

2022 ADA TRANSITION PLAN



Wisconsin Department of Transportation

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I. INTRODUCTION

It is the policy of the Wisconsin Department of Transportation (WisDOT) to ensure that its programs, services, activities, and facilities are accessible to and usable by individuals with disabilities in accordance with Section 504 of the Rehabilitation Act of 1973 (Section 504) and Title II of the Americans with Disabilities Act of 1990 (ADA). The ADA Transition Plan provides information about WisDOT's efforts to ensure accessibility on the "*Path to Zero*" barriers in its public right-of-way. WisDOT's ADA Transition Plan was accepted as substantially meeting the regulatory minimum requirements of the ADA by the Federal Highway Administration (FHWA) on February 25, 2020.

WisDOT's ADA Transition Plan is a "living document" and is updated annually.¹ The WisDOT Secretary, Craig Thompson, is the official responsible for the implementation of the ADA Transition Plan. WisDOT's ADA Program is administered by the Office of Business Opportunity and Equity Compliance (OBOEC) in the Division of Transportation System Development. OBOEC coordinates a multi-disciplinary approach to implement and manage WisDOT's compliance efforts. These efforts include complaint investigation, processing reasonable accommodation requests, staffing the ADA Managing Committee, and monitoring the overall progress of the implementation of the ADA Transition Plan. The ADA Program Coordinator acts as the primary contact for all public outreach pertaining to discrimination against people with disabilities. Comments or inquiries and requests for this update in an alternate format should be directed to the ADA Program Coordinator.

The WisDOT ADA Program Coordinator contact information:

Taqwanya Smith, Senior Title VI and ADA Coordinator
Office of Business Opportunity and Equity Compliance
Wisconsin Department of Transportation
4822 Madison Yards Way, 5th Floor South
Madison, Wisconsin 53705
Phone: (608) 266-8129
Fax: (608) 267-3641
Email: taqwanya.smith@dot.wi.gov

¹ 28 CFR §35.150(d)(3)(iii).

II. CURB RAMPS

A. Inventory

A desktop inventory was conducted in 2014-15 to identify existing curb ramps and sidewalks along state highways including connecting highways or within the state highway right-of-way. The inventory was based on visual inspection using WisDOT Photolog, Google Street View, and satellite imagery. The inventory information was captured as Geographic Information System (GIS) data. This inventory is annually updated with post construction data on curb ramps and field survey data replaces the desktop inventory data. The data acquired through the inventory includes an estimated 49,000 curb ramp locations. *See Appendix E for link to data.* The data regarding sidewalks and shared-use paths along state highways including connecting highways or within state highway right-of-way is a total of 1,483 linear miles with 1,323 linear miles as sidewalk.

B. Six-Year Highway Improvement Program

WisDOT began tracking curb ramps installed/updated in 2019. It is estimated that approximately 1,000 to 1,500/year curb ramp locations will be addressed each year. These estimates are based on the number of projects in the Six-year Program that meet the definition of an ADA alteration.

In the 2021 construction season, WisDOT completed 62 improvement projects which installed/updated approximately 1,900 curb ramps on the state trunk network. *See Appendix F – Six-year Program projects completed in 2021.*

WisDOT Curb Ramp Locations (State Highways)			2021	To Date
Existing Curb Ramps (Estimated)		39,005		
With Detectable Warning Field (truncated dome)	18,774			
Missing Detectable Warning Field (truncated dome)	20,231			
Absent Curb Ramps (Estimated)		10,758		
Total Curb Ramp Locations		49,763		
Installed/Updated Curb Ramps (Post Construction Field Collection)				
Six-Year Program			1,927	4,398
Standalone Curb Ramp Program pilot project				
• First Phase: 2020				85
• Second Phase: 2024				
Total Installed/Updated Curb Ramp Locations			1,927	4,483

See also Appendix G – Six-year Program projects scheduled for completion in 2022 and Appendix H – Six-year Program projects scheduled for 2023-2028.

C. Standalone Curb Ramp Improvement Program

WisDOT has developed a standalone curb ramp improvement program that will address curb ramp locations that are not within a roadway improvement project in the Six-year Program. This is an annual program solely focused on installing and updating curb ramps. The base LET goal for this program without delivery is \$5 million in annual state fiscal year funding. Yearly allocations to the program will be

made through the State Highway Rehabilitation (SHR) subprogram. The schedule for the standalone curb ramp improvement program is to prioritize and address all non-programmed curb ramp locations within 3 six-year program cycles (18 years). This is separate from the Six-year Program described in #2 above. It is estimated that approximately 1,000 curb ramp locations will be addressed each year of a six-year period. The Department continues to work on identifying project areas for programming in the standalone curb ramp improvement program. *See Appendix I – Standalone Curb Ramp Improvement Program projects.*

A pilot project for the standalone curb ramp improvement program began in 2019. The pilot project is separated into two phases to adjust for real estate acquisition. The first phase of the pilot project constructed curb ramps in 2020 that did not need real estate. The second phase is finalizing design, acquiring real estate, and scheduled for construction in 2024. The pilot project experience has been informative in the overall development of the statewide program.

III. OTHER FACILITIES

A. Accessible Pedestrian Signals

WisDOT owns 1,065 signalized intersections and 6 pedestrian hybrid beacons (PHB). There are currently 30 accessible pedestrian signals (APS). There are 25 APS at signalized intersections and 5 are PHB crossings with APS. An accessible pedestrian signal is a device that communicates information about pedestrian timing in non-visual format such as audible tones, verbal messages, and/or vibrating surfaces. A pedestrian hybrid beacon is used to warn and control traffic at a mid-block crosswalk without other traffic signals. While slightly different in appearance, this beacon functions much like a conventional pedestrian signal in that it stops traffic to allow pedestrians to cross safely. WisDOT is reviewing its current APS policy for installation requirements, installation costs, and prioritization criteria.

B. DMV Customer Service Centers

WisDOT owns, leases, and shares office space for 91 Division of Motor Vehicle (DMV) customer service centers. An improvement project is scheduled at the South Milwaukee Customer Service Center, anticipated to begin in 2023. The project will make ADA improvements to public restrooms, employee restrooms, and the employee entrance.

C. Intercity Passenger Rail Stations

WisDOT owns 2 intercity passenger rail stations, the Milwaukee Airport Rail Station (MARS) and the Milwaukee Intermodal Station (MIS). An improvement project is currently scheduled at MARS. The project will add elevators, a passenger bridge, and a platform on the opposite side of the tracks. The project also includes passenger information display systems, additional security systems, and additional accessible parking closer to the facility.

IV. TRAINING

- A. 2022 Transportation Improvement Conference: Curb Ramp Design Presentation provided jointly by DTIM and DTSD.

This training session was designed to provide participants with a detailed understanding of the design of accessible sidewalks, curb ramps, signals, etc. and the relationship to project scope. Using an example-based approach, participants were guided through several pilot efforts to demonstrate the role of effective scoping, context-based design approaches, technical infeasibility challenges and best practices. This course provided the context for the role of compliance in the broader goal of accessibility.

1. Dates: March 9, 2022
2. Attendees: 96

- B. 2022 Construction Standards Update: Curb Ramp Construction Documentation provided by the DTSD/Bureau of Project Development.

This training session was designed for project development engineers, project managers, inspectors, contract specialists, consultants, and contractors involved in construction contract administration. This course included before construction project begins, after curb ramp construction, and filling out the post construction compliance report. The training included virtual presentations and two live Q&A sessions.

1. Dates: April 12-25 (virtual) and April 26 & 28, 2022 (live)
2. Attendees: 404

- C. Traffic Tech Talk: Pedestrian Accommodations provided by the DTSD/Bureau of Traffic Operations.

This training session was designed to provide internal and external project development staff and contractors an overview of traffic-related news happening in the Bureau of Traffic Operations. This course included signal impacts, SDD updates – temporary detectable warning fields, ramp barricade detail, detour, and diversions, and 2023 Spec. updates.

1. Dates: April 20, 2022
2. Attendees: 161

- D. Designing Pedestrian Facilities for Accessibility Course for WisDOT and Local Governments provided by the FHWA Resource Center.

This two-hour basic ADA course provided a brief overview/discussion on frequently asked questions including standards in the pedestrian environment and for buildings and on-site facilities, ADAAG v. PROWAG, construction tolerances, and technical Infeasibility.

1. Dates: September 28, 2022
2. Attendees: 167

V. POLICIES AND PROCEDURES

- A. Curb Ramp Compliance Post Construction Report
<https://awpkb.dot.wi.gov/Content/constr/PantryFiles/StatewideForms/CurbRampComplianceForm.pdf>
- B. *Pedestrian Facilities*, 11-46-5, Facilities Development Manual
<https://wisconsindot.gov/rdwy/fdm/fd-11-46.pdf>
- C. *Curb Ramps*, 11-46-10, Facilities Development Manual
<https://wisconsindot.gov/rdwy/fdm/fd-11-46.pdf>
- D. *Temporary Pedestrian Accommodations*, 11-50-31, Facilities Development Manual
<https://wisconsindot.gov/rdwy/fdm/fd-11-50.pdf#fd11-50>
- E. *Standalone Curb Ramp Improvement Program*, 04-07, Program Management Manual
<https://iisgtwyp.wi.gov/ffm/pmm/04/tc4.pdf>
- F. *Americans with Disabilities Act*, 5-5, Sponsor's Guide to Non-Traditional Transportation Project Implementation
<https://wisconsindot.gov/Pages/doing-bus/local-gov/lpm/guide-man.aspx>

VI. PUBLIC INVOLVEMENT

A. Website

WisDOT's website, wisconsindot.gov/ADA, is where the public can inspect and submit comments on the update. The website also includes a link to the Curb Ramp and Sidewalk ADA Inventory Database GIS map. *See Appendix B - ADA Website.*

B. Social Media

WisDOT used social media sites: Facebook, Twitter, LinkedIn, and YouTube to drive traffic to the update with a call to action to submit comments.

C. DMV Electronic Message Board

WisDOT posted brief messages on electronic message boards in DMV Customer Service Centers statewide saying that the update is online for public comment.

D. News Release

WisDOT provided a news release prior to the comment period specifying that the update is online and available for public comment. WisDOT also provided an article in the department's weekly Bulletin (internal-facing) driving WisDOT staff to the update with a call to submit comments.

E. Public Libraries

WisDOT provided a notice with a link to the update for posting on library bulletin boards to the state's 16 federated public library systems covering 381 public libraries inviting the public to inspect and submit comments on the update.

F. Disability Advocacy Organizations

WisDOT emailed 44 organizations representing individuals with disabilities and invited them to inspect and submit comments on the update.

G. Wisconsin Network of ADA Coordinators Listserv

WisDOT emailed over 100 municipal ADA Coordinators through the WI ADA Coordinators Association Listserv and invited them to inspect and submit comments on the update.

H. University ADA Coordinators

WisDOT emailed 19 University of Wisconsin System ADA Coordinators and invited them to inspect and submit comments on the update.

I. Virtual Public Involvement

WisDOT provided a video presentation on the ADA website to offer a broader explanation of the update and public comment process.

VII. APPENDIX

A. Notice to the Public

<https://wisconsin.gov/Pages/doing-bus/civil-rights/titlevi-ada/ADAcompliance.aspx>

Wisconsin Department of Transportation

Notice under the Americans with Disabilities Act



In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the Wisconsin Department of Transportation (WisDOT), will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities.

<p>Employment: WisDOT does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.</p> <p>Effective Communication: WisDOT will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in WisDOT programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing or vision impairments.</p> <p>Modifications to Policies and Procedures: WisDOT will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all WisDOT programs, services, and activities. For example, individuals with service animals are welcomed in WisDOT offices, even where pets are generally prohibited.</p> <p>Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a WisDOT program, service or activity, should contact the: Senior Title VI and ADA Coordinator, 4822 Madison Yards Way, 5th Floor-South, Madison, Wisconsin 53705, Phone: (608) 266-8129 as soon as possible but no later than 72 hours before the scheduled event.</p>	<p>The ADA does not require WisDOT to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.</p> <p>Complaints: Complaints that a WisDOT program, service, or activity is not accessible to persons with disabilities, should be directed to: Taqwanya Smith, Senior Title VI and ADA Coordinator, Office of Business Opportunity and Equity Compliance, Wisconsin Department of Transportation, 4822 Madison Yards Way, 5th Floor-South, Madison, Wisconsin 53705, Phone: (608) 266-8129, TTY: (800) 947-3529, Fax: (608) 267-3641, Email: taqwanya.smith@dot.wi.gov, Website: https://wisconsin.gov/Pages/doing-bus/civil-rights/titlevi-ada/filingcomplaint.aspx</p> <p>You may also file a discrimination complaint with the U.S. DOT, Federal Highway Administration, Office of Civil Rights, 1200 New Jersey Avenue-SE, 8th Floor E81-105, Washington, DC 20590; Phone: (202) 366-0693; Email: FHWA.ADAcomplaints@dot.gov, Website: https://www.fhwa.dot.gov/civilrights/file/</p> <p>WisDOT will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/ services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.</p>
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8/1/2019

B. ADA Website

<https://wisconsin.gov/Pages/doing-bus/civil-rights/titlevi-ada/ADAcompliance.aspx>

Americans with Disabilities Act (ADA)

Civil rights and compliance
 Title VI (Nondiscrimination)
 American with Disabilities Act (ADA)
 Filing discrimination complaints
 Contacts

ADA Transition Plan and Annual Update
 Federal Highway Administration (FHWA) reporting guidelines require the submission of an ADA Transition Plan that is monitored and updated annually to reflect WisDOT's program and practices. The plan is intended to be a living document that demonstrates WisDOT's commitment to ensure accessibility on the "Path to Zero" barriers in its public right of way.

- New!** [WisDOT 2022 ADA Transition Plan](#)
- New!** [Submit a comment on the 2022 ADA Transition Plan](#)

Americans with Disabilities Act (ADA) Transition Plan
 Watch later Share

Watch on **You: The Americans with Disabilities Act**

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the Wisconsin Department of Transportation, will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities.

- [Notice under ADA \(English\)](#)
- [Notice under ADA \(Español\)](#)
- [Notice under ADA \(Hmoob\)](#)

Employment:
 WisDOT does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA. For employment-related ADA questions, contact:

Regina Howard
 AA/EEO Program and Diversity Officer
 Phone: (608) 266-4547
 Email: reginam.howard@dot.wi.gov

Effective Communication:
 WisDOT will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in WisDOT programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing or vision impairments.

- New!** [Effective Communications Plan](#)

Modifications to Policies and Procedures:
 WisDOT will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all WisDOT programs, services, and activities. For example, individuals with service animals are welcomed in WisDOT offices, even where pets are generally prohibited. Anyone who requires an auxiliary aid or service for effective communication or a modification of policies or procedures to participate in a WisDOT program, service or activity, should contact the Senior Title VI and ADA Coordinator as soon as possible

C. Title VI and ADA Complaint Form

<https://wisconsin.gov/Pages/doing-bus/civil-rights/titlevi-ada/filingcomplaint.aspx>



TITLE VI AND ADA COMPLAINT FORM

Wisconsin Department of Transportation
DT2507 8/2019

YOUR INFORMATION			
Name		(Area Code) Telephone Number	
Street Address or P.O. Box		Email Address	
City	State	ZIP Code	Date of Alleged Incident
Which of the following describes the nature of the discrimination involved? <input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin <input type="checkbox"/> Sex <input type="checkbox"/> Age <input type="checkbox"/> Disability <input type="checkbox"/> Retaliation			
Please explain in detail what happened, who was involved, and how you or other persons were discriminated against. Please attach any written materials or documentation pertaining to your complaint.			
What remedy do you seek for this complaint to be resolved to your satisfaction?			

