		21	170
C000031N	OPHEIM	13	164
URB			
C000317N		14	163
PRI			
C000052N	POLSON	9	159
SEC			
C000287S		20	158
PRI			
C000078N	COLUMBUS	41	156
SEC			
C000418N		11	154
URB			
C005220S	GREAT FALLS	10	152
SEC			
C000243E	SACO	12	151
PRI			
C000083N		26	149
C000097N	WIBAUX	12	147

Corridor	City	Number of Ramps	Composite Score
NHS			
C000001E	DODSON	11	144
URB			
C008112E	MISSOULA	27	144
PRI			
C000048N		18	143
URB			
C015995N	KALISPELL	34	138
NHS			
C001017N	BILLINGS	2	138
C000004N	FROMBERG	5	135
C000001E	CULBERTSON	25	133
C000010N	BIG SANDY	6	132
SEC			
C000212E		8	132
PRI			
C000039N	COLSTRIP	11	130
URB			
C000210E		53	129
C007408W	LIVINGSTON	6	128
C000263N	MISSOULA	14	126
C005808E	HELENA	2	126
SEC			
C000365E		9	123
URB			
C001009N	BILLINGS	2	119
SEC			

Corridor	City	Number of Ramps	Composite Score
C000306N	COLUMBUS	14	119
PRI			
C000096E	DRUMMOND	10	119
URB			
C010405N	SIDNEY	10	116
NHS			
C000117N	MISSOULA	14	110
URB			
C001821N	BUTTE	3	110
C005225N	GREAT FALLS	4	109
SEC			
C000327S	BAINVILLE	16	107
URB			
C001036N	BILLINGS	10	105
C005810N	HELENA	6	105
C006905N	LAUREL	4	105
SEC			
C000240S	CHINOOK	7	104
URB			
C008118E	MISSOULA	8	104
C005202E		6	104
C008115N	MISSOULA	7	102
SEC			
C000284S		13	100
URB			
C010409E	SIDNEY	6	99
SEC			

Corridor	City	Number of Ramps	Composite Score
C000213N	CUT BANK	3	99
URB			
C010407N	SIDNEY	36	99
SEC			
C000518N		8	96
URB			
C008008N		3	94
C001028E		7	93
PRI			
C000017N	NASHUA	10	90
URB			
C005203N	GREAT FALLS	4	87
C072992N	MISSOULA	10	87
NHS			
C000057E		32	86
URB			
C001015N	BILLINGS	2	84
PRI			
C000009N		13	81
URB			
C000232N		4	81
C000235E	BOZEMAN	8	81
PRI			
C000080S	STANFORD	36	80
SEC			
C000222S		12	80
URB			

Corridor	City	Number of Ramps	Composite Score
C001014E	BILLINGS	9	78
C002445N	COLUMBIA FALLS	2	76
PRI			
C000028N		19	75
NHS			
C032758E		13	75
URB			
C008124W	MISSOULA	8	75
C000503E		32	74
SEC			
C000420W		15	73
URB			
C005239N	GREAT FALLS	2	72
C000430E		47	72
C001023N	BILLINGS	3	72
SEC			
C000449N		3	70
C000222S	DILLON	8	68
C000254W	RICHEY	4	65
URB			
C115008N	COLUMBIA FALLS	8	64
SEC			
C000288S		11	63
URB			
C005807N	HELENA	6	61
C005806E	HELENA	6	61
SEC			

Corridor	City	Number of Ramps	Composite Score
C000405N	FROID	16	60
PRI			
C000039N		22	60
SEC			
C000482S		22	60
PRI			
C000082E		6	60
NHS			
C000090E	BILLINGS	4	57
C000090E	SUPERIOR	2	56
SEC			
C000408W	FAIRFIELD	3	56
URB			
C001217N		2	56
C008134E	MISSOULA	3	56
C007113N	LEWISTOWN	1	54
C005229N	GREAT FALLS	2	54
NHS			
C000008E		23	52
C056200E	BILLINGS	20	52
C000029N		14	52
C000037E		22	51
C000001E	MALTA	6	50
SEC			
C000346E		8	49
URB			

