

FFY 2019

# ADA TRANSITION PLAN



Wisconsin Department of Transportation

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Dear Citizens,

Thank you for taking interest in the Wisconsin Department of Transportation's (WisDOT) Americans with Disabilities Act (ADA) Transition Plan. We hope that this document provides you with valuable information regarding WisDOT's plans for continued improvement throughout the State of Wisconsin.

Accessibility is vitally important to the usefulness and enjoyment of public amenities, and WisDOT takes seriously its role as a steward of taxpayer resources. In crafting this transition plan, WisDOT staff continue to look for opportunities to enhance programs, services, activities and facilities to aid our fellow Wisconsinites who may have diminished vision or hearing as well as mobility issues.

WisDOT is committed to providing a safe, efficient, and accessible transportation system for all, as defined by Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990. The development of ADA has provided guidance for constructing quality accessible projects in recent decades. However, WisDOT shares a great challenge with many other public entities throughout the United States in modernizing infrastructure that, in some cases, dates back generations. Nevertheless, it's imperative that we continue to push forward and commit resources toward the advancement of ADA goals statewide.

As we make these improvements, collaboration with the public and partner agencies is key. We invite and appreciate all public insight and feedback to help improve transportation accessibility. We have established the "ADA Projects and Compliance" website for you to give input on the ADA Transition Plan. While you share valuable insight with us, we will provide detailed accessibility information through public outreach, online website resources, and more.

We take pride in continual collaboration with our agency partners to improve and maintain safe and accessible facilities on Wisconsin roadways. Whether sharing funding or reviewing engineering designs to ensure that federally-funded projects meet accessibility needs, we work together to make Wisconsin's transportation network fully accessible to all. We are pleased to provide vital local transit services in rural communities that help those with limited mobility to get to doctor appointments, grocery stores, and other places they need to go.

I am pleased to present the following ADA Transition Plan which will lead us in our continued efforts to make Wisconsin's transportation system safe, efficient, and accessible for all!

Sincerely,

A handwritten signature in black ink, appearing to read "Craig Thompson".

Craig Thompson  
Secretary-designee

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## I. INTRODUCTION

### A. Mission

It is the Wisconsin Department of Transportation's (WisDOT) mission to provide leadership in the development and operation of a safe and efficient transportation system.

### B. Vision

It is WisDOT's vision to have dedicated people creating transportation solutions through innovation and exceptional services.

### C. Values

*Accountability* – Being individually and collectively responsible for the impact of our actions on resources, the people we serve, and each other.

*Attitude* – Being positive, supportive, and proactive in our words and actions.

*Communication* – Creating a culture in which people listen and information is shared openly, clearly, and timely - both internally and externally.

*Excellence* – Providing quality products and services that exceed our customers' expectations by being professional and the best in all we do.

*Improvement* – Finding innovative and visionary ways to provide better products and services and measure our success.

*Integrity* – Building trust and confidence in all our relationships through honesty, commitment, and the courage to do what is right.

*Respect* – Creating a culture where we recognize and value the uniqueness of all our customers and each member of our diverse organization through tolerance, compassion, care, and courtesy to all.

*Teamwork* – Creating lasting partnerships and working together to achieve mutual goals.

### D. Background/Legal Requirements

#### 1. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794)

"No otherwise qualified individual with a disability in the United States ... shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance..."

Section 504 of the Rehabilitation Act of 1973 (Section 504) makes it illegal for the federal government, federal contractors, and state and local governments receiving federal funds to discriminate on the basis of disability. It requires state and local governments to ensure that persons with disabilities have equal access to any programs, services or activities receiving federal funding. It also requires them to ensure their employment practices do not discriminate on the basis of disability.

## 2. **Americans with Disabilities Act of 1990 (42 U.S.C. §§ 12131-12134)**

“No qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs or activities of a public entity, or be subjected to discrimination by a public entity.”

The Americans with Disabilities Act of 1990 (ADA) builds upon the requirements of Section 504 and is an important civil rights law that prohibits discrimination against people on the basis of disability. This ADA ensures that people with disabilities have the same equal rights and opportunities as people without disabilities.

The ADA is comprised of the following five titles that cover different aspects of public life:

- Title I (Employment)
- Title II (State and Local Government)
- Title III (Public Accommodations)
- Title VI (Telecommunications)
- Title V (Miscellaneous Provisions)

Title II is the focus of the ADA Transition Plan, which applies to state and local governments and the programs, services, and activities they provide. As a department of state government, WisDOT must ensure that its programs, services, and activities provided to the public are accessible to individuals with disabilities regardless of the source of funding. Under Title II, WisDOT must meet the following requirements:

- Designate an ADA Coordinator responsible for coordinating WisDOT’s efforts to comply with and carry out its responsibilities under Title II.
- Make available to applicants, participants, beneficiaries, and other interested parties, information regarding Title II and its applicability to the services, programs or activities of WisDOT (Notice to the Public).
- Adopt and publish a complaint procedure for complaints alleging any action that violates Title II.
- Complete a self-evaluation of services, policies, and practices in compliance with the requirements of Title II.
- Develop an ADA Transition Plan to address how and when WisDOT will correct the identified accessibility deficiencies.