X

(Signature – Electronic – Brush Script font)

(Date – m/d/yyyy)

Please mail, fax or email this form to:

Taqwanya Smith, Senior Title VI and ADA Coordinator
Office of Business Opportunity and Equity Compliance
4822 Madison Yards Way, 5th Floor South
Madison, WI 53705

Telephone: (608) 266-8129

TTY: (800) 947-3529

Fax: (608) 267-3641

Email: taqwanya.smith@dot.wi.gov

Website: <http://wisconsin.gov/Pages/doing-bus/civil-rights/titlevi-ada/default.aspx>

D. ADA Facility Complaint Form

<https://wisconsindot.gov/Pages/doing-bus/civil-rights/titlevi-ada/filingcomplaint.aspx>

**ADA FACILITY COMPLAINT FORM**

Wisconsin Department of Transportation
DT2515 3/2020

It is the policy of the Wisconsin Department of Transportation (WisDOT) to not discriminate on the basis of disability in admission to, access to, or in operation of its programs, services, activities or facilities. All attempts will be made to resolve such matters through informal means at any stage of the process.

WisDOT has established a complaint procedure to meet with the requirements of Section 504 of the Rehabilitation Act of 1973 and Title II of the Americans With Disabilities Act of 1990. This Accessibility Complaint form should be used by anyone wishing to file a complaint to WisDOT on the basis of disability, regarding access to WisDOT facilities such as, but not limited to, sidewalks, curb ramps, and highway crossings.

YOUR INFORMATION

Name		(Area Code) Telephone Number	
Street Address or P.O. Box	City	State	ZIP Code
Email Address			

REPRESENTATIVE INFORMATION *(If the person filing the complaint is not the same as the complainant)*

Name of Representative		(Area Code) Telephone Number	
Street Address or P.O. Box	City	State	ZIP Code
Email Address			

INACCESSIBLE LOCATION

Street Address	City	State	ZIP Code
Description of Facility			

X

(Signature – Electronic – Brush Script font)

(Date – m/d/yyyy)

Please mail, fax or email this form to:

Taqwanya Smith, Senior Title VI and ADA Coordinator
Office of Business Opportunity and Equity Compliance
4822 Madison Yards Way, 5th Floor South
Madison, WI 53705

Telephone: (608) 266-8129

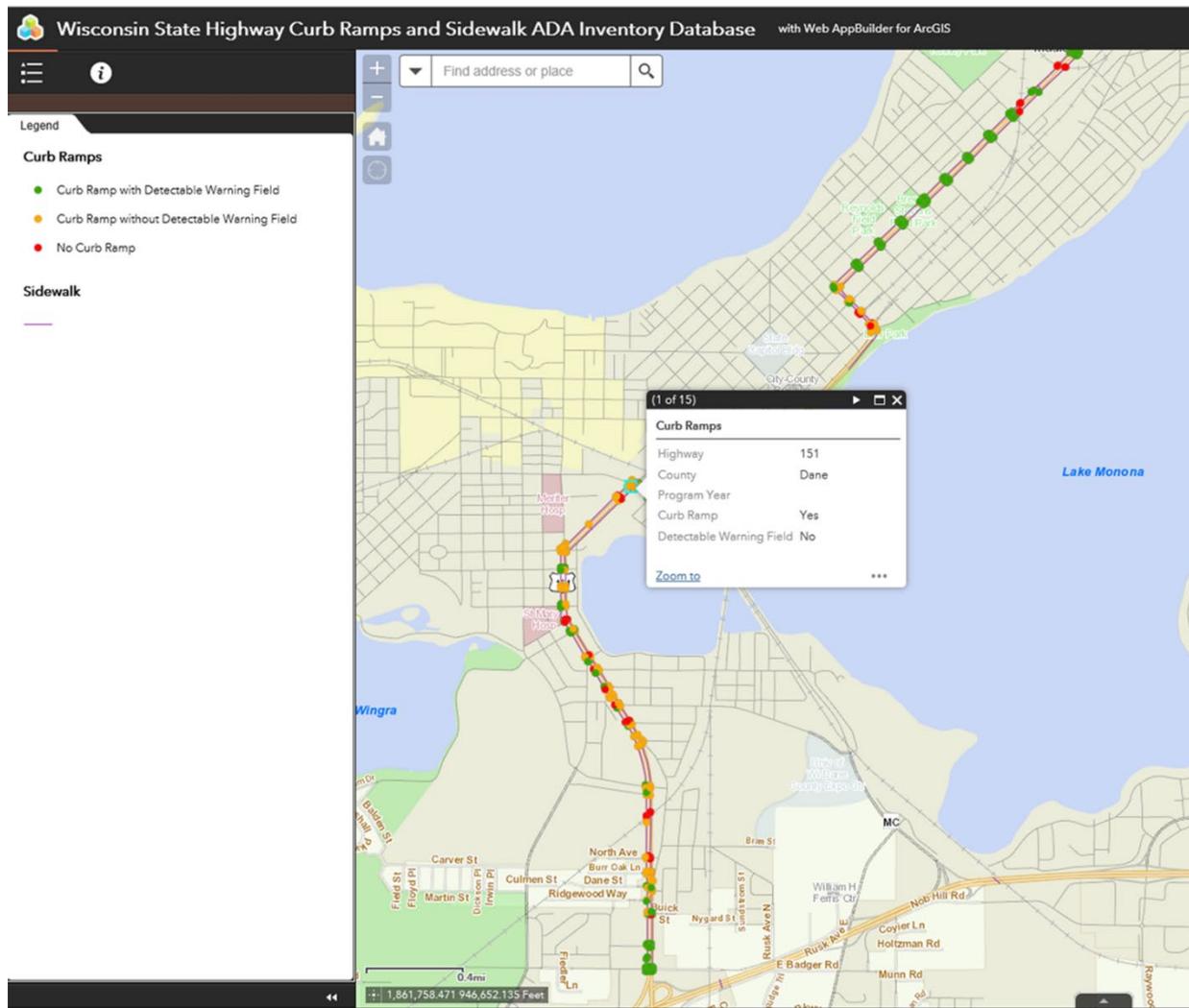
Fax: (608) 267-3641

Email: taqwanya.smith@dot.wi.gov

Website: <http://wisconsindot.gov/Pages/doing-bus/civil-rights/titlevi-ada/default.aspx>

E. Wisconsin State Highway Curb Ramps and Sidewalk ADA Inventory Database

<https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=98f74e8262e348b28ab8622e10532d90> (click here to go to the interactive GIS map)



F. Six-year Program projects completed in 2021

Project ID	Highway	Project Limits	Improvement Concept	Year	Project Status
1000-92-90	WIS 794,IH 094	VARIOUS HIGHWAYS	RSRF30	2021	Completed
1100-18-73	VAR HWY	ZOO IC MAINLINE BRIDGES	BRRHB	2021	Removed**
1146-75-71	WIS 015	WI CENTRAL RR-CTH JJ	RECSTE	2021	Removed**
1170-19-74	USH 051	ONEIDA STREET TO MANITOU PARK DRIVE	RSRF10	2021	Removed**
1175-19-62	USH 051	CTH C TO IRON STREET	PSRS40	2021	Removed**
1180-00-75	USH 002	CTH A TO CTH E	RSRF20	2021	Completed
1198-03-78	USH 002	29TH AVENUE EAST - 53RD AVENUE EAST	RSRF20	2021	Completed
1200-01-83	USH 012	DUTCH MILL PARK & RIDE RESURFACING	RSRF30	2021	Completed
1206-06-79	USH 012	WHITNEY WAY TO IH 39/90	RSRF10	2021	Removed**
1228-28-70	IH 043	W WISCONSIN TO W WALNUT ST	BRRHB	2021	Completed
1310-10-70	WIS 050	IH 94 TO 74TH AVE	RECSTE	2021	Partially complete, continues into 2022*
1310-10-71	WIS 050	74TH AVE TO 43RD AVE	RECSTE	2021	Partially complete, continues into 2022*
1310-18-70	WIS 050	CTH O-STH 75, 236TH AVE-125TH AVE	PSRS30	2021	Removed**
1360-00-76	WIS 145	W FOND DU LAC AVE: 6 HWY INTERSECTIONS	RECST	2021	Completed
1440-15-71	WIS 023	USH 151-SEVEN HILLS ROAD	RECST	2021	Completed
1440-15-72/73	WIS 023	STH 23 RURAL FOND DU LAC EXPANSION	RECST	2021	Completed
1470-34-60	WIS 042	DUVALL STREET-NCL	PSRS40	2021	Removed**
1580-31-71	USH 008	STH 27 TO RIVER AVENUE	RSRF20	2021	Completed
1590-18-61	USH 008	ONEIDA COUNTY LINE TO BOULEVARD AVE	PSRS40	2021	Removed**
1650-00-78	USH 061	STH 133 TO CTH U	PSRS10	2021	Removed**
1693-34-76	WIS 032	LAKE MICHIGAN PATHWAY PHASE 4	MISC	2021	Completed
2030-13-70	WIS 100	I-43 TO HANK AARON STATE TRAIL	RSRF30	2021	Completed
2150-00-71	WIS 100	91st STREET TO DEERBROOK TRAIL	RSRF30	2021	Completed
2220-02-70	USH 045	USH41/45 SPLIT TO ONE MI N OF CTH D	PSRS30	2021	Removed**
2240-00-77	WIS 036	STH 20 TO CTH Y	RSRF30	2021	Completed
2260-00-71	WIS 011	STH 31 TO KENTUCKY STREET	RECST	2021	Completed
2440-09-70	WIS 020	ROOSEVELT AVE TO WEST BLVD	RECST	2021	Completed
2783-05-70	WIS 190	INTERSECTION W/ CALHOUN RD	RECSTE	2021	Removed**
3070-04-61	WIS 073	NORTH STREET TO SCHOOL STREET	RSRF30	2021	Completed
3240-14-70	WIS 032	91ST STREET TO 85TH STREET	RSRF30	2021	Completed
3700-50-54	WIS 035	STH 105 INTERSECTION	MISC (SIGNALS)	2021	Completed
3706-01-60	WIS 067	SALT BOX ROAD TO USH 14	PSRS40	2021	Completed
3763-00-74	WIS 031	CTH KR CTH H TO OLD GREENBAY ROAD	RECSTE	2021	Completed
4010-20-71	WIS 028	CTH EE INTERSECTION	RECST	2021	Completed
4090-06-71/72	WIS 067	BAUMANN STREET-TRIPLE S ROAD	RECST	2021	Completed
4100-39-60	USH 151	STH 67 - ROOSEVELT STREET	PSRS40	2021	Removed**
4150-25-60	WIS 057	MID JUNCTION TO BAILEYS HARBOR	RSRF20	2021	Completed
4540-27-71	WIS 032	IH 43-CTH D	RSRF20	2021	Completed
4550-03-71	WIS 067	SOUTH COUNTY LINE-STH 32/57	RSRF20	2021	Completed
4550-04-71	WIS 067	SUHRKE ROAD-NCL	RSRF20	2021	Completed
4610-10-60	WIS 042	SCANDIA RD-WISCONSIN BAY RD	PSRS40	2021	Removed**
4994-12-71	WIS 021	RAINBOW DRIVE	MISC	2021	Completed
5120-03-72	WIS 033	3RD STREET TO 23RD STREET	RSRF20	2021	Completed
5245-02-72/75	WIS 023	COUNTY SHOP ROAD TO MINERVA STREET	RECST	2021	Completed
5310-02-76	USH 014	WALTER ROAD TO CTH KP	RECST	2021	Completed
5630-06-72	WIS 078	EAGLE VIEW COURT TO WEYNAND ROAD	PVRPLA	2021	Completed
5940-02-60	WIS 133	STH 80 TO STH 130	RSRF10	2021	Completed
5985-00-77	WIS 133	POTOSI BRANCH BRIDGE, B-22-0295	BRRPL	2021	Removed**
5991-07-43/44	WIS 035	INTERSECTION W/ GILLETTE ST	RECST	2021	Removed**
6054-06-73	WIS 022	B-39-0062 TO 5TH STREET	RSRF10	2021	Removed**
6070-02-60	WIS 068	EDGELAWN DRIVE TO WEST STREET	RSRF20	2021	Removed**
6070-02-70	WIS 068	WEST STREET TO STH 49	RSRF20	2021	Completed
6090-08-71	WIS 049	CTH TC - WCPL	PSRS40	2021	Completed
6150-00-72	WIS 022	MARQUETTE CTY L/CTH JJ TO STH 21W	RSRF10	2021	Removed**
6170-00-61	WIS 021	STH 22 S TO STH 22 N	PSRS40	2021	Completed
6310-00-60	WIS 073	STH 22 S TO CTH BB	PSRS40	2021	Completed
6321-00-72	WIS 073	CTH BB TO 5TH AVE	RSRF10	2021	Completed
6414-00-79	BUSH 051	SPRINGVILLE DR TO TOMMY'S TURNPIKE	RECST	2021	Completed
6425-00-70	CTH D	STH 23 TO OLD SAINT MARIE ROAD	RECST	2021	Removed**
6570-08-73	WIS 055	STH 54-LAKE ROAD	RSRF30	2021	Completed
6590-02-76	WIS 022	CTH N (N) TO USH 45	RSRF10	2021	Completed
6600-00-61	WIS 153	OLD 51 ROAD TO EAST VIEW DRIVE	PSRS40	2021	Completed
6600-00-62	WIS 153	I-39 SB RAMP TO NB RAMP	PSRS40	2021	Completed
6910-01-71	CTH H	W OF BEECHNUT LANE TO STH 49	PVRPLA	2021	Removed**
6918-01-72	USH 051	ONTARIO STREET TO E PLEASANT STREET	RECST	2021	Completed
6999-03-63	BUSH 051	WI CENTRAL LTD BRIDGE B-37-0100	BRRHB	2021	Removed**
6999-10-60	BUSH 051	EVEREST DRIVE TO SCHOFIELD AVE	PSRS40	2021	Removed**
6999-10-61	BUSH 051	E GRAND AVE TO EAU CLAIRE RVR BRDGE	PSRS40	2021	Removed**
7080-00-75	USH 012	NOTTINGHAM WAY INTERSECTION	MISC	2021	Completed
7200-00-70	WIS 035	HANLEY ROAD INTERCHANGE	RSRF30	2021	Completed
7575-00-71	WIS 016	BRAUND ST TO CTH OS	RCND10	2021	Completed
7630-00-72	WIS 029	CTH CC SOUTH TO STH 128	RSRF20	2021	Completed
7650-01-74/75	WIS 029	CTH QQ SOUTH JCT TO CEMETERY ROAD	PVRPLA	2021	Completed