Corridor	City	Number of Ramps	Composite Score
C000424N		38	48
C008109N	MISSOULA	6	48
NHS			
C000474E		8	45
C000291N		4	45
SEC			
C000435S		4	45
URB			
C007414W	LIVINGSTON	5	44
NHS			
C000109N	KALISPELL	16	44
URB			
C000235E		48	43
C007103S	LEWISTOWN	1	42
SEC			
C000283W		13	42
URB			
C001011S		4	40
NHS			
C000055N		11	40
URB			
C001008E	BILLINGS	12	40
NHS			
C000038E		5	39
URB			
C007410E	LIVINGSTON	3	39
NHS			

Corridor	City	Number of Ramps	Composite Score
C000014E	RYEGATE	4	38
SEC			
C000507E	ALBERTON	22	38
C000300S	RYEGATE	4	38
URB			
C001011S	BILLINGS	4	37
PRI			
C000072N		4	37
SEC			
C000243E		4	37
NHS			
C000090W	BILLINGS	2	36
SEC			
C000360W	WHITE SULPHUR SPRINGS	22	36
C000308E		4	34
NHS			
C000015N	HELENA	2	32
C000043E		9	32
URB			
C000416S	BILLINGS	7	31
NHS			
C000109N		16	30
SEC			
C000214N		2	30
URB			
C006726N	KALISPELL	4	27
NHS			

Corridor	City	Number of Ramps	Composite Score
C000090E		2	26
C056200E		6	26
URB			
C005240W	GREAT FALLS	6	22
NHS			
C000015S	GREAT FALLS	6	22
URB			
C003389N	GLENDIVE	2	22
SEC			
C000464N		10	22
C000566S		3	22
URB			
C010403E	SIDNEY	4	21
C000292N		7	21
PRI			
C000014E		7	18
URB			
C090201N	ANACONDA	4	18
SEC			
C000434N		6	18
URB			
C007407N	LIVINGSTON	2	17
C000263N		65	16
NHS			
C000090W	MISSOULA	6	16
PRI			
C000089N		2	15

Corridor	City	Number of Ramps	Composite Score
NHS			
C005205N		4	14
URB			
C001818W	BUTTE	2	13
C108014E	MILES CITY	4	10
SEC			
C000306N		14	10
NHS			
C000004N		14	10
C000015N		4	9
PRI			
C000003N		6	9
NHS			
C000094W	GLENDIVE	1	9
URB			
C000269N		9	8
NHS			
C000090W		3	7
SEC			
C000308E	BEARCREEK	12	7
NHS			
C032758E	MISSOULA	2	7
C000094E	GLENDIVE	1	6
URB			
C010402E		8	5
SEC			
C000424N		6	5

Corridor	City	Number of Ramps	Composite Score
C000548E		4	5
NHS			
C000090E	MISSOULA	2	3
C000093E		24	2
URB			
C001031N		2	2
PRI			
C000086N		2	1
C000025N		6	0
SEC			
C000342E		4	0
PRI			
C000045N	BIG TIMBER	1	0
SEC			
C000541N		2	0
C000419W		6	0
PRI			
C000042N		1	0
SEC			
C000219E		1	0
PRI			
C000069N		2	0
SEC			
C000286N		5	0
C000513W		4	0
URB			
C000345S	BOZEMAN	8	0

Corridor	City	Number of Ramps	Composite Score
NHS			
C000075E	LEWISTOWN	3	0
PRI			
C000029N	ENNIS	4	0
C000019N		4	0
SEC			
C000206N		2	0
C000408W		1	0
C000239W		4	0
NHS			
C000063N		5	0
SEC			
C000313S		1	0
C000213N		2	0
C000574N		12	0
C000244N		4	0
URB			
C000411N		4	0
SEC			
C000416S		1	0
URB			
C005241E		1	0
NHS			
C000022E	CULBERTSON	3	0
PRI			
C000036E		2	0
NHS			