## II. **PURPOSE**

### A. **Commitment to Nondiscrimination**

WisDOT is committed to complying with Section 504 and the ADA, so that no qualified individual with disability shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination by any service, program or activity of WisDOT.

#### B. Purpose of the ADA Transition Plan

The purpose of the ADA Transition Plan is to provide WisDOT staff, state and local partners, and the citizens of Wisconsin with WisDOT's policies, procedures, and practices that fulfill the requirements of Section 504 and the ADA.

Additionally, the ADA Transition Plan provides information about WisDOT's efforts to ensure equal accessibility to WisDOT programs, services, and activities as well as outlining how WisDOT will transition from non-compliance to compliance with ADA for public rights-of-way accessibility.

### III. ADA PROGRAM ADMINISTRATION

#### A. Official Responsible

ADA regulation, 28 CFR § 35.150(d)(3)(iv), requires "[i]ndicate the official responsible for the implementation of the plan." The Secretary of WisDOT, Craig Thompson, is the official responsible for the implementation of WisDOT's ADA Transition Plan.

#### B. ADA Program

WisDOT's ADA Program is administered by the Office of Business Opportunity and Equity Compliance (OBOEC) in the Division of Transportation System Development. The role of OBOEC is to maintain all responsibilities and monitor the administration of programs to ensure compliance under federal civil rights laws within WisDOT's services, programs, and activities. WisDOT's ADA Program is administered in accordance with 28 CFR § 35 "Nondiscrimination on the Basis of Disability in State and Local Government Services. ("ADA regulation")

#### C. ADA Coordinator

ADA regulation, 28 CFR § 35.107(a), requires "a public entity that employs 50 or more persons shall designate at least one employee to coordinate its efforts to comply with and carry out its responsibilities under this part, including any investigation of any complaint communicated to it alleging its noncompliance with this part or alleging any actions that would be prohibited by this part."

The WisDOT ADA Coordinator will address complaints, investigate formal grievances, and track the overall progress of the implementation of the ADA Transition Plan. The ADA Coordinator will act as the primary contact for all public outreach pertaining to discrimination against people with disabilities. In addition, the ADA Coordinator will coordinate a multi-disciplinary approach to implement and manage WisDOT's compliance efforts. These efforts include developing policies and procedures for WisDOT and providing technical support for planning, design, and construction efforts.

#### D. Contact Information

ADA regulation, 28 CFR § 35.107(a), requires "[t]he public entity shall make available to all interested individuals the name, office address, and telephone number of the employee or employees designated pursuant to this paragraph."

The WisDOT ADA Coordinator contact information is:

Taqwanya Smith, Senior Title VI and ADA Coordinator  
 Office of Business Opportunity and Equity Compliance  
 Wisconsin Department of Transportation  
 4822 Madison Yards Way, 5<sup>th</sup> Floor South  
 Madison, Wisconsin 53705  
 Telephone: (608) 266-8129  
 TTY: (800) 947-3529  
 Fax: (608) 267-3641  
 Email: [taqwanya.smith@dot.wi.gov](mailto:taqwanya.smith@dot.wi.gov)  
<https://wisconsin.gov/Pages/doing-bus/civil-rights/titlevi-ada/ADAcompliance.aspx>

E. Coordination with other State and Local Agencies

Continuous communication and coordination with other government agencies is an important and necessary practice to ensure the proper implementation of accessibility features and ongoing maintenance of ADA compliance. WisDOT will continue to communicate and coordinate accessibility needs with public rights-of-way to identify partnering opportunities with other public agencies to improve and maintain safe and accessible facilities along WisDOT routes. WisDOT will regularly coordinate with transit agencies, regional planning commissions, metropolitan planning organizations, and city public works departments.

F. Staff Training

An essential component of WisDOT's ADA compliance effort is training. WisDOT's ADA Coordinator will work with a multi-disciplinary team to determine the ADA training needs of the various WisDOT divisions. The ADA Coordinator will work with the multi-disciplinary team to develop and deliver targeted training to WisDOT staff and associated stakeholders, as needed. Training will address both design and policy issues related to ADA. For example, trainings on accessibility for buildings and sites, transportation facilities and public rights-of-way designs are courses that may be provided.