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7650-02-73	WIS 029	CTH FF & 770TH AVENUE INTERSECTION	RCND10	2021	Completed
8070-00-74	WIS 046	SNOW STREET TO YORK PARK ENTRANCE	RSRF10	2021	Completed
8080-02-60/61	WIS 035	FRONT STREET TO VINE STREET	RSRF10	2021	Completed
8080-02-72	WIS 035	COULEE RD/BUCKEYE ST INTERSECTION	RSRF10	2021	Completed
8080-05-70/72	WIS 035	LAKE MALLALIEU BRIDGE - SOMMERS ST	RECST	2021	Completed
8080-07-70/72	WIS 035	VINE STREET TO WILLOW RIVER	RECST	2021	Completed
8600-01-74	WIS 178	CTH I INTERSECTION	RECST	2021	Completed
8630-03-82	WIS 170	STH 128 TO STH 79	RSRF20	2021	Completed
8630-05-83	WIS 170	STH 79 TO STH 25	COLD10	2021	Completed
8949-00-71/74	USH 012	STH 65 NORTH TO USH 63 NORTH	RSRF20	2021	Completed
9070-05-73	WIS 070	MORGAN ROAD TO USH 51	RSRF25	2021	Completed
9110-10-72	WIS 139	FOREST COUNTY LINE TO FAY LAKE ROAD	RSRF10	2021	Completed
9130-03-73	WIS 032	FOREST AVENUE TO USH 8	PVRPLA	2021	Removed**
9190-20-71	WIS 032	CTH B - EAST GREEN BAY STREET	RSRF30	2021	Completed
9200-10-71	WIS 029	CTH VV INTERCHANGE	RECSTE	2021	Partially complete, continues into 2022*
9650-17-70	WIS 047	DUQUAINE RD TO N JCT OF CTH VV	RCND10	2021	Completed
			Total Projects for 2021	89	Adjusted Total Completed Projects 62
*Multi-year project					
**Final project limits did not include curb ramp work					

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G. Six-year Program projects scheduled for completion in 2022

Project ID	Highway	Project Limits	Improvement Concept	Year	Project Status
1016-05-70	IH 090	STH 82 INTERCHNG/B29-36,152-155,157	RECST	2022	Under Construction
1020-01-80	IH 094	IH 94 SWEF 60 HUDSON	MISC	2022	Under Construction
1022-00-79	IH 094	CTH NN TO EAST COUNTY LINE	PVRPLA	2022	Under Construction*
1032-10-75	STH 50	INTERSECTION W/ I-41 EAST FRONTAGE ROAD	RSRF20	2022	Under Construction
1060-33-84	IH 041	SWAN BLVD TO BURLEIGH	RECSTE	2022	Under Construction*
1112-06-74	USH 151	STH 49 INTERCHANGE	RSRF20	2022	Under Construction
1146-75-72	WIS 015	CTH JJ - LILY OF THE VALLEY DR	RECSTE	2022	Under Construction*
1180-05-75	USH 002	CLEVEDON RD TO SZNAIDER RD	RSRF20	2022	Under Construction
1228-09-73	IH 043	MITCHELL I/C TO MARQUETTE I/C	RSRF30	2022	Under Construction
1229-04-76	IH 043	HIGHLAND ROAD TO STH 60	RECSTE	2022	Under Construction
1310-04-70	WIS 050	256TH AVE TO 236TH AVE	RECST	2022	Under Construction*
1310-10-70	WIS 050	IH 94 TO 74TH AVE	RECSTE	2022	Under Construction*
1310-10-71	WIS 050	74TH AVE TO 43RD AVE	RECSTE	2022	Under Construction*
1360-15-70	WIS 145	GOOD HOPE RD INTERCHANGE TO 68TH ST	RSRF30	2022	Under Construction
1360-17-70	VAR HWY	STH 145/STH 175/STH 181	BRPVTV	2022	Under Construction
1440-15-71	WIS 023	USH 151 - SEVEN HILLS ROAD	RECSTE	2022	Under Construction*
1530-03-76	USH 010	STH 65 TO NORTH BEULAH STREET	RSRF20	2022	Under Construction*
1540-01-72	WIS 065	USH 10 TO MIDWAY AVENUE	RSRF20	2022	Under Construction*
1560-00-70	USH 063	GREENWOOD AVE TO POPLAR STREET	RECST	2022	Under Construction
1600-14-71	USH 045	CTH B TO CTH Q	PVRPLA	2022	Under Construction
1600-28-61	USH 045	STH 32 TO VILAS COUNTY LINE	PSRS40	2022	Under Construction
1601-14-75	USH 045	CTH K West - Michigan State Line	RSRF10	2022	Under Construction
1610-44-73	WIS 013	WALNUT ST-N FK FLAMBEAU RVR BRDGE	RSRF10	2022	Under Construction
1641-02-72/82	USH 014	GREEN BAY STREET TO WARD AVENUE	RECST	2022	Under Construction
1693-05-73	WIS 069	CTH D TO V BELLEVILLE NORTH LIMIT	RECST	2022	Under Construction
2025-20-70	WIS 190	124TH ST TO STH 100	BRRHB	2022	Under Construction
2260-08-70	WIS 011	KEARNEY AVE TO EAST OF MEMORIAL DR	RECST	2022	Under Construction
2270-04-70	WIS 057	TEUTONIA AVENUE TO MEQUON ROAD	RSRF25	2022	Under Construction*
2729-05-70	WIS 181	CTH C TO STH 60	RSRF30	2022	Under Construction
3080-04-70	USH 018	STH 67 TO MORAIN VIEW DR	RSRF30	2022	Under Construction
3180-00-76	WIS 036	STH 83 TO STH 20	RSRF10	2022	Under Construction
3575-04-81	USH 012	ROCK RIVER BRIDGE B-28-0009	BRRHB	2022	Under Construction
3670-01-71/72	WIS 089	0.32MI S OF AVALON RD TO PARK AVE	RECST	2022	Under Construction
4085-33-71	WIS 032	SOUTH COUNTY LINE-DUESTER STREET	RSRF30	2022	Under Construction
4670-10-71	WIS 055	SOUTH JCT STH 114 - CASTLE DRIVE	RSRF30	2022	Under Construction
5010-06-72	WIS 082	STH 80 TO CTH G/B-29-61,-62,-63	RSRF25	2022	Under Construction
5155-00-79	USH 014	STH 92 INTERSECTION	RECST	2022	Under Construction*
5163-07-77	WIS 035	SUNNYSIDE DR TO GARNER PLACE	RECST	2022	Under Construction
5207-00-70	WIS 023	INTERSECTION W/ CTH K	RECST	2022	Under Construction
5245-02-72/75	WIS 023	COUNTY SHOP - MINERVA, DARLINGTON	RECST	2022	Under Construction
5400-00-72	USH 151	WILSON/WILLIAMSON ST INTERSECTION	RECST	2022	Under Construction
5400-00-73/74	USH 151	E WILSON ST TO BLOUNT ST	PVRPLA	2022	Under Construction*
5798-00-11	USH 051	INTERSECTION W/ CTH F	RECST	2022	Under Construction
5845-01-76/78	USH 051	STH 138 TO SILVERADO DR/HOEL AVE	RECST	2022	Under Construction
5880-00-66	USH 012	MONROE COUNTY LINE TO A STREET	RSRF10	2022	Under Construction
5996-00-77	BUSH 151	STALEY AVENUE TO COMMERCIAL DRIVE	RCND10	2022	Under Construction
6270-00-63	WIS 049	DEPOT STREET TO S JCT STH 161	PSRS40	2022	Under Construction
6370-01-73	WIS 153	PINE ST TO WISCONSIN RIVER BRIDGE	RSRF10	2022	Under Construction
6370-01-75/76	WIS 153	RANGELINE ROAD TO PINE STREET	PVRPLA	2022	Under Construction
6530-01-71	WIS 073	CTH J TO WHITE RIVER BRIDGE	RSRF10	2022	Under Construction
6530-01-72	WIS 073	FOX RIVER BRIDGE TO CTH J	RSRF10	2022	Under Construction
6560-08-71	WIS 055	CTH JJ INTERSECTION	RECST	2022	Under Construction
6570-09-71	WIS 055	IH 41-STH 54	COLD20	2022	Under Construction
6610-04-70	WIS 034	STH 34 & CTH DB/Old 51 Intersection	PVRPLA	2022	Under Construction
6933-00-76	WIS 173	CTH G (N) TO STH 73	RSRF10	2022	Under Construction
6999-11-78	WIS 013	INTERSECTION W/ STH 73/GRAND/JACKSON	RECST	2022	Under Construction
7028-00-73	WIS 312	JEFFERS ROAD INTERSECTION	MISC	2022	Under Construction
7575-07-73/83	WIS 016	OAKLAND ST TO LOSEY BLVD	RECST	2022	Under Construction
7600-01-75	USH 012	6TH STREET TO 21ST STREET	MISC	2022	Under Construction
7640-00-72	WIS 029	SOUTH MAIN STREET TO STH 65	RSRF20	2022	Under Construction*
8220-00-71	WIS 064	CTH B TO STH 73 S	RSRF20	2022	Under Construction
8620-00-73	WIS 040	13TH AVENUE TO EAST JUNCTION STH 64	COLD20	2022	Under Construction
8999-00-65	WIS 035	INTERSECTION W/ WISCONSIN ST	RECST	2022	Under Construction
9050-03-71	WIS 047	KILDEER ROAD TO VILAS COUNTY LINE	RSRF10	2022	Under Construction
9080-14-72	WIS 070	CTH H TO USH 45 NORTH	RSRF10	2022	Under Construction
9170-12-71	WIS 032	TRINITY CHURCH RD-CTH AA	RSRF20	2022	Under Construction
9200-10-71	WIS 029	SHAWANO - GREEN BAY	RECSTE	2022	Under Construction*
Total Projects for 2022					67

* Multi-year project

H. Six-year Program projects scheduled for 2023-2028

Project ID	Highway	Project Limits	Improvement Concept	Year
1100-46-71*	I-041	STH 36 (LOOMIS RD) BRIDGE	BRRPL	2023
1110-15-71	WIS 026	STH 23 - CTH FF	BRRPL	2023
1146-75-76	WIS 015	CTH T-WI CENTRAL RR	RECSTE	2023
1146-75-77	WIS 015	WI CENTRAL RR-CTH JJ	RECSTE	2023
1210-11-71	WIS 172	AIRPORT ENTRANCE-IH 41	RSRF20	2023
1300-09-70	WIS 083	STH 20 TO IH 43	PSRS40	2023
1300-09-71	WIS 083	W BOXHORN DR TO WOLF RUN	PSRS40	2023
1360-13-70	WIS 145	76TH, PED BRIDGES	BRRHB	2023
1470-30-71	WIS 042	34TH STREET-NCL	COLD10	2023
1491-22-71	US 141	CTH Z-CTH R	RSRF30	2023
1500-71-71*	US 010	UNNAMED CREEK BOX CULVERT C360058	BRRPL	2023
1610-00-76	WIS 013	JEFFERSON AVE TO GOLF COURSE ROAD	PVRPLA	2023
1620-00-61	WIS 013	SOUTH CTH N TO NORTH STREET	PSRS40	2023
1620-02-78	WIS 080	STH 21 TO COUNTY LINE ROAD	RSRF30	2023
1620-03-73	WIS 013	LINDEN ST TO PINE ST	RSRF10	2023
1620-03-74	WIS 013	NORTH ST TO LINDEN ST	RSRF10	2023
1632-03-70	US 053	SOUTH COUNTY LINE TO HARRIS ROAD	RSRF20	2023
1640-01-74*	US 014	BRENDEL LN TO SOUTH WASHINGTON AVE	PSRS10	2023
1641-02-70/80	US 014	GREEN BAY ST TO 0.16 MILES EASTERLY	RECST	2023
2040-03-75	WIS 100	SHEPARD AVE TO STH 32	RSRF10	2023
2135-04-71	WIS 100	INTERSECTION W/ NORTH AVE	RECST	2023
2200-20-70	US 018	IH 94 TO EAST COUNTY LINE	RSRF30	2023
2210-12-70	US 018	STH 83 TO STH 318	RSRF30	2023
2340-00-79	WIS 020	HONEY CREEK ROAD TO BUENA PARK ROAD	RSRF15	2023
2340-03-73	WIS 020	90TH STREET TO OAKES ROAD	BRRHB	2023
2340-10-70	WIS 020	STH 36 TO SB USH 45	RSRF30	2023
2410-13-70	WIS 059	INTERSECTION W/ 62ND, NATIONAL AVE	RECST	2023
2674-02-70	WIS 57,145	INTERSECTIONS W/ WALNUT ST	RECST	2023
2698-03-70/73	WIS 020	THOMAS DRIVE TO HONEY CREEK ROAD	PSRS40	2023
3070-04-60	WIS 073	SHAUL LANE TO NORTH STREET	RSRF30	2023
3325-06-71/72	WIS 067	GENEVA ST TO GLENWOOD DR	RSRF30	2023
3330-07-70*	WIS 031	STH 50 TO CTH S	PSRS20	2023
3575-02-73	US 012	MADISON AVENUE TO CTH M	RSRF20	2023
3694-00-71	WIS 120	STH 36 TO O'LEARY LN	RSRF20	2023
4050-15-71	WIS 055	STH 114-USH 10	RSRF20	2023
4070-00-70/71	US 045	WB CTH H TO WB STH 28	RSRF30	2023
4085-60-71	WIS 032	CTH AA-JORDAN AVENUE	RSRF10	2023
4130-11-71	WIS 054	VALLEY ROAD - SUNSET AVENUE	RSRF20	2023
4140-34-60	WIS 042	RAINBOW RIDGE RD-BLUFF LN	PSRS40	2023
5030-01-72	WIS 033	V WONEWOC S LIMITS TO MAIN STREET	RSRF20	2023
5030-01-73	WIS 033	LA VALLE STREET TO PRESTON AVENUE	RSRF30	2023
5030-01-74	WIS 033	PRESTON AVENUE TO STH 23	RSRF30	2023
5180-00-70	WIS 060	E JCT OLD HWY 60 TO KICKAPOO RIVER	RSRF20	2023
5410-00-74	US 051	USH 151 TO PIERSTORFF STREET	PVRPLA	2023
5590-00-72	WIS 078	STH 11 TO CTH D	PVRPLA	2023
5609-00-70	WIS 080	INTERSECTION W/ CTH H	RCND20	2023
5640-04-70	WIS 113	STH 60 TO STH 188	PSRS40	2023
5710-00-73	WIS 082	KICKAPOO RIVER TO MAPLE ST	PVRPLA	2023
5939-00-70	WIS 080	USH 18 TO KENNEDY STREET	RSRF20	2023
5952-03-73	WIS 039	N LIMITS V LINDEN TO FAIR STREET	RSRF30	2023
6100-08-60	WIS 044	WCL-STH 49	PSRS40	2023
6230-14-72	WIS 054	TOWER DRIVE - N BEECH STREET	RSRF10	2023
6280-00-60	WIS 066	NORTH CTH J TO STH 49	PSRS40	2023
6360-05-70	WIS 107	NORTH STREET TO MARATECH AVENUE	RSRF10	2023