Corridor	City	Number of Ramps	Composite Score
C000061N		6	0
SEC			
C000396E	HARLEM	6	0
C000278W		10	0
PRI			
C000022E		5	0
SEC			
C000512E		4	0
C000448W		1	0
C000310N		4	0
NHS			
C000001E	NASHUA	3	0
SEC			
C000236N		4	0
NHS			
C000020N		4	0
PRI			
C000060N	NEIHART	29	0
SEC			
C000252W		1	0
C000511N	FLAXVILLE	8	0
NHS			
C000018N		1	0
C000049N	TWIN BRIDGES	8	0
PRI			
C000041N		4	0
NHS			

Corridor	City	Number of Ramps	Composite Score
C000001E	SACO	4	0
SEC			
C000534E		2	0
C000263N		6	0
NHS			
C000015N	BUTTE	1	0
PRI			
C000021N		1	0
NHS			
C000090E	BUTTE	1	0
PRI			
C000046E		18	0
SEC			
C000235E		8	0
NHS			
C000060N		4	0
SEC			
C000311W		3	0
C000422N		2	0
NHS			
C000001E	BROCKTON	6	0
C000014E		9	0

Appendix C

Annual Action Plan

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Annual Action Plan



Part 1: Programmed Rights-of-way Projects Containing ADA Improvements

Fiscal Year	UPN	District	Project Name	Project Location	Ref. Point	Project Length	Project Scope	Est. IC Cost (\$Mill.)	Highway System Designation	Composite Score (# of Ramps)
2016	7074	1	MT 200 & Old Hwy 10	Bonner (MT-200)	0.20	0.30	Int Upgrade/Signals	1 to 5	C000035E	10 (4)
2016	7930	1	Main/Marcus Sig Upgrd	Hamilton (US-93)	46.6	1.3	Int Upgrade/Signals	1 to 5	C000007N	368 (19)
2016	8682	1	HWY 93 Path	Kalispell (US-93)	112.63	0.81	Bike/Ped Facilities	<1	C000005N	1260 (30)
2016	8780	1	39th St - Brooks	Missoula	0.00	1.26	Resurfacing	<1	U-8122, U8103	397 (25)
2016	4855	1	MSLA-E&W-Orange St Intchg	Missoula (US-12)	104.49	0.47	Reconstruction	<1	C000090E	*
2016	8732	1	Lolo-Missoula	US 12, US 93	83.2	7.69	Resurfacing	1 to 5	C000007N	1451 (87)
2017	8730	1	Columbia Falls Urban	Columbia Falls (US-2)	134.9	2.37	Mill & Fill	1 to 5	C000001E	5636 (85)
2017	8083	1	S FK Flathead-Hungry Horse	Hungry Horse	141.5	1.01	Bridge Replacement	>5	US-2	*
2017	9031	1	Idaho to Grandview	Kalispell	112.7	1.13	Mill & Fill	<1	US-93	*
2017	9032	1	Cottonwood to Reserve	Kalispell	123.1	2.21	Mill & Fill	<1	US-2	*