**IV. NOTICE**

ADA regulation, 28 CFR § 35.106, requires that "a public entity shall make available to applicants, participants, beneficiaries, and other interested persons information regarding the provisions of this part and its applicability to the services, programs or activities of the public entity, and make such information available to them in such a manner as the head of the entity finds necessary to apprise such persons of the protections against discrimination assured them by the Act and this part."

WisDOT is committed to providing an ADA Notice to the Public about their rights and WisDOT's responsibilities under Section 504 and the ADA. See *Appendix B – Notice of Title VI and ADA Compliance*. WisDOT will continually provide this notice and make it accessible by alternative formats whenever necessary.

A. WisDOT may use the following opportunities to provide Notice to the Public:

- Job announcements
- News releases for earned media in print and broadcast
- Public service announcements on local radio and television stations
- WisDOT's website
- Official department social media accounts
- Post at all WisDOT facilities and customer service centers
- Include in all WisDOT program handbooks
- Include in all WisDOT activity schedules
- Announcements at meetings of WisDOT programs, services, and activities

B. WisDOT Website

WisDOT makes information accessible to the public using its website

<https://wisconsin.gov/Pages/doing-bus/civil-rights/titlevi-ada/ADAAcompliance.aspx>. See *Appendix C – ADA Projects and Compliance*. WisDOT's ADA webpages contain all the information needed for the public to submit complaints. Contact information for the ADA Program is listed on the website as well as in the ADA Transition Plan. The public is encouraged to inform WisDOT's ADA Program of any problems with accessibility they may encounter within their daily travel along public access routes.

C. Public Outreach

An integral part to the continuing success of meeting WisDOT's ADA compliance is the voice of the community. WisDOT can ensure that the public is informed and given the opportunity to provide comments by using newsletters, the OBOEC website, and public service events. Additional comments or concerns can be provided by the public by filing a complaint or inquiry with the ADA Coordinator.

Other possible resources the public may be interested in are: advocacy groups and activist organizations including the Wisconsin Council on Physical Disabilities, Governor's Committee for People with Disabilities, Wisconsin Statutory Council on Blindness, Wisconsin Board for People with Developmental Disabilities, Independent Living Council of Wisconsin, Inc., elected officials or other citizens. Comments or inquiries are always welcomed and can be shared through forms at meetings or by contacting the ADA Coordinator at [taqwanya.smith@dot.wi.gov](mailto:taqwanya.smith@dot.wi.gov), by telephone (608) 266-8129 or teletypewriter (800) 947-3529, or by fax at (608) 267-3641.

D. Social Media

Another means of keeping the public informed of pertinent information, upcoming events, and new projects is through social media. The WisDOT Office of Public Affairs maintains daily updates to WisDOT's various social media accounts that, combined, have more than 20,000 followers. The accounts can be accessed through the following links:

- Facebook - <https://www.facebook.com/WisDOT/>
- Twitter - <https://twitter.com/WisconsinDOT>
- YouTube - <https://www.youtube.com/user/wisdot>

- LinkedIn - <https://www.linkedin.com/company/wisconsin-department-of-transportation/>

## V. EFFECTIVE COMMUNICATIONS

ADA regulation, 28 CFR § 35.160(a)(1), requires that “a public entity shall take appropriate steps to ensure that communications with applicants, participants, members of the public, and companions with disabilities are as effective as communications with others.”

### A. Auxiliary Aids and Services

WisDOT provides the following auxiliary aids and services to ensure effective communications with persons with disabilities:

- Interpreters list which includes sign language interpreters on its intranet for use in communicating with persons with hearing disabilities.
- Large print Driver’s Handbook for persons with visual disabilities at <http://wisconsindot.gov/Documents/dmv/shared/bds124-driverbook.pdf>
- Video closed captioning, audio transcripts, and live video transcription for persons with hearing disabilities.
- Website accessibility through image text alternative, resizing text, headings, and high contrast for persons with visual disabilities.

WisDOT will also provide other auxiliary aids and services upon request. Requests for auxiliary aids and services should be made to the ADA Coordinator via telephone at (608) 266-8129, teletypewriter at (800) 947-3529 or email at [taqwanya.smith@dot.wi.gov](mailto:taqwanya.smith@dot.wi.gov).

## VI. ADA COMPLAINT PROCEDURE

ADA regulation, 28 CFR § 35.107(b), requires “a public entity that employs 50 or more persons shall adopt and publish grievance procedures providing for prompt and equitable resolution of complaints alleging any action that would be prohibited by this part.”