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6370-01-77	WIS 153	STH 13 TO STAINLESS AVENUE	RSRF25	2023
6517-15-60	WIS 076	SOUTH JCT S-STH 54	PSRS40	2023
7140-00-70	WIS 035	LA CROSSE/TREMP CO LN TO 10TH ST	COLD20	2023
7998-00-77/78	US 012	VETERANS STREET INTERSECTION AREA	PVRPLA	2023
8060-00-70	WIS 035	CTH C TO LASER DRIVE	PVRPLA	2023
9040-03-71	WIS 017	USH 8 TO STEVENS STREET	PVRPLA	2023
			Total Projects for 2023	60
1000-50-61*	VAR HWY	VARIOUS ROUTES STH PER STN PLAN	BRPVTV	2024
1022-09-78*	I-094	USH 53 TO MALLARD ROAD (EB & WB)	PVRPLA	2024
1146-75-80*	WIS 015	CTH JJ - CTH T/GIVENS RD	BRPVTV	2024
1150-64-71	US 041	PESHTIGO BYPASS-CTH T	RSRF20	2024
1170-19-72	US 051	MANITOU PARK TO MINOCQUA LK BRIDGE	PVRPLA	2024
1170-20-60	US 051	CTH M TO CTH W	PSRS40	2024
1175-19-72	US 051	CTH J TO WEBER CREEK BRIDGE	RSRF10	2024
1190-01-85*	US 053	BRIDGE DECK SEALING (VAR)	BRPVTV	2024
1210-17-71	WIS 172	STH 54 - AIRPORT ENTRANCE	RSRF30	2024
1228-09-76*	I-043	MITCHELL IC-MARQUETTE IC ON/OFF RMP	RSRF30	2024
1330-22-70	WIS 083	STH 167 TO MONROE AVENUE	RSRF30	2024
1500-33-71	US 010	EAST VILLAGE LIMITS - BRANCH RIVER	RECST	2024
1520-00-77	WIS 073	INDUSTRIAL STREET TO STH 186	PVRPLA	2024
1535-07-73	US 010	NELSON RD TO IH 94 EB RAMPS	PVRPLA	2024
1570-06-72	US 008	CEDAR SWAMP ROAD TO CHIPPEWA RIVER	RSRF20	2024
1580-04-72	US 008	RIVER AVENUE TO PRENTICE STREET	RSRF20	2024
1580-04-73	US 008	PRENTICE STREET TO RUSK/PRICE CO LN	RSRF20	2024
1610-01-76	WIS 013	CTH O TO TAYLOR STREET	RSRF20	2024
1610-44-71	WIS 013	CTH D TO CTH F	PVRPLA	2024
1620-01-62*	WIS 013	STH 98 TO SOUTH JUNCTION CTH N	PSRS20	2024
1620-02-77/87	WIS 080	POPLAR STREET TO STH 73	RSRF20	2024
1620-03-72	WIS 013	26TH ROAD TO STH 98	RSRF10	2024
1646-08-72/82	US 014	HIGH ECHO LANE TO LOCUST STREET	RECST	2024
1706-06-71	WIS 011	V HAZEL GREEN W LIMIT TO V N LIMIT	RSRF30	2024
2015-10-71	WIS 119	STH 119 AT HOWELL AVE	PVRPLA	2024
2025-07-73	WIS 190	STH 16 TO .3 MI E OF 5 FIELDS RD	RSRF30	2024
2040-14-70	US 045	RAWSON AVE TO COLLEGE AVE	RECST	2024
2195-04-70	WIS 032	N BROADWAY TO N VAN BUREN STREET	PVRPLA	2024
2225-15-70	WIS 032	NEWBERRY BLVD TO EDGEWOOD AVE	PVRPLA	2024
2240-00-78	WIS 036	STH 100 TO 51ST STREET	RSRF30	2024
2275-05-70	WIS 057	NORTH AVE TO HOPKINS ST	RSRF30	2024
2290-24-70	WIS 038	LINWOOD RD TO E OAKWOOD RD	PSRS40	2024
2310-13-70	WIS 060	CTH P TO EAGLE DR	RSRF20	2024
2390-08-70*	WIS 031	IL STATE LINE TO STH 50	PSRS20	2024
2395-05-71	WIS 038	INTERSECTION W/ HOWARD AVE	RECST	2024
3150-07-70	US 014	IH 43 TO CTH K	PVRPLA	2024
3380-06-70	WIS 083	IL STATE LINE TO STH 50	RSRF30	2024
3670-00-74	WIS 089	CLARKSON ROAD TO AVALON ROAD	RSRF10	2024
4075-35-72	WIS 096	CTH JJ - CTH D	RSRF25	2024
4085-67-71	WIS 032	ALTONA AVENUE-USH 151	RSRF20	2024
4110-28-71	US 045	SCOTT STREET-NCL	RSRF20	2024
4516-10-71	US 141	INTERSECTION W/ ALLOUEZ AVE	RECST	2024
4570-26-71	WIS 042	PIGEON RIVER - N VILLAGE LIMITS	RSRF15	2024
5080-02-74/75	WIS 023	USH 14 TO CTH GG	COLD20	2024
5090-05-60/61	WIS 033	W MULBERRY ST TO E V LIMITS	PVRPLA	2024
5090-05-71/72	WIS 033	W CITY LIMIT TO LINCOLN AVENUE	PVRPLA	2024
5150-02-70	WIS 082	STH 35 TO STH 27	RSRF30	2024
5200-03-63*	US 014	MISSISSIPPI RVR B-32-202 & B-32-300	BRRHB	2024
5255-01-73	WIS 023	WISCONSIN RIVER BRIDGE TO USH 14	RSRF25	2024
5280-03-70	WIS 113	SUNSET LANE TO CTH V	RSRF25	2024

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5330-02-73	WIS 080	ILLINOIS STATE LINE TO STH 11	RSRF20	2024
5350-02-70/71	US 051	NICOLET STREET TO COURT STREET	PVRPLA	2024
5540-02-71	WIS 027	0.1 MI N NORTH AVENUE TO CTH C	PVRPLA	2024
5752-00-72	WIS 058	LEE LAKE BRIDGE TO STH 33	RSRF30	2024
5845-16-86	US 051	LARSON BEACH RD TO VOGES RD	RECST	2024
6020-04-72	US 051	TOMLINSON ROAD TO ONTARIO STREET	RSRF30	2024
6220-01-76	WIS 022	USH 10 RAMPS TO WCL RR BRIDGE	RSRF10	2024
6230-20-71	WIS 054	FRENCH ROAD-SEMINARY ROAD	RSRF30	2024
6240-29-71	WIS 047	CTH B-BURDICK STREET	RSRF10	2024
6240-30-71	WIS 047	BURDICK ST - NCL	RSRF10	2024
6320-00-75	WIS 073	STH 173 TO STH 54	RSRF20	2024
6420-00-72	WIS 049	NORTH STREET TO DEPOT STREET	RSRF10	2024
6518-06-71	WIS 076	STH 54 - NCL	COLD20	2024
6950-04-72	WIS 054	SWANSON ROAD TO SENECA ROAD	RSRF20	2024
6997-04-70	WIS 047	INTERSECTION W/ FIFTH ST	RECST	2024
6999-16-73	WIS 153	INTERSECTION W/ 4TH & MAIN ST	PVRPLA	2024
7255-00-71	WIS 124	1500FT N CTHOO - 1300FT S BUS STH29	RSRF20	2024
7560-05-74	WIS 095	TREMPEALEAU/JACKSON CO LN TO IH 94	RSRF20	2024
7570-05-65*	WIS 016	E JCT HAMLET AVE TO ALPINE RD	PSRS10	2024
7994-00-51	WIS 029	INTERSECTION W/ WASSON LANE	RECST	2024
8120-02-76	WIS 048	USH 63 NORTH TO STH 25	COLD20	2024
8160-00-75	WIS 013	THOMPSON CREEK TO WASHINGTON AVE	PVRPLA	2024
8210-00-71	WIS 073	PARK ST TO STH 64 E	RSRF20	2024
8220-00-76	WIS 064	NATIONAL AVE TO STH 13	RSRF20	2024
8550-02-72	WIS 077	CTH I TO CTH G	COLD20	2024
8610-02-74	WIS 124	HIGH STREET TO BRIDGE STREET	RSRF20	2024
8610-08-73	WIS 124	ELM STREET TO CTH S	RSRF20	2024
9220-04-72/82	WIS 117	EXPRESS WAY TO MUTZY LANE	PVRPLA	2024
Total Projects for 2024				78
1009-47-63	WIS 73,153	B-37-0097 AND B-71-0002	BRRHB	2025
1060-47-70*	I-094	STH 83 TO STH 16	RSRF30	2025
1060-48-70*	I-794	MARQUETTE IC TO LAKE IC	BRRHB	2025
1174-10-74	US 051	FRONT STREET - 3RD AVENUE	RSRF10	2025
1198-03-73	US 053	2ND AVENUE EAST TO HUGHITT AVENUE	RSRF20	2025
1330-00-73	WIS 083	GOLF RD TO VETTELSON RD	PVRPLA	2025
1330-47-71*	WIS 083	NAGAWAUKEE PARK AND RIDE LOT	RSRF10	2025
1380-02-70	WIS 167	WASHINGTON CO LINE TO BUNTROCK AVE	RSRF10	2025
1400-01-74	US 051	PLEASANT STREET TO DEWITT STREET	RSRF20	2025
1470-27-71	WIS 042	E MAGNOLIA AVE-12TH STREET	RSRF20	2025
1470-33-71*	WIS 042	WEST TWIN RIVER BRIDGE B360117	BRRHB	2025
1470-37-71	WIS 042	WALDO BLVD - E MAGNOLIA AVE	RSRF20	2025
1550-04-74	US 063	WEST JUNCTION STH 48 TO CHARRIE LN	RSRF20	2025
1550-04-79*	US 063	BEAVER DAM LAKE B-03-ONEW	BRNEW	2025
1590-18-70	US 008	GLEN STREET TO PIONEER STREET	RSRF10	2025
1590-18-71	US 008	STH 55 SOUTH TO OTTER CREEK ROAD	RSRF25	2025
1590-18-72	US 008	BOULEVARD AVENUE TO LAKE AVENUE	RSRF10	2025
1602-10-71	US 045	CLINIC STREET TO OTTER LAKE LANE	PVRPLA	2025
1610-00-77	WIS 013	BUTTERWORTH RD TO USH 2	RSRF20	2025
1640-01-75	US 014	MARION ROAD TO GARNER PLACE	RSRF20	2025
1640-03-73	US 014	BOHMANN DRIVE TO CTH O	RSRF15	2025
2030-10-71	WIS 100	W BURLEIGH ST TO W SILVER SPRING DR	BRRPL	2025
2050-08-71	WIS 038	INTERSECTION W/ CTH BB	RECST	2025
2050-09-70	WIS 241	INTERSECTION OF RAWSON AVENUE	RECST	2025
2120-18-70	WIS 024	USH 45 TO 45TH STREET	RSRF30	2025
2250-15-70	WIS 020	OAKES RD TO STH 31	RSRF30	2025
2340-07-71	WIS 020	STH 75 INT AND USH 45 TO CTH C	RSRF30	2025
2420-00-70	WIS 075	STH 50 - STH 20	RSRF30	2025

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2722-08-72*	I-043	COUNTY HWY O	RECSTE	2025
2773-10-70	WIS 059	SUNSET DRIVE TO ARCADIAN AVENUE	PVRPLA	2025
2788-03-70	WIS 318	ROLLING RIDGE DR TO IH 94 EB RAMPS	RSRF10	2025
3020-00-70	WIS 028	CTH V TO STH 175	RSRF20	2025
3060-00-74	WIS 073	FAITH DRIVE TO MIDDLETON STREET	RSRF30	2025
3060-03-71	WIS 073	STH 19 TO N MARSHALL V LIMIT	PVRPLA	2025
3110-03-73	WIS 059	WCL TO WILLIS RAY ROAD	RSRF20	2025
3190-11-70	WIS 036	STH 120 TO STH 11	RSRF15	2025
3576-01-75	WIS 106	FIRST STREET TO STH 59	PSRS40	2025
3841-05-70	WIS 011	INTERSECTION W/ WRIGHT ST	RCND20	2025
4010-21-71	WIS 028	SCL-STH 57	RSRF30	2025
4010-26-71*	WIS 028	BRANCH MILWAUKEE RIVER BRIDGE	BRRPL	2025
4050-27-71	WIS 055	USH 151 - STH 114	BRRPL	2025
4090-01-74	WIS 067	STH 175 TO EAST COUNTY LINE	PVRPLA	2025
4110-32-71	US 045	SCL-SCPL OSHKOSH	RSRF20	2025
4646-02-71	WIS 047	INTERSECTION W/ VALLEY RD	RECST	2025
4987-02-75	WIS 054	INTERSECTION W/ COUNTRY CLUB RD	RECST	2025
4992-00-60	WIS 114	INTERSECTION W/ RACINE ST	RECST	2025
5060-00-77	WIS 023	STH 33 TO IH 90 RAMP	PVRPLA	2025
5080-09-73	WIS 023	ELDER RIDGE ROAD TO CTH K	PVRPLA	2025
5080-09-74	WIS 023	V LOGANVILLE S LIMIT TO N LIMIT	RECST	2025
5163-07-72	WIS 035	LACROSSE CO LINE TO SUNNYSIDE DR	RECST	2025
5510-00-70	WIS 071	CTH U TO CTH V/B-41-25,-161,-159	RSRF30	2025
5580-04-70	WIS 035	W JUNCTION STH 133 TO USH 18	RSRF30	2025
5606-03-70	WIS 092	EAST AVENUE TO USH 14	RSRF10	2025
5710-00-72	WIS 082	KICKAPOO RIVER TO STH 33	RSRF20	2025
5750-06-70	WIS 058	0.7MI N OF CTH N TO LEE LAKE BRIDGE	RSRF30	2025
5780-03-61	WIS 131	STH 60 TO 0.49 MI E RAILWAY ST	PVRPLA	2025
5780-03-72	WIS 131	SUNNY RIDGE ROAD TO PLEASANT STREET	PVRPLA	2025
5845-16-72/79	US 051	SPRING RD TO FIFTH ST	RECST	2025
5845-16-77	US 051	LARSON BEACH RD TO VOGES RD	RECST	2025
6145-01-72	US 012	CTH A TO PILGRIM DRIVE	PVRPLA	2025
6145-01-74	US 012	STH 13 TO CTH A	PVRPLA	2025
6160-00-70	WIS 021	SHERIDAN STREET TO EAST COUNTY LINE	RSRF30	2025
6230-16-71	WIS 054	WCL-PARK AVENUE	RSRF30	2025
6250-02-73	WIS 022	STH 156 TO LAKE WAGNER ROAD	COLD30	2025
6517-16-71	WIS 076	EVERGLADE ROAD - CTH JJ	RECST	2025
6997-05-70	WIS 022	INTERSECTION W/ STH 47/55 N, GREEN BAY ST	RECST	2025
7050-00-72	WIS 073	HUNT STREET TO STH 29 E	RSRF20	2025
7050-00-73	WIS 073	ROCK CREEK BRIDGE TO HUNT STREET	RSRF20	2025
7080-01-73	US 012	INDUSTRIAL DR TO FALL CREEK UNDER	RSRF20	2025
7125-00-70	WIS 037	STH 88 TO USH 10	PVRPLA	2025
7575-01-76	WIS 016	LOSEY BLV TO SOUTH KINNEY COULEE RD	RSRF15	2025
8520-01-75	WIS 077	USH 63 TO CTH K	RSRF20	2025
8650-00-73	WIS 128	STH 170 TO STH 64	COLD10	2025
9130-03-72	WIS 032	CTH C TO FOREST AVENUE	PVRPLA	2025
9260-00-71	WIS 032	USH 8 TO CRANDON RR OVERHEAD	PVRPLA	2025
9931-02-72	WIS 013	N FORK FLAMBEAU RVR BRDG - 5TH ST N	RSRF10	2025
Total Projects for 2025				76
1009-43-69*	WIS 047	STH 47 COUNTYWIDE	PSRS20	2026
1100-21-70*	I-041	SILVER SPRING DR TO GOOD HOPE RD	RSRF25	2026
1170-19-61*	US 051	MINOCQUA BRIDGE TO FRONT STREET	PSRS20	2026
1175-21-70	US 051	IRON STREET TO USH 2	PVRPLA	2026
1190-06-61*	US 053	GOLF ROAD TO 40TH AVENUE	PSRS20	2026
1500-49-60*	US 010	STH 114-CTH N	PSRS20	2026
1530-00-80	US 010	MN/WI ST LN TO 1700FT E OF STH 29	RSRF20	2026
1550-04-77	US 063	CHARRIE LN TO BARRON/WASHBURN CO LN	RSRF20	2026