2017	6137	1	Huson-East	Missoula	0.00	10.96	Reconstruction	>5	S-574	0 (12)
2017	4855	1	MSLA-E&W-Van Buren St Intchg	Missoula (US-12)	105.41	0.77	Reconstruction	<1	C000090E	*
2017	8118	1	MSLA DNTN Signal Upgrade	US-12, US-93	1.6	0.3	Int Upgrade/Signals	1 to 5	C000007N	*
2017	8656	1	HWY 135 Path	St. Regis (MT-135)	0.13	1	Bike/Ped Facilities	<1	C000035E	339 (16)
2017	9036	1	US 93 & 13 ST	Whitefish	126.8	0.3	Int Improvements	<1	US-93	*
2018	1012	1	Courthouse Couplet	Kalispell	111.62	0.31	Reconstruction	<1	US-93	*
2018	8141	1	Kalispell Concrete Rehab	Kalispell	120.8	0.03	Rehab	<1	US-2, US-93	*
2018	9035	1	US 93 & Treeline Road	Kalispell	115.3	0.04	Int Improvements	<1	US-93	*
2018	1744	1	Ronan-North	Ronan (US-93)	44.6	1.3	Reconstruction	1 to 5	C000005N	*(2)
>2020	1744	1	Ronan-Urban	Ronan	-	-	Reconstruction	>25	US-93	*
>2020	4781	1	Whitefish-Urban	Whitefish	-	-	Reconstruction	>30	US-93	*
2016	4306	2	BELGRADE-SOUTH	Belgrade	3.01	3.11	Reconstruction	>5	MT-85	411 (33)
2016	4805	2	ROUSE-OAK/STORY MILL	Bozeman	0.85	1.13	Reconstruction	>5	MT-86	676 (38)
2016	8785	2	CONTINENTAL-4 MI VU TO FLORAL	Butte	3.71	1.82	Mill & Fill	1 to 5	C001807	437 (47)
2016	7669	2	HARRISON AVENUE SOUTH	Butte	83.35	3.16	Rehab	>5	MT-2	4048 (118)
2016	8690	2	HWY 287 SIDEWALKS-ENNIS	Ennis	48.79	0.22	Bike/Ped Facilities	<1	US-287	867 (4)
2016	8760	2	TWIN BRIDGES - URBAN	Twin Bridges	42.2	0.06	Rehab	<1	MT-41	1435 (31)
2016	5966	2	MAIN ST-WHITE SULPHUR SPRINGS	White Sulphur Springs	41.7	0.78	Rehab	1 to 5	US-12	212 (24)

2017	7970	2	HOLMES & HILL/WARREN AVE	Butte	0.26	0.5	Int Improvements	<1	U-1820	40 (4)
2017	7290	2	ROCKER INTERCH IMPROVEMENTS	Rocker	122.2	0.4	Int Upgrade/Signals	>5	I-15	*
2018	8678	2	EXCELSIOR AVE / PARK ST	Butte	0.5	1.3	Mill & Fill	>5	U-1804	5504 (58)
2018	8693	2	UPTOWN ADA RAMPS	Butte	0.00	0.49	Bike/Ped Facilities	<1	U-1801	2944 (28)
2018	9056	2	LIVINGSTON SIGNAL IMPROVEMENTS	Livingston	52.98	1.6	Int Improvements	<1	US-89	4006
2019	4805	2	ROUSE AVE-BOZEMAN	Bozeman	0.00	1.98	Reconstruction	>5	MT-86	4013 (41)
2016	7624	3	CUT BANK URBAN	Cut Bank	254.81	1.11	Reconstruction	>5	US-2	4128 (72)
2016	8663	3	10TH AVE S & 32ND ST	Great Falls	91.6	0.1	Reconstruction	1 to 5	MT-200	n/a
2016	8698	3	MAIN STREET ADA RAMPS	Shelby	279.32	0.24	Bike/Ped Facilities	<1	US-2	4881 (28)
2017	7904	3	BROWNING SIGNALS	Browning	221.5	13	Int Upgrade/Signals	1 to 5	US-2, US-89	13 (5)
2017	8970	3	JCT US 87 - EAST	Havre	379.17	2.25	Mill & Fill	1 to 5	US-2	1456 (43)
2017	8784	3	LYNDALE/MT AVE - SIDEWALKS	Helena	42.92	1.55	Bike/Ped Facilities	1 to 5	US-12	8235 (97)
2017	8053	4	SF 129-ROUNDBOUT	Lame Deer	41.7	0.5	Safety	>5	US-212	29 (10)
2017	8699	4	HWY 2 PED BRIDGE-MALTA	Malta	471.64	0.06	Bike/Ped Facilities	1 TO 5	US 191, US-2	*
2018	7576	4	BROADUS INTCHG	Miles City	138.3	0.00	Interchange	>5	I-94, US-12	*
2019	8167	4	US 2 - POPLAR	Poplar	611.5	1.66	Rehab-Major	1 TO 5	US-2	723 (37)
2020	7953	4	WESTBY - WEST	Westby	15.5	8.65	Reconstruction	<1	MT-5	176 (17)