The resolution of any complaint or inquiry will require reviewing the nature of the noncompliance, establishing governing entities, and reviewing options for accommodations at the location. In determining possible solutions to the issue, WisDOT will consider safety, feasibility of alterations, cost of possible solutions, availability of funding, ease of implementation, and how the solution compares in priority to other proposed ADA projects. The resolution of any one complaint or inquiry by WisDOT does not constitute a precedent upon which WisDOT is bound to or which the informant party shall solely rely.

WisDOT shall take all necessary steps to ensure that communications with members of the public regarding ADA complaints are addressed appropriately. Guidelines established within the following complaint procedure are intended to safeguard the processing of all WisDOT-associated ADA concerns.

#### A. Filing a Complaint

All complaints should be submitted to WisDOT's ADA Coordinator within 180 calendar days of the alleged discrimination. A complaint may be submitted via the online complaint form on in writing by contacting the ADA Coordinator at:

Taqwanya Smith, Senior Title VI and ADA Coordinator  
Office of Business Opportunity and Equity Compliance  
Wisconsin Department of Transportation  
4822 Madison Yards Way, 5<sup>th</sup> Floor South  
Madison, Wisconsin 53705  
Telephone: (608) 266-8129  
TTY: (800) 947-3529  
Fax: (608) 267-3641  
Email: [taqwanya.smith@dot.wi.gov](mailto:taqwanya.smith@dot.wi.gov)  
<https://wisconsindot.gov/Pages/doing-bus/civil-rights/titlevi-ada/ADAcpliance.aspx>

See *Appendix D - Title VI and ADA Complaint Form*. WisDOT employees with concerns regarding disability or accessibility issues should contact the Wisconsin Department of Administration, Bureau of Human Resources – Region 1.

To ensure prompt and equitable resolution of complaints, WisDOT allows for multiple methods of filing a complaint regarding disability-based discrimination, outlined in the following sections.

#### B. Online Complaint Form

A disability-based discrimination complaint may be submitted using the complaint form available on WisDOT's website at <http://wisconsindot.gov/Pages/doing-bus/civil-rights/titlevi-ada/filingcomplaint.aspx>. An individual submitting the complaint form shall complete it to the fullest extent possible. See *Appendix D – Title VI and ADA Complaint Form*.

#### C. Telephone

A verbal complaint may be submitted to WisDOT ADA Coordinator by telephone at (608) 266-8129 or by teletypewriter (800) 947-3529. As a result of the telephone conversation, the ADA Coordinator shall fill out a complaint form on behalf of the calling party.

#### D. Email Communications

A complaint may be submitted to the WisDOT ADA Coordinator via email address at [taqwanya.smith@dot.wi.gov](mailto:taqwanya.smith@dot.wi.gov). The ADA Coordinator will respond to the submitted email and attach a complaint form to be completed by the complainant and returned to the ADA Coordinator.

#### E. Alternative Methods

Alternative means of submitting a complaint are available to persons who require additional assistance. Requests may include: documents in different formats, large print, braille, interpreters, audio recordings, etc. Requests for alternative methods of submitting a complaint or inquiry can be made to the ADA Coordinator by telephone at (608) 266-8129, teletypewriter at (800) 947-3529, or by email at [taqwanya.smith@dot.wi.gov](mailto:taqwanya.smith@dot.wi.gov).

Requests should include:

- Complainant's name, mailing address, telephone number, and email address.
- A description of the alleged incident.
- Accommodation requested and format of accommodations preferred, if applicable.
- Whether a specific program or service typically used by the applicant is preferred.

#### F. Complaint Investigation and Resolution

Within 10 calendar days of receiving a complaint, the ADA Coordinator will contact the party initiating the grievance process (complainant) and will confirm the complaint details. Once the complaint details are verified through phone coordination and/or an in-person meeting with the complainant, the ADA Coordinator will verify that the complaint meets acceptance requirements. The ADA Coordinator will attempt to resolve complaints informally and at the lowest level possible.

### VII. SELF-EVALUATION

ADA regulation, 28 CFR § 35.105(a), requires that "a public entity shall, within one year of the effective date of this part, evaluate its current services, policies, and practices, and the effects thereof, that do not or may not meet the requirements of this part and, to the extent modification of any such services, policies, and practices is required, the public entity shall proceed to make the necessary modifications."

The first step to developing an ADA Transition Plan is to obtain an inventory of barriers and identify the existing condition of accessibility of public information and features on WisDOT-owned facilities and public rights-of-way.