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1590-18-81	US 008	OTTER CREEK ROAD TO STH 32 SOUTH	RSRF25	2026
1640-03-74	US 014	S JCT STH 162 TO CHURCH STREET	RSRF30	2026
1640-03-77	US 014	RICHLAND CO LINE TO WISCONSIN RIVER	RSRF20	2026
1660-02-73/75	US 018	MAIN STREET INTERSECTION	RECST	2026
2010-03-72	WIS 175	STH 181 TO IH 41	RSRF30	2026
2025-03-73	WIS 190	BROOKFIELD RD TO 124TH ST	RSRF30	2026
2140-14-70	WIS 181	FLORIST AVE TO CTH Q	RSRF25	2026
2225-00-73	WIS 032	SCHOOL ROAD TO DEAN ROAD	RSRF30	2026
2225-13-70	WIS 032	EDGEWOOD AVE TO KENSINGTON BLVD	PVRPLA	2026
2265-18-70	WIS 241	COLLEGE AVE TO LAYTON AVE	RSRF20	2026
2350-15-70	WIS 032	4 MILE RD TO E COUNTY LINE RD	RSRF30	2026
2410-10-70	WIS 059	39TH ST TO 1ST ST	PVRPLA	2026
3050-01-76	WIS 019	WOOD VIOLET LANE TO BR MAUNESHA RVR	RSRF30	2026
3050-04-81*	WIS 019	ROCK RIVER STRUCTURE B-28-193	BRRPL	2026
3100-00-75	WIS 067	USH 12 TO STH 59	PSRS40	2026
3110-00-75	WIS 059	STH 106 TO EAST COUNTY LINE	PVRPLA	2026
3576-01-72/73	WIS 106	PARK DRIVE TO ROBERT STREET	PVRPLA	2026
4050-21-71	WIS 055	USH 10-RIDGECREST LANE	COLD20	2026
4075-40-71	WIS 096	CASALOMA DRIVE - N BADGER AVENUE	RSRF20	2026
4085-68-71	WIS 057	RANDALL AVE-GRIGNON ST	RSRF20	2026
4110-33-71*	US 045	BRIDGE DECK GRATES	BRRHB	2026
4337-23-71	WIS 310	CTH R-COLUMBUS STREET	RSRF30	2026
4540-34/36-71	WIS 032	CTH D-STH 28	RSRF10	2026
5032-00-70/72	WIS 033	BARABOO RIVER TO V WONEWOC S LIMIT	RSRF20	2026
5040-03-71	WIS 080	S FORK BARABOO R BRIDGE TO STH 33	PVRPLA	2026
5100-01-73	WIS 033	C HILLSBORO W LIMIT TO CTH HH	PVRPLA	2026
5110-06-70	WIS 131	STH 82 TO STH 33/ B-62-34,-47,-187	RSRF30	2026
5160-07-72	WIS 035	CTH E TO OLD HWY 35	RSRF30	2026
5280-03-71/72	WIS 113	CTH V TO CTH P	PVRPLA	2026
5290-02-71	WIS 019	DIVISION STREET TO RIVER ROAD	RSRF20	2026
5571-00-72	WIS 213	BURTON STREET TO STH 11	RSRF30	2026
5770-02-71	WIS 130	WISCONSIN RIVER TO USH 14	RSRF20	2026
5845-16-73	US 051	HARRISON ST TO ROBY RD	RECST	2026
5939-00-72	WIS 080	KENNEDY STREET TO 0.27 MILE N CTH I	RSRF20	2026
5944-04-74	WIS 081	STH 23 TO WILDCAT ROAD	RSRF30	2026
6140-01-66	WIS 013	NORTH ST TO MOUND VIEW DR	RSRF10	2026
6145-01-73	US 012	PILGRIM DRIVE TO E ADAMS ST	PVRPLA	2026
6235-01-73	WIS 026	0.2 MI S OF MILLIGAN RD TO DOTY ST	RSRF30	2026
6360-05-75	WIS 107	CTH B TO NORTH STREET	RSRF10	2026
6590-01-74	WIS 022	STH 54 TO S JCT CTH B	RSRF25	2026
6707-01-73	WIS 146	STH 16 TO STH 33	RSRF30	2026
6999-10-80/85/87	BUS 051	EVEREST DRIVE TO SCHOFIELD AVENUE	PVRPLA	2026
6999-10-86*	BUS 051	STH 29 EB RAMP TO STH 29 WB RAMP	PVRPLA	2026
6999-10-87/88	BUS 051	E GRAND AVE TO EAU CLAIRE RVR BRDGE	PVRPLA	2026
7160-04-76	WIS 035	OLD STH 35 TO INDIAN CREEK RD	RSRF20	2026
7180-00-80	WIS 035	WACOTA ST TO USH 10	RSRF20	2026
7575-01-80	WIS 016	GILLETTE STREET TO STH 157	BRRPLE	2026
7610-00-77*	WIS 029	RED CEDAR RIVER BRIDGE B-17-0005	BRRHB	2026
7720-00-71	WIS 095	CTH A TO 250' W OF STH 93	RSRF20	2026
8010-01-79	WIS 035	LANQUIST ST TO STH 70 E	RSRF20	2026
8030-00-70	WIS 046	USH 8 TO STH 35	COLD20	2026
8100-01-72	WIS 025	IH 94 TO CTH D	COLD20	2026
8160-00-76	WIS 013	WASHINGTON AVE TO SUPERIOR AVE	PVRPLA	2026
8200-00-71	WIS 027	STH 29 TO JOHNSON ROAD	RSRF20	2026
8620-00-75	WIS 040	USH 12 TO CTH M	RSRF20	2026
8650-00-74	WIS 128	USH 12 TO STH 170	COLD20	2026
8949-00-76	US 012	IH 94 TO STH 25 N	RSRF20	2026

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9120-09-71	US 002	PEWABIC STREET TO CTH NN	RSRF30	2026
9180-35-71	WIS 022	S CPL - N CPL	RECST	2026
Total Projects for 2026				67
1130-73-71*	I-041	USH 45 - IH 43	BRPVTV	2027
1140-00-78	US 045	CHURCH ROAD TO REINKE ROAD	RSRF20	2027
1175-18-76	US 051	BEACHWAY DRIVE TO LAKEVIEW ROAD	RSRF15	2027
1390-01-76	WIS 026	CENTER STREET TO STH 33	RSRF15	2027
1540-02-76	WIS 065	70TH AVE TO USH 12 WEST	RSRF20	2027
1540-02-78	WIS 065	USH 12 EAST TO RICHMOND WAY	RSRF20	2027
1610-01-82	WIS 013	PRICE CO LN TO MORSE RD	RSRF10	2027
1706-04-74	WIS 011	WOLF CREEK BRIDGE TO CTH KK	RSRF30	2027
2040-21-70	US 045	ST MARTINS RD TO RAWSON AV (CTH BB)	RSRF20	2027
2040-23-70	WIS 100	STH 38 TO SHEPARD AVE	RSRF25	2027
2060-20-70	WIS 038	OAKWOOD RD TO GRANGE AVE	RSRF20	2027
2160-06-71	WIS 181	WISCONSIN AVE TO CENTER ST	RSRF30	2027
2370-00-75	WIS 164	SWAN ROAD TO NORTH COUNTY LINE	RSRF30	2027
2390-12-70	WIS 031	STH 11 TO STH 20	PVRPLA	2027
2590-04-71	WIS 181	INTERSECTION W/ LISBON AVE	RECST	2027
2703-00-76	WIS 020	INTERSECTION W/ OHIO ST	RECST	2027
2720-07-71	WIS 175	INTERSECTION W/ MENOMONEE AVE	RECST	2027
2722-04-71	WIS 059	INTERSECTION W/ CTH O	PVRPLA	2027
3020-00-89*	WIS 028	E BR ROCK R BRIDGE B-14-067	BRRHB	2027
3030-05-74	WIS 067	WAUKESHA CO LINE TO CTH MM	RSRF20	2027
3110-08-70	WIS 059	W COUNTY LINE TO CTH X	RSRF30	2027
3150-06-70	US 014	CTH K TO ILLINOIS ST LINE	PVRPLA	2027
3170-09-70	WIS 050	FOREST ST TO GRAND GENEVA WAY	RSRF30	2027
3240-00-73	WIS 032	ALFORD PARK DRIVE TO 21ST STREET	RSRF20	2027
3364-02-63/65	WIS 175	EAST COUNTY LINE TO CTH DD	PSRS40	2027
3831-00-72	WIS 158	INTERSECTION W/ 39TH AVE	RECST	2027
4010-29-71	WIS 028	STH 57-CTH A	RSRF30	2027
4065-17-71	WIS 114	MANITOWOC STREET-MELISSA STREET	RECST	2027
4065-18-71	WIS 114	MELISSA STREET-USH 10	RECST	2027
4085-47-71	WIS 032	STH 114-NCL	RSRF10	2027
4085-66-71	WIS 032	BREED ST-STH 114	RSRF30	2027
4540-35-71	WIS 032	STH 23 - STH 42	RSRF20	2027
4823-07-71	WIS 175	BRIDGE OVR BR OF E BR OF ROCK RIVER	BRRPL	2027
5040-03-72	WIS 080	PINE RIVER BRIDGE TO CTH C	RSRF30	2027
5120-05-74	WIS 033	FOREST RIDGE DRIVE TO KIRSCHNER RD	RSRF30	2027
5250-06-72/74	US 053	CASS STREET TO 2ND STREET	PVRPLA	2027
5270-01-70	WIS 060	RIDDLE ROAD TO CLARK STREET	RSRF30	2027
5400-00-76	US 151	USH 51 INTERSECTION	PVRPLA	2027
5545-00-70	WIS 071	CTH V TO STH 80/B-41-XXX, B-29-068	RSRF30	2027
5545-00-71	WIS 071	CTH V TO STH 80	RSRF30	2027
5571-01-74	WIS 213	STH 11 TO STH 59	RSRF30	2027
5590-05-70	WIS 078	NORTH JUNCTION CTH H TO CTH E	RSRF30	2027
5630-00-74/75/7	WIS 060	USH 12 TO EAGLE VIEW COURT	PVRPLA	2027
5790-02-72	WIS 171	STH 27 TO USH 61	PVRPLA	2027
5964-01-73	WIS 133	400 FT S CTH VV TO STH 35	PVRPLA	2027
6070-01-72	WIS 033	0.1MI W OF FOREST STREET TO STH 68	RSRF30	2027
6070-02-72	WIS 068	STH 33 TO EDGELAWN DRIVE	RSRF30	2027
6090-14-71	WIS 049	WVL BRANDON-STH 23	RSRF10	2027
6180-30-71	WIS 021	STH 116 - LEONARD POINT ROAD	RSRF10	2027
6370-00-63	WIS 153	STH 97 TO STH 107	PSRS40	2027
6530-01-70	WIS 073	WHITE RIVER BRIDGE TO STH 21	RSRF10	2027
6590-02-78	WIS 110	BERTRAM STREET TO USH 45	RSRF10	2027
7030-00-72	US 010	STH 73 TO EAST COUNTY LINE	RSRF20	2027
7050-00-74	WIS 073	USH 10 E TO W 19TH ST	RSRF10	2027

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7210-04-73	US 063	IH 94 TO USH 12 E	RSRF20	2027
7505-00-73	WIS 121	USH 53 N TO CTH FF SOUTH	PSRS40	2027
8010-01-80	WIS 035	STH 48 E TO POLK STREET	RSRF20	2027
8050-00-72	WIS 070	AUTO LANE TO USH 53	RSRF20	2027
8820-00-70	WIS 048	STH 35 TO BASS LAKE LANE	COLD20	2027
8840-00-70	WIS 087	USH 8 TO 240' N OF MINNESOTA ST	RSRF20	2027
8949-00-75	US 012	STH 65 S TO STH 65 N	RSRF20	2027
9250-14-71	WIS 077	UPSON LAKE ROAD TO ODANAH ROAD	RSRF10	2027
			Total Projects for 2027	62
1000-18-82*	US 010	VAR HWYS, MULTIPLE STRUCTURES	BRRHB	2028
1090-03-75*	I-043	HALE I/C	BRRHB	2028
1180-01-71	US 002	BEASER AVE TO STUNTZ AVE	RSRF20	2028
1310-19-70	WIS 083	CTH JB TO STH 11	RSRF25	2028
1320-27-70	WIS 011	CTH C TO 67TH DR	PVRPLA	2028
1330-05-72	WIS 083	VETTELSON TO OCONOMOWOC RIVER	RSRF30	2028
1330-34-70	WIS 083	PERKINS ROAD TO GLACIER PASS	RSRF15	2028
1370-00-75	WIS 016	CTH L/ BUS 26 TO E MAIN STREET	RSRF20	2028
1410-16-70	WIS 033	CTH Y TO 500' NE OF CTH W	RSRF20	2028
1450-18-71	US 141	CTH MM - CONTINENTAL DR	RSRF30	2028
1510-01-61*	US 010	ANDERSON ROAD TO APPLETREE LANE WB	PSRS30	2028
1520-00-79	US 010	IH 94 TO TREMP/JACKSON COUNTY LINE	RSRF10	2028
1530-05-74	US 010	CTH A TO STH 37 N	PVRPLA	2028
1570-00-81	US 008	S 7TH ST N TO CTH O	RSRF20	2028
1590-19-70	US 008	SOUTH JCT STH 32 TO CTH G	RSRF20	2028
1640-03-78	US 014	STH 80 TO BOHMAN DRIVE	RSRF20	2028
1662-02-70/71	US 018	JEFFERSON ST TO IOWA COUNTY LINE	RSRF30	2028
1706-00-78	WIS 011	WHITE STREET TO E LIMIT BENTON	RSRF25	2028
2230-11-70	WIS 059	124TH ST TO 106TH STREET	RSRF25	2028
2270-06-70	WIS 057	STH 167 TO CTH W	RSRF25	2028
2290-00-73	WIS 038	GOLF AVENUE TO RAPIDS DRIVE	RSRF25	2028
2350-28-70	WIS 032	S COUNTY LINE TO FOREST HILL AVE	PVRPLA	2028
2380-04-70	WIS 024	W MILWAUKEE CO LN TO 110TH ST	RSRF25	2028
2430-08-70	US 045	N OF 7TH AVE TO STH 20	RSRF10	2028
2565-06-70	WIS 057	W CAPITOL DR TO W SILVER SPRING DR	RSRF25	2028
2697-00-77	WIS 167	BUNTROCK AVE-STH57, STH167-500' S	RSRF25	2028
2729-07-70	WIS 181	COUNTY LINE ROAD TO MEQUON ROAD	PVRPLA	2028
3050-01-78/79	WIS 019	CHURCH STREET TO MARKET STREET	PVRPLA	2028
3050-05-72/73	WIS 019	NORTH STREET TO MAIN STREET	RSRF25	2028
3290-00-75	WIS 089	WATERLOO EAST LIMIT TO B-28-77	PVRPLA	2028
3325-08-70	WIS 067	USH 14 TO GENEVA STREET	RSRF25	2028
3364-00-75	WIS 067	STH 28 TO STH 175	RSRF25	2028
3575-09-73	US 012	JANESVILLE AVENUE TO MAIN STREET	PVRPLA	2028
3738-09-70	WIS 165	65TH AV TO CTH ML, CTH EZ TO STH 32	PVRPLA	2028
3841-05-75	WIS 011	MOUND RD TO WEST STREET	PVRPLA	2028
4015-22-72	WIS 057	STH 28-NCL	RSRF20	2028
4030-03-70	WIS 033	MILWAUKEE RIVER TO MARTIN DR	RSRF15	2028
4060-07-70	WIS 028	USH 45 TO STH 144	RSRF15	2028
4085-71-72	WIS 032	FREMONT ST - CTH AA	RSRF25	2028
4150-14-71	WIS 057	SUMMIT RD - CTH Q	RSRF25	2028
4190-17-71	WIS 032	3RD ST - 8TH ST	PVRPLA	2028
4190-17-72	WIS 032	FOX RIVER BRIDGE - 4TH ST	RSRF20	2028
4322-10-71	WIS 067	STH 32 - USH 151	RSRF20	2028
5110-06-71	WIS 131	RICHLAND COUNTY LINE TO STH 82	PVRPLA	2028
5250-06-73/75	US 053	CASS STREET TO 2ND STREET	PVRPLA	2028
5260-00-73	WIS 078	ILLINOIS STATE LINE TO STH 11	RSRF25	2028
5400-00-71/75	US 151	WSOR CROSSING TO OLIN AVENUE	PVRPLA	2028
5570-01-73	WIS 213	IL STATE LINE TO USH 51	RSRF30	2028