2016	8036	5	DOWNTOWN STATE SIGNALS	Billings	1.23	0.77	Int Improvements	1 TO 5	N-115, N-114, N-113	18,721 (80)
2016	8704	5	MAKAWASHA AVE WALKS	Crow Agency	-	-	Bike/Ped Facilities	<1	C002059N	unmapped
2016	8047	5	SF 129 - PED SFTY IMPR MAIN ST	Lewistown	81.8	0.51	Bike/Ped Facilities	<1	MT-200, US-87	14,509 (76)
2016	8723	5	HWY 80 - STANFORD	Stanford	66.5	0.67	Mill & Fill	<1	MT-80	59 (30)
2017	7910	5	27TH ST-1ST AVE S TO AIRPORT	Billings	0.00	2.99	Mill & Fill	>5	MT-3	17,432 (150)
2017	8702	5	7TH AVE ADA RAMPS	Lewistown	0.00	0.64	Bike/Ped Facilities	<1	U-7105	1215 (5)

Districts:

- 1 – Missoula
- 2 – Butte
- 3 – Great Falls
- 4 – Glendive
- 5 – Billings

Note: Int Upgrade/Signals and Int Improvements include Accessible Pedestrian Signals, where applicable.

* – New alignment/project boundaries or point project; features do not currently exist and therefore do not have associated compliance or demand scores.

Appendix D

Annual Update Report

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Fiscal Year _____

Part 2: Completed Facility Projects Containing ADA Improvements

Part 3: Completed Inventory Activities

Part 4: Completed Program Administration/Communications Actions

Appendix E

Public Review Documentation

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From: Maze, Matt

Sent: Tuesday, June 07, 2016 1:39 PM

To: 'l.brengle@aemt.org'; 'toddw@midrivers.com'; 'ncaaafin@3rivers.net'; Wilkerson, Jerilee; 'joeareav@Qwestoffice.net'; 'aging6@area6aging.org'; 'skohler@missoulaagingservices.org'; 'kthiel-schaaf@cascaedcountymt.gov'; 'lsheppard@flathead.mt.gov'; 'evelyn@havremt.net'; Reidelbach, Kerrie; 'Inoonan@aware-inc.org'; 'jpahut@bswinc.org'; 'cprussen@childdevcenter.org'; 'tcline@coreenterprises.com'; 'ExDir@counterpointinc.org'; 'sheilad@hilinehomeprograms.org'; 'coordinator@jobconnection.org'; 'staff@reachinc.org'; 'Jbissett@srmmt.org'; 'thoar@bsb.mt.gov'; 'kelly449@ymail.com'; 'mtsbronco@netzero.com'; 'benb@consumerdirectonline.net'; Sanders, Patrick; Schmidt, Brenda; Varnum, Barbara; Martin, Novelene; de Camara, Rebecca; Marks, Jim; 'advocate@disabilityrightsmt.org'; 'bernie@disabilityrightsmt.org'; 'john.tiry@va.gov'; Runkel, Robert; 'rcargo@helenaindustries.org'; 'tamih@liffit.org'; 'bmaffit@milp.us'; 'ncils.osborn@bresnan.net'; 'mmayer@summitilc.org'; 'wengerr@ci.billings.mt.us'; 'Barrk@ci.billings.mt.us'; 'mwangen@rmsmanagement.com'; 'ghaire@mt.gov'; 'meg.traci@mso.umt.edu'; Harant, Bill; Bowles, Margaret; Eyer, TJ; Granbery, B J; Billings, Karin; Podobnik, Frank; 'info@pluk.org'; 'rtcrural@mso.umt.edu'; 'martin.blair@umontana.edu'; 'info@step-inc.org'; HHS VR Information; 'Costakis, Catherine'; Pavao, John

Cc: Handl, Megan; Bob.Seliskar@dot.gov

Subject: Notice of Availability Draft ADA Transition Plan Update

June 7, 2016

The Montana Department of Transportation (MDT), in cooperation with the Federal Highway Administration (FHWA), has developed a Draft Transition Plan Update documenting MDT's efforts towards compliance under Title II of the Americans with Disabilities Act (ADA). MDT has performed a self-evaluation of policies, practices, and procedures relative to ADA requirements. In addition, MDT self-evaluated physical assets at all intersections and buildings. The Transition Plan Update identifies barriers and provides guidance to work toward making all MDT facilities accessible.