#### A. Public Information Access

##### 1. Website

WisDOT places a high priority on ensuring that its website is accessible and relatable to all citizens. The WisDOT ADA Program will continue to ensure that WisDOT's webpages reflect ADA needs and requirements. Webpage implementation will go through a periodic internal review process to ensure optimal accessibility quality. <http://wisconsindot.gov/Pages/home.aspx>

##### 2. Public Meetings

All public meetings and hearings held by WisDOT are required to be accessible to all persons of the public. Public meetings, training sessions or other programs or events must be in an accessible location and provide necessary accommodations to all persons as indicated as such on a meeting notice to the public. The WisDOT policy and procedure regarding meeting facilities is contained in the Transportation Administrative Manual (TAM) - PUR 109 Meeting Facilities.

Requests for accommodations at a meeting or event should be made with as much advance notice as possible, and include the following information:

- The requestor's name, address, email address, and telephone number (if any).
- A description of the meeting or event, including the location of the meeting or event.

- A brief description of what accommodation is needed (e.g. interpreters, alternative format of materials, etc.)

WisDOT will provide qualified interpreters upon request and documents in an accessible electronic format or other alternative formats such as large print. Requests for such accommodations at meetings or events should be made at least three days prior to the meeting or event.

Requests for accommodations regarding meetings or events can be made to the ADA Coordinator via telephone at (608) 266-8129, teletypewriter at (800) 947-3529 or by sending an email to [taqwanya.smith@dot.wi.gov](mailto:taqwanya.smith@dot.wi.gov). The ADA Coordinator will respond to the request at least 24 hours before the scheduled time of the meeting or event.

#### B. Buildings

WisDOT plans facility budgets and capital expenditures on a biennial basis. WisDOT also has a small project fund that is used to correct miscellaneous ADA deficiencies including exterior door replacement, restroom renovations, and accessible path corrections (pavement). As a matter of standard practice, all facility improvement projects comply with current International Building Code (IBC) and ADA requirements for accessibility. In addition, WisDOT's Division of Business Management (DBM) compiles Facility Condition Index reports on all DBM managed facilities which include building condition, equipment condition and age, safety issues, and ADA compliance which are factors considered in capital spending prioritization.

In 2008, the DBM Facility Services Section conducted a comprehensive survey to identify ADA deficiencies at WisDOT-owned and occupied buildings including ninety-two Division of Motor Vehicle (DMV) Customer Service Centers. Detailed surveys were conducted at 20 owned and over 60 leased facilities. Improvements were prioritized with accessible paths to service and correcting overt barriers to service (including parking, pavement, and door corrections) as the highest priority, accessible restrooms as the second highest, and all other deficiencies that may not present a direct barrier to receiving services as the third highest priority.

ADA deficiencies were corrected at 14 facilities per IBC requirements. These improvements included 10 renovations and 3 ADA restroom additions. Other deficiencies were addressed during routine maintenance, including accessible route improvements and door issues.

WisDOT also entered into approximately 40 new leases. All new leases are ADA compliant. Deficiencies at most leased sites were eliminated by making lease renewals contingent upon lessors correcting ADA deficiencies to provide fully accessible premises. Remaining improvements will be completed as part of planned capital improvement projects, including the replacement program of statewide Division of State Patrol Posts (region offices), "small" capital repair projects, and during routine maintenance operations.

WisDOT's main headquarters building in Madison was replaced in 2018. The new leased facility, which is owned by the Wisconsin Department of Administration (DOA), was completed in February. Other WisDOT owned and managed facilities include the Milwaukee Intermodal Station, the Milwaukee Airport Rail Station, region offices, rest areas, and safety and weight

enforcement facilities. WisDOT will assess the Milwaukee Intermodal Station and Milwaukee Airport Rail Station by December 31, 2018, and remaining facilities in 2019.

### C. Public Right-of-Way Facilities

#### 1. Survey

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 GIS data.

#### 2. Inventory Data Validation

A cluster sampling method was used to obtain level of confidence for validating the desktop inventory data. Cluster sampling is a statistical methodology designed to address problems of a widespread geographical population. Rather than taking inventory of all the curb ramps located on the state highway system, an inventory of clusters should provide insight and confidence on estimating the number of ramps that will likely need to be upgraded.

Three WisDOT urbanized regions – SW, SE and NE – where higher pedestrian traffic exists were selected for the cluster sampling areas. These areas contain eight urban corridors which served as the sampling areas. To verify the sample size as being adequate, a sample size was calculated based on approximately 50,000 curb ramp locations, with a confidence level of 95%, and a confidence interval of +/-5%. This produced a sample size of 384 curb ramp locations to inventory. Consultant, DAAR Engineering, Inc. inventoried 524 curb ramps and identified 147 missing curb ramps for a total of 671 possible curb ramp locations in the sample.

The statistical analysis indicated that the number of existing curb ramp locations is 8.3% greater than expected.