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5590-05-71	WIS 078	LIEN COURT TO NORTH JUNCTION CTH H	RSRF20	2028
5730-00-64	WIS 056	S JCN STH 131 TO FANCY CK B-52-223	RSRF15	2028
5780-03-63	WIS 131	KICKAPOO RIVER B-12-172 TO USH 61	RSRF10	2028
5845-16-76	US 051	EXCHANGE ST TO LARSON BEACH RD	RECST	2028
5845-16-78	US 051	YAHARA DR TO DALE CURTAIN DR	RECST	2028
5926-03-72	WIS 092	ALASKA AVENUE TO STONEFIELD WAY	PVRPLA	2028
5964-01-72	WIS 133	FOREST LANE TO 400 FT S CTH VV	PVRPLA	2028
6040-00-76	WIS 033	WISCONSIN RIVER TO STH 16	PVRPLA	2028
6100-00-70	WIS 044	GRAND RIVER BR TO FOND DU LAC CL	RSRF10	2028
6300-00-75	WIS 022	STH 21 TO PORTAGE WAUPACA CO LINE	RSRF30	2028
6565-01-74	WIS 023	STH 16 TO ADAMS COUNTY LINE	PVRPLA	2028
6999-03-83	WIS 013	LAKEWOOD LANE TO WHITROCK AVENUE	PVRPLA	2028
7220-00-79	WIS 025	12TH AVE TO USH 12 E	RSRF20	2028
7600-00-73	US 012	RED CEDAR RIVER TO 6TH ST E	RSRF20	2028
7610-00-78	WIS 029	STH 25 S TO USH 12 E	RSRF20	2028
7660-00-72	WIS 080	LEMONWEIR RIVER TO STH 58	RSRF25	2028
8010-00-74	WIS 035	CTH K S TO YELLOW RVR BR B-07-0019	RSRF20	2028
8180-00-81	WIS 027	CHIPPEWA/RUSK CO LN TO USH 8	RSRF20	2028
8560-01-74	WIS 077	MN/WI STATE LN TO STH 35 S	PSRS40	2028
8610-00-74*	VAR HWY	THIN POLYMER DECK OVERLAYS	BRPVTV	2028
9180-23-73	WIS 022	ZINGLER AVENUE TO GREEN BAY STREET	PVRPLA	2028
9180-23-74	WIS 047	GREEN BAY STREET TO SHAWANO CREEK	PVRPLA	2028
9225-00-73	WIS 102	CTH D TO PRICE COUNTY LINE	PSRS40	2028
Total Projects for 2028				71
Total Projects				414

* Projects will need to be evaluated on a project basis to determine if curb ramp work is needed

I. Standalone Curb Ramp Improvement Program projects***

Project ID	Highway	County	Project Limits	Improvement Concept Code		Year
5637-02-71	STH 023	SAUK	SAUK COUNTY VARIOUS LOCATIONS	MISC	CURB RAMP STANDALONE	2024
2707-08-70	VAR HWY	WASHINGTON	WEST BEND AREA VAR LOC PER PLAN	MISC	CURB RAMP STANDALONE	2026
6998-15-70	STH 066	PORTAGE	US10/STH66 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2026
5340-01-72	STH 081	ROCK	MCKINLEY AVENUE TO 3RD STREET	MISC	CURB RAMP STANDALONE	2027
5989-03-73	USH 051	ROCK	CITY OF BELOIT VARIOUS LOCATIONS	MISC	CURB RAMP STANDALONE	2027
7995-02-72	VAR HWY	EAU CLAIRE	STH 93, 312 & USH 12 CURB RAMPS	MISC	CURB RAMP STANDALONE	2027
1000-39-12	VAR HWY	SHEBOYGAN	STH 23/28/42 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2028
1000-39-14	VAR HWY	FOND DU LAC	HWY23/45/151 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2028
4821-04-70	VAR HWY	OZAUKEE	PORT WASH/SAUK AREA VAR LOC PER PLN	MISC	CURB RAMP STANDALONE	2029
6999-21-70	VAR HWY	WOOD	STH 13/54/73 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2029
1000-39-16	VAR HWY	WINNEBAGO	STH 114/47 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2030
1000-39-18	VAR HWY	OUTAGAMIE	STH47/96/125 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2030
6999-19-70	VAR HWY	MARATHON	BUS 51/STH52 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2031
Total Projects						13

***Annual program listing of scheduled projects

J. Responses to Public Comments received in 2021

WisDOT received 16 comments during the public comment period and continues to invite input through its website. WisDOT coordinates internally with appropriate program areas to address each comment. Below are the comments and responses.

Curb Ramps

Comment #1: The Wisconsin Council of the Blind & Visually Impaired appreciates the efforts to increase curb ramps, including those with tactile warning fields. These tactile warning fields provide essential information for people with vision loss about the location of the curb ramp and the entrance to the crosswalk. Whenever a curb cut is installed, including tactile warning fields is best practice. The Council requests that tactile warning fields be installed with all curb ramps and that all curb ramps be correctly aligned with the crosswalk to ensure that pedestrians are correctly positioned to cross the roadway.

Response: WisDOT manuals and policies utilize guidance and standards from the U.S Access Board, Federal Highway Administration, the Proposed Public Rights-of-Way guidelines (PROWAG), and Americans with Disabilities Act (ADA) design guidelines. On all state or federally funded projects with sidewalks, curb ramps with detectable warning fields (DWFs) shall be installed at all legal crosswalks. All projects defined as an "alteration" per US Department of Justice and US Department of Transportation guidance are required to install or update curb ramps. This includes a requirement to replace all existing curb ramps that lack or have non-compliant DWF panels. WisDOT policy is to evaluate design alternatives to select curb ramp types and designs that align with the pedestrian direction travel to the greatest extent feasible within project and physical constraints. Perpendicular curb ramps for each crosswalk are provided whenever possible. Single diagonal ramps are the least preferred alternative and are utilized only after evaluating the use of other ramp types.

Comment #2: When pedestrians with vision loss are forced to walk on the road, because there are no sidewalks, we are at significant risk for being struck by a vehicle or injury from walking on uneven terrain. The Wisconsin Council of the Blind & Visually Impaired requests a plan for increased sidewalk installation along state highways that run through municipalities, partnering with them for public education of the need for sidewalks and for their installation.

Response: WisDOT evaluates opportunities and continues to work with municipalities and local agencies to address transportation gaps as part of our highway improvement projects. As part of our long-range transportation planning efforts, we will continue to evaluate opportunities to establish goals and priorities that address pedestrian needs. WisDOT is currently in the process of updating the Wisconsin Bicycle Plan, and Wisconsin Pedestrian Policy Plan, combining them into the Active Transportation Plan. The Plan process will provide additional opportunities for community engagement.

Comment #3: We are pleased DOT has conducted a review and identified 49,000 curb ramps, and that these sites are GIS mapped and updated routinely. Through our participation on the non-driver advisory committee, we are aware the Department is working on a GIS modeling application that predicts locations of non-driver populations. We have discussed additional datasets that may be valuable layers to overlay onto this new predictive modeling tool, which included pedestrian accessibility signals, curb ramps, and sidewalks, public transit routes etc. The ability to look up pedestrian features would greatly assist individuals and mobility managers helping people plan trips. Non-drivers with mobility equipment, balance challenges, sensory disabilities, and stamina issues may need to navigate and plan routes based

on accessibility features to assess how much extra time to build-in to trips or whether they can travel the required distance as a pedestrian. It appears the pedestrian features identified by DOT are only in connection to state highways. We encourage coordination with local governments to include pedestrian feature data from county and town roads and municipal streets. This would aid in planning and identifying areas where few viable accessible pedestrian routes exist or are insufficient to connect major transportation corridors or to public transit systems.

Response: WisDOT provides technical assistance upon request to local municipalities and agencies. The WisDOT non-driver mapping application doesn't specifically "predict" presence of non-driver populations. It is based on current data. The application itself can be found here: (<https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=5a275fcc732f48be98cb9913102ae07f>). Information regarding the methodology behind the non-driver mapping application can be found here: (<https://wisconsin.gov/Documents/projects/multimodal/methodology-and-assumptions.pdf>). The models and work produced by our Traffic Forecasting Section focus on vehicles. There is a mode split component to our models, but it focuses on transit. The Dane County travel demand model incorporated bike infrastructure in the most recent update to help with bicycle facility planning. The National Household Travel Survey (NHTS) data utilized by WisDOT has demographic information on the number of vehicles per household and trips taken by walking or biking. WisDOT can provide this NHTS data to external requestors. We agree that it would be beneficial to have pedestrian feature data for all facilities, not just for features on state roads. Asset management is a priority for all levels of government but incorporating data from many different sources is challenging. Currently, WisDOT does not incorporate pedestrian features into local government roadway reporting requirements to the DOT. However, WisDOT is planning to provide a way for local governments to manage and share their roadway data and to leverage the same provided by others.

Comment #4: I believe your doing a good job redoing curb ramps and intersections to accommodate people that could find a crossing difficult. However with the tight tolerances. And next to nothing cross slopes it really is a disservice. Why is wi dot ada requirements tighter and less than that of the federal government's? Why does there need to be so many different ramp types. It really is making it harder for everyone. I believe that Wisconsin should just follow the fed ada requirements. With only a 1/4 gutter to back of curb you get ice or water or mud with only .4% curb slopes you get dirt in the summer or water and ice in the winter. With a 1.5 landing on bottom of detectable you are just asking for all of the above. With so many crossings to do and these tight tolerances you will never be able to get anywhere. Frost moves things and that little or pitch will have you doing the same ones over and over. If only you were to just follow the federal government ada requirements. You would be able to have more pitch. And I truly believe get a better product that lasts longer. Also it would take the confusion out of it for blind people as some municipalities follow federal ada not state. Thus making everything different and Disorientated. Thank you for taking the time to read this. I really do believe the state has the best interests in mind. It just seems they have over complicated it maybe tired to hard. This is Wisconsin. Concrete cracks and moves.

Response: The Department's curb ramp policy is to use the Proposed Public Right-of-Way Guidelines (PROWAG) which is developed for pedestrian facilities in the Public Right of Way. PROWAG is considered to be the "Federal requirement" for curb ramps. WisDOT has 13 types of curb ramps that are used for specific locations. These range from mid-block crossings to median cuts to perpendicular curb ramps.

These are all needed as there is no "one type fits all" curb ramp. Each location is unique and requires a specific type of curb ramp which the Department utilizes.

Other Facilities

Comment #5: Accessible pedestrian signals are “game changers” for people living with vision loss to increase safety of roadway crossings. The signal provides audio information that, along with other information gained from the environment, allows those of us with vision loss to leave the curb sooner and get across the roadway before the lights change. Additionally, APS located at non-signalized, but high traffic intersections, signal traffic to stop for pedestrians. While the plan catalogs the number of APS operated on state highways, it does not include a plan for increasing these signals. In many places throughout the state, state-owned highways pass through municipalities where people with vision loss and others find roadway crossings extremely difficult and frightening. Increased signals would allow for greater safety and access. The Wisconsin Council of the Blind & Visually Impaired requests that the WisDOT develop a pilot program like the curb ramp program to increase the installation of APS. Additionally, we ask that WisDOT’s budget proposal increase funding for APS installation.

Response: It is currently WisDOT's policy to install Accessible Pedestrian Signals (APS) at intersections when requested by a pedestrian with visual disabilities and at crosswalks with pedestrian hybrid beacons. Changes to the WisDOT policy for APS installation are currently being considered. In some urbanized settings, especially downtown areas, the State highway may be a connecting highway, meaning the municipality owns and maintains the signals in the corridor - see Wisconsin Statute 86.32. Questions and comments about policies for APS on connecting highways should be directed to the maintaining agency.

Comment #6: I wish state offices were better located in areas served by public transportation. I recently lost my state ID and between difficulty finding information on the website and having to travel a long ways to get to a DMV location it was very frustrating. Having to take time off from work to get something like an ID that is needed for voting, travel, and so many daily living activities is very frustrating.

Response: Every DMV office is listed on the website under location finder and every DMV office has information on transit options to get to those offices. ID products can be renewed online every other renewal, so a DMV office visit is needed only once every 16 years for ID products. IDs also are free if needed for voting purposes. DL’s currently can be renewed online though this is a pilot. Several offices have Saturday hours, and 50 offices have 7AM-5PM service two days/week. Additionally, ID/DL products that are misplaced can be replaced online with no DMV visit.

Comment #7: People with vision loss and other disabilities need ease of access to WisDOT buildings, particularly those with DMVs. Obtaining a drivers license or state ID is critical to many aspects of life, including voting. When considering accessibility of these facilities, the Wisconsin Council of the Blind & Visually Impaired requests that both physical location of the building and access into and throughout the building be considered. This means assuring that DMVs are located on high frequency public transportation routes. Additionally, access includes the hours of operation for these facilities. The Council requests that WisDOT include budget provisions for increased locations and hours of operation for DMVs throughout the state, particularly in rural and urban settings. Additionally, the Council

recommends partnering with organizations serving people with disabilities to learn about “real life” access issues to its facilities.