The Transition Plan Update applies to all facilities and right-of-way owned and maintained by MDT. Facilities include buildings such as office buildings, rest areas, scale sites, airports, and maintenance buildings. Examples of right-of-way features include elements such as curb ramps, sidewalks, crosswalks, medians, and accessible pedestrian signals.

Please review the Draft Transition Plan Update at the following link:

<http://www.mdt.mt.gov/business/contracting/civil/external-ada.shtml>

The Draft ADA Transition Plan Update will be provided in alternate accessible formats upon request. Please submit requests to:

Montana Department of Transportation
Office of Civil Rights
P.O. Box 201001
2701 Prospect Avenue
Helena, MT 59620-1001
(406) 444-5416 (voice); 1-800-335-7592 (TDD); Montana Relay – 711
Office Hours: Monday – Friday 8:00 A.M. – 5:00 P.M.

Written comments can be submitted through the online comment form or to the address above. MDT encourages comments on the Transition Plan Update anytime throughout the year as various ADA-related transportation issues arise, but comments must be received by June 19, 2016 to be considered in the final Transition Plan Update document.

Thank you in advance for your participation in this planning effort. Please feel free to forward to any additional interested parties.

Sincerely,

Matt Maze
External ADA Specialist
Montana Department of Transportation

A question, comment or request has been submitted via the "Contact Us" web page.

Reason for Submission: Comment on a Project or Study

Submitted: 06/16/2016 10:09:33

Project/Study Commenting On:ADATopic

Name: Shyla

Email Address: ncils.patera@bresnan.net

Other Details: ADA Transition plan

Comment or Question:

My name is Shyla Patera. I am writing on behalf of North Central Independent Living Services, Inc. a Center for Independent Living and Disability advocacy agency. I also serve as chair of the Great Falls Transportation Advisory Council. Infrastructure plays a critical role in the lives of Montanans with disabilities. We support all of the programs and projects that enhance community accessibility projects i.e. ADA sidewalks and curb cuts. When planning projects, communities must ensure that sidewalks are continuous and curb cuts are installed on each corner and alleyway when urban and connector road projects are undertaken and ranked in the planning process.

Communities also need to be aware and confirm that traffic signals allow pedestrians and those who utilize mobility devices i.e. wheelchairs and white canes have enough time and adequate time to cross and navigate our streets. MDT should explore policies that assist cities, counties, as well as business and property owners to ensure that funds and policies are passed to make sure that sidewalks are contiguous. Pavement preservation is often hard to undertake. Asking local communities, business owners, and personal property owners to bear the brunt of the cost to install and or repair community sidewalks can be problematic.

We support the Transportation Alternatives program and other programs that will assist in this purpose. We also support the Recreational Trails funding because North Central Independent Living Services, Inc. believes that all Montanans have both the desire and the need for accessible programs to recreate.

In the area of public transportation, North Central Independent Services Inc. understands and supports the use of Federal 5307,5309,5310, 5311 and tribal funding to support transit. We support the use of CMAQ funds and funding for van pool and voucher services. NCILS understands that funding and policies are based upon growth. As the ADA transition plan is a guide and projection of community and transit needs in the future, how is the state of Montana coordinating present and future policies and funding so that each of local communities can meet our future needs? If the ADA transition plan is a guide, our state needs to undertake a strong rule making process so that each community emphasizes coordination, expansion of public services, and integrated disability accessible transportation. Montana should coordinate between the public service commission and MDT to ensure that rideshare companies and taxis comply with the Americans With Disabilities Act. These entities should encourage Montana's governor and Legislature to pass policies strengthening and enhancing disability accessibility policies in transportation, housing, commerce, and in economic development. Thank you for the opportunity to comment on the ADA transition plan.