#### 3. Database

The resulting data from our inventory was recorded in our Curb Ramp and Sidewalk ADA Inventory Database. The Curb Ramp and Sidewalk ADA Inventory Database is an interactive Geographic Information Systems (GIS) map available for viewing via our website. See *Appendix E – Curb Ramp and Sidewalk ADA Inventory Database GIS map example*.

The data collected includes:

- Curb Ramps: Presence or absence of a curb ramp, detectable warning field presence or absence at street edge of ramp, presence of pattern in curb ramps (i.e. wire mesh imprint<sup>1</sup>).
- Sidewalks/Shared-Use Paths: Presence of sidewalks or shared-use paths along the state highway including connecting highways or within state highway right-of-way.
- Sidewalk or Curb Ramp Defects: Some sort of cracking, damage, or tripping hazard significant enough to be visible in photo imagery.

<sup>1</sup> WisDOT standard had been wire mesh imprint which WisDOT believed was acceptable at the time. In 2004, WisDOT standards were modified following 2002 and 2004 FHWA memos describing ADAAG Detectable Warning requirements.

WisDOT will use data collected as part of the project design and construction process to update its Curb Ramp and Sidewalk ADA Inventory Database and GIS map on an ongoing basis.

4. WisDOT Accessibility Status – Self-Evaluation 2014-15 Summary

WisDOT Curb Ramp Locations (State Highways)		
<b>Curb Ramp Present</b>		<b>37,689</b>
With Detectable Warning Field (truncated dome)	17,579	
Missing Detectable Warning Field (truncated dome)	20,110	
<b>Curb Ramp Absent</b>		<b>8,269</b>
<b>Total Curb Ramp Locations</b>		<b>45,958</b>

The data acquired through the desktop inventory 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.

The Self-Evaluation Inventory provides WisDOT a baseline of information with which to measure its progress through the implementation of this Transition Plan. As projects are completed, this data will be updated. WisDOT’s actions and future progress goals will be discussed in the following Transition Plan Section.

**VIII. TRANSITION PLAN**

ADA regulation, 28 CFR § 35.150(d)(1), requires that “in the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop ... a transition plan setting forth the steps necessary to complete such changes.”

As a requirement of the ADA, this Transition Plan provides WisDOT a method to define, schedule, and implement ADA-required improvements. This plan is a living document looking to the future to continue developing accessible transportation infrastructure. WisDOT’s vision of a transportation system that is accessible to all people, regardless of ability, is considered in the design and construction of all projects. With this plan, WisDOT’s goal is to bring facilities into compliance and provide for continuity and consistency throughout the system.

A. Six-year Program

As a general practice, WisDOT installation or updates of curb ramps is part of its Six-Year Program projects that meet the definition of an alteration per ADA<sup>2</sup>. WisDOT will continue to address curb ramps on improvement projects and has a policy to acquire the necessary right-of-way to allow curb ramps to be constructed or updated on roadway improvement projects that are defined as an alteration per ADA<sup>3</sup>. If sufficient right-of-way is not owned and additional real

<sup>2</sup>Appendix H: Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing.

<sup>3</sup> WisDOT evaluated its improvement concept codes to determine concepts that meet the definition of an alteration per USDOJ and USDOT joint technical assistance definitions which require curb ramps to be installed or updated as part of the highway improvement.

estate is needed to install an ADA compliant curb ramp or to upgrade an existing curb ramp to full ADA compliance or to the maximum extent if technically infeasible, the needed real estate will be acquired to allow the curb ramp work to be constructed. Refer to *Appendix F – Six-Year Program projects that are an alteration per ADA with curb ramps*.

## B. Stand-alone Program

WisDOT will address curb ramps outside of the Six-year Program through the State Highway Rehabilitation (SHR) subprogram. Details for this “stand-alone” curb ramp upgrade program are being developed. WisDOT has developed a method for prioritizing curb ramp locations in the Stand-alone Program that is described in the following section.

### 1. Prioritization Criteria

WisDOT will use projects identified in the Six-Year Program to achieve ADA compliance for curb ramps. The strong majority of the projects in the Six-Year Program meet the definition of an alteration and approximately ¼ of those projects will include curb ramps. For a listing of individual projects see *Appendix F – Six-Year Program projects that are an alteration per ADA with curb ramps*.

For curb ramp locations in the Stand-alone Program, see *Appendix G – Priority Curb Ramp Locations*, WisDOT will evaluate priority locations based on:

Safety – factors considered include number and/or type of pedestrian crashes, traffic volume and the functional classification of the roadway, which indicates the character of the roadway in terms of accessibility and mobility.

Existing Conditions – based on existing data from the desktop inventory. Locations that were:

- Curb Ramp absent/missing a curb ramp
- Curb Ramp present with no detectable warning field (truncated domes)
- Curb Ramp present with defect

Complaints – number of documented complaints.