Response: Every DMV office is listed on the website under location finder and every DMV office has information on transit options to get to those offices. ID products can be renewed online every other renewal, so a DMV office visit is needed only once every 16 years for ID products. IDs also are free if needed for voting purposes. DL’s currently can be renewed online though this is a pilot. Several offices have Saturday hours, and 50 offices have 7AM-5PM service two days/week. Additionally, ID/DL products that are misplaced can be replaced online with no DMV visit. DMV in-person service hours have increased by more than 35,000 annually since the Voter ID law went into effect. That law also increased service hours in many counties to a minimum of 20 hours/week – this requirement is met in every county and exceeded in many. DMV offices move rarely given the costs involved and the fact that customers visit a DMV office so infrequently that they often go to former locations of offices that have moved. DMV does take into account accessibility along with other factors in any moves. DMV relies on others in DMV that control facilities to deal with issues of accessibility but to the best of our knowledge, all offices meet requirements for accessibility, etc.

Comment #8: The Wisconsin Board for People with Developmental Disabilities appreciates the accessibility assessments of DOT service centers. REAL ID and Photo IDs for voting are two needs that require access to DMV service centers, even if citizens are not licensed drivers. It is important for all citizens to be able to get in and easily navigate through service centers. There is a need to examine how non-drivers can get to the DMV service center without using a car. Where possible, Centers should be located on public transit routes. We further suggest that driving a significant distance may be necessary in many parts of the state to get to a DMV Center. Given the importance of photo IDs to other areas of civic life, we suggest improving access by having mobile equipment and hours that can be rotated to accessible public locations around the state.

Response: Every DMV office is listed on the website under location finder and every DMV office has information on transit options to get to those offices. ID products can be renewed online every other renewal, so a DMV office visit is needed only once every 16 years for ID products. IDs also are free if needed for voting purposes. DL’s currently can be renewed online though this is a pilot. Several offices have Saturday hours, and 50 offices have 7AM-5PM service two days/week. Additionally, ID/DL products that are misplaced can be replaced online with no DMV visit. DMV in-person services increased by more than 35,000 hours annually since the VOTER ID law went into effect and every county in Wisconsin has at least 20 hours/week of DMV services. DMV offices move rarely given the costs involved and the fact that customers visit a DMV office so infrequently that they often go to former locations of offices that have moved. DMV does take into account accessibility along with other factors in any moves. DMV does have travel equipment that serve an additional 10 locations beyond the 80 that receive regular weekly service. Most DMV offices do not have significant customer volume because DL/ID renewals only occur once every eight years at the most. ID’s can be renewed online, and, for seniors, they can get non-expiring IDs, so they never need to visit a DMV office again. Duplicate or replacement products can be ordered online. The Wisconsin DMV provides significant service hours at a large number of locations and has reduced the need to visit DMV offices in-person for products over the years. The biggest assistance for avoiding trips to the DMV would be for DL online renewals to be made permanent as they are only done through a pilot program currently. This would allow hundreds of

thousands of Wisconsin residents each year to avoid a trip to the DMV and make it, so they only needed to visit a DMV office in-person once every 16 years.

Comment #9: Florida and Iowa DOT have included powered, adult size changing tables in their plans. I have reached out to someone recently about this issue and hope we can move forward to make travel throughout Wisconsin a little easier.

https://www.transportationmatters.iowadot.gov/2021/08/new-changing-station-options-in-iowa-rest-area-a-game-changer-for-families.html?utm_medium=email&utm_source=govdelivery&fbclid=IwAR2BJnZxSpN59-IBxtIYSDK6Af4kusaymEGZBe4rnRGG4xNr3Qu-zHZtTMY

Response: The department is committed to complying with ADA standards that remove access barriers and promote greater accessibility. However, we feel we do owe you some more explanation on the broader picture here as well. Like many other public services, we are often confronted with the challenges of how to balance resources against a growing list of priorities. Rest areas are an illustrative reminder of this dilemma in that much of the inventory is roughly three decades old. We continually identify issues in basic roofing, plumbing and HVAC that command our attention due to risk of failures that can lead to even costlier remedies and/or service shutdowns. While that understandably is not the answer you want to hear, we do want to be frank and honest with you that any work performed in a WisDOT rest area is competing with a large number of other concerns. We also want to be fully clear that we appreciate the personal situation as you described it. We can assure you that the department is committed to meeting standards of ADA and will also comply with any related provisions put forth federally or by state legislation. We can also assure you that your voice is heard for us to consider as future renovations at rest areas are scoped and priced. Our goals are to provide the best service we can to the most people we can within the resources available.

Training

Comment #10: The Wisconsin Council of the Blind & Visually Impaired appreciates the continued education efforts provided to WisDOT staff and contractors regarding accessibility. We recommend partnering with organizations serving people with disabilities to bring a lived experience perspective to these trainings. It is our experience that investment in making the necessary accommodations increases when officials learn the direct impact of these changes beyond the hypothetical or mandated needs.

Response: WisDOT periodically hosts educational opportunities focused on designing for accessibility and pedestrian safety. WisDOT will continue to look for opportunities to partner with stakeholder organizations to broaden and enhance our training and education efforts.

Comment #11: While training content notes it uses an example-based approach, it can be valuable to show how people with disabilities and older adults using different forms of mobility equipment—including power wheelchairs, scooters, non-motorized wheelchairs, walkers, stabilization or navigation aids like canes, etc.—fare with different designs. The goal should be to create the most uniform and accessible pedestrian features as this will benefit many more citizens than are covered under the ADA. People pushing strollers, delivery personal using dollies or carts to transport goods, and people with temporary mobility challenges (using crutches) all benefit from consistent design.

Response: WisDOT will continue to incorporate ADA and Proposed Public Rights-of-Way guidance into our efforts to develop a transportation network that meets the needs of all users.

General

Comment #12: The Wisconsin Council of the Blind & Visually Impaired wishes to commend the WisDOT for its concerted efforts to increase accessibility for people with disabilities on its roadways. Initially, WisDOT estimated that it would take 36 years to bring current roadways in alignment with ADA requirements. Under the current administration, this has been decreased to 14 years, which is a notable shift in priorities. The Council recommends that WisDOT continue to dedicate resources to decreasing the time needed to update current features while including these features in new projects. Because many people with disabilities, including those of us with vision loss, are nondrivers, we are highly dependent on safe passage on our roadways. This is an excellent opportunity for continued public engagement between WisDOT and disability and elder serving organizations and the public.

Response: WisDOT continues to explore opportunities to improve accessibility through our highway improvement program. Additionally, our Standalone Curb Ramp program was implemented to address non-compliant curb ramps not scheduled for replacement with currently scheduled highway improvement projects. That Standalone Program is expected to replace 1,000 to 1,500 non-compliant curb ramps annually.

Comment #13: The Wisconsin Board for People with Developmental Disabilities recommends state agency websites employ federal plain language guidelines when writing web content. Additional work is necessary to simplify messages for the diverse population of people with Intellectual and Developmental Disabilities which includes, nonreaders, people with visual limitations, people experiencing processing or cognitive issues, people who use screen reader or other adaptive technology to read content, and people or family members who have a role in helping the participant understand information where English is not the first language. We note that internet access and connectivity challenges as well as difficulties with website accessibility are a barrier for many people with disabilities when attempting to access government information and services online.

Response: The Wisconsin Department of Transportation recognizes federal plain language guidelines in the Plain Writing Act of 2010. The law requires that federal agencies use clear government communication that the public can understand and use. The WisDOT style guide aims to produce and provide clear and concise informational materials, which are easily understood by our customers. The style guide is for WisDOT employees and contractors who prepare department information for publication. Publications include print materials, PowerPoint presentations and websites. The style guide is designed to give the department's public information products a consistent, uniform look and style.

Comment #14: Not all the ADA Transition Report is accessible to screen reader users. The main body of the report is properly tagged. However, graphics and tables are not tagged, making the information in the appendix inaccessible.

Response: ADA Program staff now use Adobe Acrobat Pro to make accessible pdf documents, including the ADA Transition Plan. ADA Program staff used Adobe Acrobat Pro to increase the accessibility of the 2021 ADA Transition Plan and other documents on the ADA website.

Comment #15: We encourage DOT to have conversations with its federal partners about broadening the parameters of the ADA plan to be more inclusive of the transportation accessibility challenges that effect non-driving populations. Additionally, federal agencies should consider how state and local governments should coordinate their data, planning efforts, and transportation improvements to reflect non-driving population needs. Pedestrian features and building accessibility are important, but these two metrics alone are insufficient to measure whether nondrivers have access to the transportation system to get where they need to go on their schedule. Nondrivers need accessible and affordable public transit that has routes located close to areas where non-drivers live and that routinely go to employment and government service centers.

Response: WisDOT continuously seeks opportunities to connect with federal, state, and local stakeholders to broaden the parameters of the ADA Transition Plan to be more inclusive of transportation accessibility challenges affecting non-driving populations. The following information outlines measures WisDOT takes to strengthen partnerships, enhance transportation coordination, and utilize data for transportation decision making. The WisDOT Transit Section engages in one-on-one phone calls, webinars, and quarterly meetings with the Federal Transit Administration (<https://www.transit.dot.gov/about-fta>) to discuss funding opportunities, reporting deadlines, new and emerging federal requirements, and technical assistance support. Stakeholder Partnerships include the Wisconsin Non-Driver Advisory Committee, AAHSTO (American Association of State Highway and Transportation Officials) Multi-State Transit Technical Assistance Program; Wisconsin Public Transit Association; and Wisconsin Association of Mobility Managers. The WisDOT Transit Section provides the framework for counties to complete the transportation coordination plan requirement. Transportation coordination information is available on the WisDOT website at <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/compliance/coord.aspx>. The development of county coordination plans is led by Regional Planning Commissions <https://wisconsindot.gov/Pages/doing-bus/local-gov/plning-orgs/rpc.aspx> in Wisconsin. The plan must include four required elements: 1) an assessment of available services that identifies current transportation providers (public, private, and non-profit); 2) an assessment of the transportation needs and gaps in service for individuals with disabilities and seniors, older adults, and people with low incomes, 3) strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiency in service delivery, and 4) priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified. The following are data/reporting tools used by WisDOT, transit stakeholders, and recipients of WisDOT's transit grant assistance programs: Non-Driver ArcGIS Online Application <https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=5a275fcc732f48be98cb9913102ae07f>; FTA National Transit Database <https://www.transit.dot.gov/ntd>; WisDOT MAPSS Performance Improvement Program <https://wisconsindot.gov/pages/about-wisdot/performance/mapss/default.aspx>; and Transit Asset Management <https://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/transit/compliance/asset-tam.pdf>.

Comment #16: ADA lift equipped accessible public transportation is available in northern Wisconsin covering Sawyer, Washburn, Barron, Ashland, Bayfield, Iron, Price, Vilas, and Oneida Counties. Target marketing would be beneficial to inform the public of available transit services for shopping, medical, employment and other needs.

Response: Marketing and the promotion of transit programs and services by mobility managers are eligible expenses under WisDOT transit grant assistance programs. Mobility managers educate community members on transportation resources available in their respective areas, how to use those resources, and how to pay for the resources. In addition, the WisDOT Transit Section provides technical assistance to subrecipients of federal funds on information related to marketing, outreach, and public engagements methods made available by the Rural Transit Assistance Program (RTAP). RTAP assists rural public transit systems and private transit providers through a variety of training programs, webinars, resource library, newsletters, scholarships for training, and networking. Marketing tools, outreach, and public engagement tools and resources are available on the Wisconsin RTAP website <https://www.wisconsinrtap.com/marketing-outreach-and-public-engagement> and National RTAP website <https://www.transit.dot.gov/about/events/national-rtap-marketing-workshop-5-transit-market-research-understanding-our-riders>.

K. Public Comment Period for 2022

Timeline of Activities	
September 1	Public comment period began
Sep 1	Plan published on WisDOT website
Sep 1	News Release
Sep 1 - 28	DMV Electronic Message Boards
Sep 1 - 28	Twitter, Facebook, and LinkedIn posts
Sep 8 and 26	Invitation for comment sent to organizations representing people with disabilities
Sep 8 and 26	Invitation for comment sent to public libraries
Sep 8 and 26	Invitation for comment sent to municipal ADA Coordinators
Sep 8 and 26	Invitation for comment sent to University of Wisconsin System ADA Coordinators
Sep 12	Employee Bulletin
September 30	Public comment period ended

Wisconsin Department of Transportation (WisDOT)

Americans with Disabilities Act (ADA) Transition Plan

Wisconsin State Highway System



**Your
voice
matters!**

*A few moments of your time
can help improve access for all.*

For highways, roads and pedestrian access throughout Wisconsin's state highways.
Find WisDOT's ADA Transition Plan
at wisconsindot.gov/ADA







WisDOT contacted 44 organizations representing individuals with disabilities, inviting them to participate in the development of the plan by submitting comments on the current update.

Organizations representing individuals with disabilities	
Access to Independence, Inc.	Muscular Dystrophy Association
Advanced Employment, Inc.	NAMI Dane County
The Arc-Dane County	NAMI Wisconsin
ARTS for ALL Wisconsin	National Multiple Sclerosis Society - WI Chapter
Autism Society of Greater Wisconsin	Statutory Council on Blindness
Broadscope Disability Services	Survival Coalition of Wisconsin Disability Organizations
Chrysalis, Inc.	Three Gaits, Inc.
Community Work Services Inc.	United Cerebral Palsy of Greater Dane County
Cornucopia Inc.	Variety – the Children’s Charity of Wisconsin
Disability Pride Madison	Wisconsin Academy for Graduate Service Dogs
Disability Rights Wisconsin	Wisconsin Association of the Deaf
Easter Seals Wisconsin	Wisconsin Badger Camp, Inc.
Family Support and Resource Center	Wisconsin Board for People with Developmental Disabilities
Governor’s Committee for People with Disabilities	Wisconsin Council for the Deaf and Hard of Hearing
Imagine a Child’s Capacity	Wisconsin Council of the Blind and Visually Impaired
Independence First, Inc.	Wisconsin Council on Physical Disabilities
Independent Living Council of Wisconsin	Wisconsin Deafblind Technical Assistance Project
Independent Living Resources	WI DHS Bureau of Aging and Disability Resources
Journey Mental Health Center	WI DWD Division of Vocational Rehabilitation
Life Navigators	Wisconsin Institute for Learning Disabilities/Dyslexia Inc.
Madison Area Rehabilitation Centers, Inc.	Wisconsin Non-Driver Advisory Committee
Movin’ Out Inc.	Wisconsin School for the Deaf

L. Public Comments received in 2022

WisDOT received 45 comments during the public comment period and continues to invite input through its website. WisDOT will coordinate internally with appropriate program areas to address each comment. Below are the comments that were received.

Curb Ramps

Comment #1: Continue working with local municipalities to coordinate the redevelopment process and further path of travel access throughout corridor connectors.

Comment #2: We appreciate the Department's commitment to inventorying existing curb ramps and sidewalks along state highways. We are aware the department is working broader inventory of existing pedestrian features and encourage the Department to leverage this information into an ARC GIS layer than can be overlaid on the existing Non-Driver ARC GIS application. Being able to map where non-drivers likely are with current pedestrian features will help identify gaps in accessibility.

Comment #3: We frequently hear from constituents who, when advocating for pedestrian safety in their communities, run into barriers when they learn that the road, they wish to address is state highway, not under the authority of the local municipality. We recommend partnership between WisDOT and local governments to ensure collaboration to build or reconstruct roadways for all users and all modes. Features that are documented to increase safety include:

- Sidewalks on both sides of the road.
- Curb ramps in alignment with crosswalks.
- The use of truncated bumps and other tactile warning fields when entering or leaving the roadway for pedestrians.
- Use of colored pavement or continental crosswalks to give better visual attention for drivers to see pedestrians in the roadway.
- Signalized and audible pedestrian signals at difficult to cross intersections.
- Buffered and/or clearly designated bike lanes.
- Traffic calming measures including reduced speed limits, bump-outs and speed tables as warranted.