Shyla Patera Independent
Living Specialist North Central Independent Living Services, Inc.
1120 25th Ave. NE.
Black Eagle, MT 59414
(406)452-9 9834
Ncils.patera@bresnan.net

Reference Number = prjcomment_932952880859375

Appendix F

ADA Statement of Technical Infeasibility

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Montana Department of Transportation ADA Statement of Technical Infeasibility

Send completed form
to MDT External ADA
Specialist

Route	Project	UPN
Intersection, Quadrant, & Coordinates		

Describe reason full compliance is infeasible:

- Structural** (Bridge beams, buildings, basements, foundations, vaults, etc.)
- Utilities** (Project scope would not otherwise require utility relocation and relocation is infeasible.)
- Steep Existing Grades**
- Right of Way** (Project scope would not otherwise require R/W or R/W is infeasible.)
- Other** (See attached.)

Attached Files:

	Yes	No	Curb Ramp Element(s)	Desired	Limits	Record Maximum Measured / Designed Value
A	<input type="radio"/>	<input type="radio"/>	Ramp Slope	5%	8.3% max	
B	<input type="radio"/>	<input type="radio"/>	Ramp Width	5 ft.	4 ft. min	
C	<input type="radio"/>	<input type="radio"/>	Ramp Cross Slope	1.5%	2% max	
D	<input type="radio"/>	<input type="radio"/>	Ramp Flares LT/RT	8.3%	10% max	
E	<input type="radio"/>	<input type="radio"/>	Landing Dimensions	5' x 5'	4' x 4' min (If not constrained)	
F	<input type="radio"/>	<input type="radio"/>	Landing Slope	1.5%	2% max (parallel and perpendicular to path of travel)	
G	<input type="radio"/>	<input type="radio"/>	Grade Break	Non-rounded & 90° to direction travel		
H	<input type="radio"/>	<input type="radio"/>	Detectable Warning	Required per standard		
I	<input type="radio"/>	<input type="radio"/>	Gutter Pan	5% max with flush transition		

Completed By _____ Title _____ Date _____

Approved By _____ External ADA Specialist _____ Title _____ Date _____

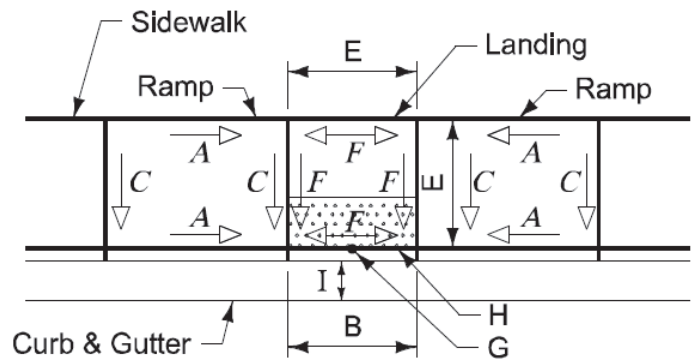
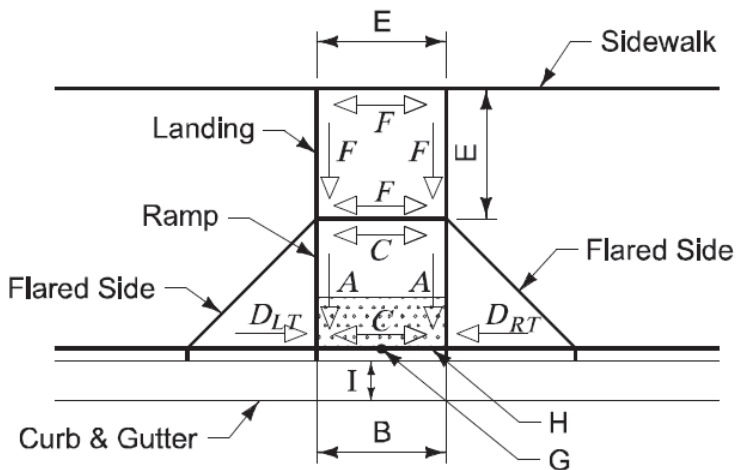
Disapproved By _____ Title _____ Date _____

Images

(Click blank area below to add image)



Description:





MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program, or activity. Alternative accessible formats of this information will be provided upon request.

**MDT Office of Civil Rights
External ADA Coordinator
406-444-5416
TTY: 800-335-7592**