Pedestrian Generators – factors in the density and types of services or facilities that have pedestrian traffic (e.g. statewide data readily available such as employment centers, government services, recreational/trail facilities).

## C. Scope and Budget

For curb ramp improvements that are to be addressed as part of the Six-Year Program it is estimated that expenditures would be roughly \$15 million for construction costs, not including acquiring right-of-way. It is estimated that this will address approximately 5,969 curb ramp locations.

For curb ramp locations that are to be addressed as part of the Stand-alone Program, a pilot project is being developed to validate costs. It is estimated that approximately 11,867 curb ramps locations will be addressed over a six-year period.

#### D. Schedule

WisDOT will use projects identified in the Six-Year Program, see *Appendix F – Six-Year Program projects that are an alteration per ADA with curb ramps*, to address curb ramp improvements. WisDOT will also use priority curb ramp locations identified in a separate, Stand-alone Program, see *Appendix G – Priority Curb Ramp Locations*, to address curb ramp improvements.

The schedule for the stand-alone curb ramp program is to address all non, six-year program curb ramps within 3 six-year program cycles (18 years). The exact number of curb ramps to be addressed in a given year will vary due to curb ramp locations and their proximity to each other.

#### E. Technically Infeasible Locations

Any WisDOT pedestrian facility or features being altered shall be made accessible to full compliance or the maximum extent if technically infeasible conditions apply within the scope of the alteration.

WisDOT recognizes that there are locations where it is “technically infeasible” to bring the facilities or features into compliance due to existing physical site constraints. Alterations to features, spaces or facilities within public rights-of-way are considered technically infeasible when existing physical site constraints such as underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage or the presence of a notable natural or historic feature, make it impracticable to bring the altered elements into compliance with the United States Access Board Public Rights-of-Way Accessibility Guidelines.

For these locations where technical infeasibility applies, WisDOT will address deficiencies, to ensure that the maximum compliance is achieved and shall be documented and identified as a future project in the work program to be addressed as soon as possible.

#### F. Roles and Responsibilities at WisDOT

Several different WisDOT divisions play a direct role in assuring ADA compliance for the department’s facilities and rights-of-way. WisDOT’s Facility Development Manual (FDM) provides policy, procedural requirements, and guidance for the facilities development processes. The FDM applies to all types of highway improvements on the state trunk highway system, and adherence to the requirements within the FDM provide for the uniform development of highway systems.

## G. Monitoring Compliance Progress

### 1. Annual Performance

This Transition Plan is a living document and will be updated annually to reflect ADA Program project and process updates as well as report on the progress of the department's statewide ADA compliance for its facilities and rights-of-way.

## H. Technical Compliance – Design Standards

The following are the guides and standards we use to ensure ADA compliance as we design and construct improvements to our facilities:

- Wisconsin Department of Transportation Facilities Development Manual (FDM)  
<http://wisconsin.gov/Pages/doing-bus/eng-consultants/cnslt-rsrcs/rdwy/fdm.aspx>
- Public Rights-of-Way Accessibility Guidelines (PROWAG)  
<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>
- ADA Accessibility Guidelines (ADAAG)  
<http://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/ada-standards>
- Architectural Barriers Act (ABA) Standards  
<http://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards>

## I. Public Involvement

ADA regulation, 28 CFR § 35.150(d)(1), requires that “a public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.”

### 1. Website

WisDOT launched a website “ADA Projects and Compliance” at <https://wisconsin.gov/Pages/doing-bus/civil-rights/titlevi-ada/ADAAcompliance.aspx> for the public to inspect and give input on the ADA Transition Plan. The ADA Transition Plan also includes a link to a Geographic Information Systems (GIS) map with existing data on curb ramps and sidewalks.

### 2. Social Media

WisDOT will continue to use social media sites: facebook, twitter, and youtube to drive traffic to the ADA Transition Plan with a call to action to offer input.

### 3. Public Libraries

WisDOT provided copies of the ADA Transition Plan to nineteen regional public library services and systems in the State of Wisconsin Public Library System for public inspection.

### 4. Email

WisDOT emailed more than forty organizations representing individuals with disabilities inviting them to participate in the development of the Transition Plan by submitting comments.

### 5. DMV Electronic Message Board

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

### 6. News Releases and Newsletters

WisDOT provided brief news releases prior to the comment period specifying that the Transition Plan is online and available for public comment, see *Appendix J - Public Involvement Plan including Comments and Results*. WisDOT also provided an article in the WisDOT weekly Bulletin (internal-facing) and Connector newsletters (external-facing) driving WisDOT staff to the Transition Plan with a call for public comment.

**IX. APPENDIXES****A. Additional Reference Information**

The following website links provide additional information pertaining to Section 504 and the ADA.