Comment #4: Keep up the good work. Should prioritize Ada ramps in small town main streets in commercial districts.

Comment #5: In addition to the six-year tables for completed and scheduled projects, it would be helpful for the ADA Transition Plan to include information about the criteria used to prioritize the complete list of projects. For example, what data is used to influence a projects position within the 18-year time frame (demographic, infrastructure condition, concurrent construction plans, cost, equity considerations, etc.)?

Comment #6: Lastly, as mentioned by previous commenters, ADS agrees that investments in curb ramp and pedestrian crossing infrastructure make up only a small piece of the puzzle in improving aging and disability populations' abilities to get where they need to go, especially in urban areas with high volumes of vehicle traffic, and that investments in sidewalks, transit, and specialized transportation services will only continue to grow as our population ages. Furthermore, ADS advocates for an expansion in traffic calming measures along urban state highways including bump-outs, pedestrian islands, lowering speed

limits, and road diets, where feasible. ADS looks forward to additional opportunities for review of the upcoming Active Transportation Plan and involvement in statewide transit advocacy and planning.

Comment #7: This plan feels like you're doing the absolute bare minimum to accommodate people with disabilities. Raised crossings, for example, make it much easier to cross as the surface is flat and there is no gutter full of water, snow and debris. See the following from NYDOT:

<https://www.nycstreetdesign.info/geometry/raised-crosswalk>. "Enhances access for people with ambulatory disabilities by providing level crossing" This should be the standard design for crosswalks parallel to arterial when crossing side streets. For an example, please see the Atwood Ave project in Madison Wisconsin.

Comment #8: WisDOT reports that it began tracking curb ramps installed and improved in 2019, almost 30 years after the passage of the Americans with Disabilities Act. WisDOT's plan is that it will improve or install appropriate curb ramps at a pace of 1000-1500 per year. There are 20,231 curb ramps that do not meet accessibility standards and another 10,758 locations that are missing curb ramps all together. Even at the high range of 1500 improvement per year it will take over 20 years to ensure accessible curb ramps for Wisconsin pedestrians. Again, that is almost 50 years after the passage of the Americans with Disabilities Act. It seems WisDOT was late to the game in not tracking curb ramps until 2019. WisDOT needs to step up the pace and do what it can to make up for lost time. More efforts and funds must be devoted to these improvements. The Americans with Disabilities Act has been found to require state governments to have effectively working plans moving at a reasonable pace. WisDOT's pace is not reasonable and Wisconsin pedestrians with disabilities are in danger because of it.

Comment #9: WisDOT has a pilot project to address inadequate or non-existent curb ramps in areas not within a roadway improvement project. This plan is spread out over an incredible 18 years. It appears this project began in 2019. If so, that would mean that the installation of appropriately accessible curb ramps will not be completed until 2037, almost 50 years after the passage of the Americans with Disabilities Act in 1990! Such a slow pace is neither reasonable nor acceptable. WisDOT must do better to serve people with disabilities in this state.

Other Facilities

Accessible Pedestrian Signals

Comment #10: Utilize PROWAG standards as opposed to MUTCD standards with relocating accessible signals.

Comment #11: Implement accessible pedestrian signals at all intersections abutting a DOT controlled crossing.

Comment #12: I read through the accessibility plan and I appreciate the work that has been to increase the number of curb ramps installed even when major street reconstruction is not occurring. I noticed that APS are being installed more often, and this is great. Is there a reason this cannot be the default for all new signals? I realize that remediation of existing signals can take a long time, but it seems that for any new project or reconstruction of an intersection, adding APS should be the default.

Comment #13: We recommend that WisDOT develop and implement a plan for making all the 1065 signalized intersections accessible by adding accessible pedestrian signals to all such intersections starting with the areas experiencing a high volume of pedestrian traffic.

DMV Customer Service Centers

Comment #14: Invest significant resources in a comprehensive DMV review across the state to assess current inventory and identify opportunities for rehabilitation and reconstruction.

Comment #15: Efforts to remove barriers to the entrance and employee and public restrooms will improve access to the South Milwaukee Customer Service Center. However, these improvements do not necessarily improve access to services provided at this location. Customer Service Center improvements should also include ensuring service counters, photography stations, kiosks and other areas routinely used by customers are readily accessible to persons with disabilities.

Comment #16: Since individuals with disabilities are often limited on transportation options, we must continue to strive for public transportation services to and from DMV Customer Service Centers. This will ensure that everyone has the ability to obtain an ID so they can vote, seek employment, and access any other goods or services which may require identification.

Comment #17: Beyond this, there is a significant lack of individuals available to do on the road assessments with individuals needing modified vehicles. This creates an unnecessary barrier to transportation for those individuals who are able to drive.

Comment #18: We are pleased DOT will be making accessibility improvements to DMV service station public restrooms. We recommend investment in family or single-occupancy non-gender specific restrooms that have significant space to accommodate power wheelchairs and personal attendants. Assisting with personal cares often requires additional space may involve a caregiver that is a different gender than the person with disability they are assisting. Adult changing tables are an important feature that should be an option in at least one public restroom to accommodate older adults and adults with disabilities who have personal care needs.

Comment #19: We also recommend accessible doors on bathroom and entry doors of facilities to make it easier for people who use mobility equipment or who have balance or muscle weakness that makes pushing or pulling heavy doors difficult.

Comment #20: Additional suggestions for improving physical DMV locations include expanding the number of parking spots that can accommodate side loading lift vans and using plain language signage that minimizes and uses simple words and visuals. Many people with I/DD also have visual impairments or are non-readers.

Comment #21: We also suggest the Department explore virtual service options for non-drivers applying for a State ID for the first time. Currently, it appears citizens must travel in person to a DMV service center to apply for a State ID the first time it is issued. This is a significant barrier to many non-drivers who need an ID to vote. We ask whether receipt of documentation needed for the ID via mail and virtual appointments with the ability to take an identification photo could meet the in-person visit requirement. Online renewal is available to renew state IDs. Non-expiring IDs are available to people over the age of 65. If non-expiring IDs are an option for adult non-drivers with visual impairments or other conditions (such as epilepsy) that prohibit driving we encourage DOT to expand the populations of people who may receive a non-expiring State ID.

Comment #22: Through the Wisconsin Disability Vote Coalition, we have engaged in conversations with DMV leaders to raise awareness of physical access barriers to DMV sites and to advocate for an

initiative-taking approach to systematically increasing accessibility. It is our understanding that the department tends to respond to accessibility complaints and attempts to do this in a timely manner. We believe that a more initiative-taking systematic approach would increase the rate at which sites are made accessible to all users. A program, like the polling place accessibility reviews conducted by the Wisconsin Elections Commission should be implemented to audit DMV sites. The Disability Vote Coalition provided a comprehensive checklist to DMV leadership in January 2022 that could be used as a template for these audits.

Comment #23: In a recent visit to a DMV site to obtain Real ID, I experienced some striking access barriers that serve as examples of issues that need to be addressed. Upon entering the facility there were no DMV personnel located near the entrance. As an individual with vision loss, I am unable to read signage, so would not have been able to determine what to do next had I not been accompanied by family members. The information desk was located several yards from the entrance and required moving through a queue to access it. Navigating the site independently without a great deal of struggle was not possible.

Comment #24: My area of expertise is in evaluating websites for screen reader accessibility in addition to visual elements like contrast and font readability. In general, WisDOT sites are accessible and serve as a model for sound public sites as examples to other agencies. Particularly important to note is that parts of the site that require interaction tend to have excellent accessibility and when I encounter issues that I report to WisDOT, the issues are quickly remedied. Examples include the recent 2050 survey and the rail plan survey. The DMV site responded very well to my testing. Highlights include:

- The first button you interact with if you navigate the site with a keyboard is a button that enhances accessibility of the site.
- The site navigates beautifully with keyboard commands.
- Headings are labeled properly, and these headings allow for easy navigation (skipping to various places on the website).
- Graphics and images are labeled.
- The interactive menus are easy to navigate and are clearly labeled, so I know when I am on a radio button on which I can hit enter and select an option.
- There are no nesting tables, which really confuse screen reader navigation.
- Font looks like a Sanserif, so easy to read.
- Good contrasts which I assume meet the contrast ratios required by the ADA and website accessibility guidelines.
- White space helps to reduce overcrowding/clutter.

Comment #25: Increased virtual or online options for obtaining the ID or renewing it. We recognize that the ID can be renewed every other cycle via web application and appreciate this. Additional options could include the ability to get the ID by uploading the necessary documents through a web portal and obtaining the photo through a secure video meeting platform. This same system could be used for ongoing renewals as pictures do need updating over time.

Comment #26: Recognizing that not all Wisconsinites have equitable access to broadband or the economic means to purchase technology, we further suggest that DMV services be available in other

locations where older adults and people with disabilities are likely to use other services. This could include county Aging and Disability Resource Centers. Independent living centers and senior centers.

Comment #27: Mobile DMV units could serve rural and urban areas where there are currently DMV deserts.

Comment #28: Increased hours of operation and/or sites to create greater access. So that voters who need ID can obtain this in advance of elections, we recommend DMV service hours on the Saturdays before elections.

Comment #29: I have also mentioned in the survey above, but bicycle parking at DMV offices should be considered as part of your accessibility considerations. I was not able to park my non-standard bicycle at the Madison West DMV office because the rack was far from the entrance, behind a dumpster and blocked by a picnic table. I cannot physically drag my bicycle over these types of obstacles. Disabled people ride bikes too, and sometimes it is their mobility device. Recumbents, hand cycles, and tricycles are just a few examples of "non standard" bikes that should be accommodated. Basic staple racks, placed an appropriate distance apart, can meet this need. A ramp up to the rack area is also necessary, and should not be blocked by anything.

Comment #30: We recommend that DMV develop and fund a plan to establish an accessibility audit program for all DMV sites, similar to the audit program used by the Wisconsin Election Commission to review polling places. Ideally, the sites would be reviewed by an independent party with expertise in accessibility. Items listed in the checklist should be included in the audit. Following a site audit, the site manager would receive notification of issues that require a remedy, a timeline to address them and resources to mitigate the issues identified. We recommend that WisDOT include funding for implementation of the Accessibility audit program, to be phased in over several years, and funds to address accessibility concerns.

Comment #31: Another important aspect of accessibility is website compliance with ADA accessibility guidelines, including screen reader compatibility. A recent review of the DMV website by a screen reader user noted exceptional work on accessibility. We want to recognize the positive work by DMV to address accessibility on their website. Some of the positive aspects of the site include:

- The first button you interact with if you navigate the site with a keyboard is a button that enhances accessibility of the site.
- The site navigates beautifully with keyboard commands.
- Headings are labeled properly and these headings allow for easy navigation (skipping to different places in the website).
- Graphics and images are labeled.
- The interactive menus are easy to navigate and are clearly labeled, so I know when I'm on a radio button on which I can hit enter and select the option.
- There are no nesting tables, which really confuse screen reader navigation.
- Font looks like a san-serif, so easy to read.
- Good contrasts which I assume meet the contrast ratios.
- White space to reduce overcrowding/clutter.

Comment #32: Expand services hours at existing DMV locations. This could include expanded weekday hours and Saturday hours in the four weeks preceding a statewide election. Given the importance of

getting an ID for voting and the limited DMV service hours, we urge the DMV to offer Saturday hours at every permanent location during the 4 Saturdays ahead of statewide elections. These hours could run from 8am to 11:30am, or 12:30pm 4pm to accommodate staffing needs. In addition, consider expanding weekday service hours at DMV locations that currently have limited hours. Many Wisconsinites in rural communities may need to drive hours to a DMV location that is only open limited hours on Mondays and Wednesdays, or Tuesdays and Thursdays. In recent years, the DMV has taken important steps to expand 50 DMV service center hours to at least 20 hours/week, and 30 service centers to Monday through Friday. Additional expansion should be considered.

Comment #33: Expand Online Services at DMV. The Free ID and Identification Card Petition Process (IDPP) specifies that a voter without certain documentation can still get a free ID for voting. At the DMV, the voter needs to fill out form MV3004 and form MV3012, and they will receive a Wisconsin ID or paper receipt in the mail. It would be beneficial to provide the form online to meet the needs of community members who have transportation barriers.

Comment #34: Another option to increase access could be to establish a process where DOT could receive documentation for a state ID via mail (like the state department does) and set up a virtual meeting to confirm identity and take the ID picture.

Comment #35: Co-locate state ID operations or mobile DMV sites at locations that are already accessed by people with disabilities and older adults such as Aging and Disability Resource Centers and income maintenance offices. This could be piloted in a set number of locations, to test the concept.

Comment #36: DMV sites should review physical and programmatic accessibility and develop a plan to correct issues identified using the “best practices” DMV Accessibility Checklist developed by the Disability Vote Coalition or a similar tool. The purpose of the checklist is to allow each DMV site to quickly assess whether there are barriers for people with disabilities attempting to get a State ID or a Driver’s License for the purpose of voting. The checklist addresses both physical accessibility of the site, as well as programmatic accessibility. The checklist was shared with DMV and WisDOT leadership in January 2022. A copy is attached to these comments.

Comment #37: As previously recommended, DMV should develop and fund a plan to establish an accessibility audit program for all DMV sites, similar to the audit program used by the Wisconsin Election Commission to review polling places. The accessibility audit program would require that DMV sites be reviewed by an independent party with expertise in accessibility. Items listed in the checklist should be included in the audit. Following a site audit, the site manager would receive notification of issues that require a remedy, a timeline to address them and resources to mitigate the issues identified. We ask that such a plan be included the 2022 Americans with Disabilities Act (ADA) Transition Plan. WisDOT should include funding for implementation of the Accessibility audit program, to be phased in over several years, and include funds to address accessibility concerns.

Comment #38: Information should be consistently available on site, on the webpage, and via telephone regarding accommodation requests including ASL interpreters, as well as interpreters for other languages. Staff should also be trained on best practices for communication with individuals who are deaf or hard of hearing, blind or low vision, or who have a disability that impacts their speech. We recommend that DMV continue to work on expanding language access on their website, including providing online forms in Spanish and other widely used languages.

Intercity Passenger Rail Stations

Comment #39: Continue investments in, and expansion of, intermodal transportation options including electric vehicles and the development of guidelines for the utilization of driverless vehicles.

Comment #40: Investments in rail and over the road bus transit are necessary to ensure that people can travel around the state independently.

Comment #41: Barriers like municipalities lacking accessible stations limit peoples' ability to travel freely.

Appendix

Comment #42: The GIS map showing curb ramps can't be easily printed.

General

Comment #43: Currently people with disabilities are the most transit dependent community and there is much to be gained through the utilization of driverless vehicles. Wisconsin should strive to identify opportunities to lead in the development of driverless transit.

Comment #44: Thank you for allowing me to have the opportunity to provide feedback. Being a wheelchair user I would be happy to help be an on-site consultant for any project you have. We have a whole different view of the world that you would not believe.

Comment #45: Finally, I would ask that your accessibility plans include metrics such as the number of people walking or rolling who are killed each year on WisDOT roads, and those killed while using a "personal conveyance" such as wheelchair or mobility scooter. The appendix of this document has this information on a national level. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813310>

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