- Federal Highway Administration Accessibility Resource Library  
<http://www.fhwa.dot.gov/accessibility/index.cfm>
- Federal Regulations containing ADA Standards  
<http://www.gpo.gov/fdsys/pkg/CFR-2012-title49-vol1/pdf/CFR-2012-title49-vol1-part37.pdf>
- Glossary of Terms for Resurfacing for DOJ/FHWA Joint Technical Assistance on the ADA Title II Requirements to Provide Curb Ramps When Streets, Roads, or Highways are Altered Through Resurfacing, see *Appendix H – Alterations through Resurfacing*  
[https://www.fhwa.dot.gov/civilrights/programs/doj\\_fhwa\\_ta\\_glossary.cfm](https://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta_glossary.cfm)
- Questions and Answers about Section 504/ADA  
[http://www.fhwa.dot.gov/civilrights/programs/ada\\_sect504qa.cfm](http://www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.cfm)
- U.S. Access Board’s ADA standards  
<http://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/ada-standards>
- U.S. Access Board’s Proposed Guidelines for Pedestrian Facilities in the Public Rights-of-Way  
<https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>
- U.S. Department of Justice/U.S. Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing, see *Appendix H – Alterations through Resurfacing*  
[http://www.fhwa.dot.gov/civilrights/programs/doj\\_fhwa\\_ta.cfm](http://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta.cfm)

B. Notice of Title VI and ADA Compliance

The following notice can be accessed at:

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

WISCONSIN DEPARTMENT OF TRANSPORTATION

# NOTICE OF TITLE VI AND ADA COMPLIANCE



It is the policy of the Wisconsin Department of Transportation (WisDOT) to ensure full compliance with Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act of 1990 and other related Nondiscrimination Laws. Such provisions prohibit exclusion from participation in, denial of benefits, or discrimination against persons because of their:

<ul style="list-style-type: none"> <li>» <b>Race</b></li> <li>» <b>Color</b></li> <li>» <b>National Origin</b></li> <li>» <b>Limited English Proficiency</b></li> </ul>	<ul style="list-style-type: none"> <li>» <b>Disability</b></li> <li>» <b>Sex</b></li> <li>» <b>Age</b></li> <li>» <b>Low-Income</b></li> </ul>
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It is the WisDOT's responsibility to ensure that all of its programs, services, and activities are performed without discrimination. If you or any other person believes that, in the course of business with a WisDOT program, service or activity, you have been denied participation in, benefits of, or discriminated against because of membership in one of the above classes, you may file a complaint.

For more information or questions on filing a complaint contact:



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

**Taqwanya Smith**  
**Senior Title VI and ADA Coordinator**  
 Wisconsin Department of Transportation  
 4802 Sheboygan Avenue  
 P.O. Box 7965, Room 451  
 Madison, WI 53707-7965  
 (608) 266-8129  
[taqwanya.smith@dot.wi.gov](mailto:taqwanya.smith@dot.wi.gov)

February 15, 2018

C. ADA Projects and Compliance Webpages

WisDOT’s External Civil Rights ADA Program website can be accessed via the following internet link:

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

Wisconsin.gov Agency Directory Online Services

State of Wisconsin Department of Transportation

DMV ONLINE SERVICES DMV INFO DOING BUSINESS TRAVEL SAFETY PROJECTS AND STUDIES ABOUT WISDOT

Search Wisconsin DOT

### ADA Projects and Compliance

- Civil rights and compliance
- Title VI and ADA
- ADA Projects and Compliance
- Filing a complaint
- Contacts

Millions of people use Wisconsin's transportation infrastructure every day, and WisDOT strives to ensure accessibility for motorists, cyclists and pedestrians. WisDOT regularly modernizes facilities and processes to better serve those with vision, hearing or mobility impairments. These updates are made as part of broader efforts to comply with the Americans with Disabilities Act (ADA).

**WisDOT's ADA Program**

WisDOT's ADA program develops policy and guidance to help ensure equal access to programs, activities, services, buildings and public rights-of-way. The program coordinates as needed with other government ADA programs, and it manages WisDOT's training for policy and design issues related to ADA.

WisDOT's ADA coordinator also acts as the primary contact when discrimination claims are made, and tracks the overall progress of the implementation of the ADA Transition Plan implementation.

**Projects and Ongoing Work**

Public agencies throughout the nation face similar challenges in updating older infrastructure to ensure ADA compliance. In an effort to be efficient with resources, WisDOT will often make ADA upgrades part of scheduled construction or maintenance. Some upgrades throughout the system are managed independently as "stand alone" projects, as well.

The department works first to provide ADA accommodations in the highest priority locations. Overall system needs are balanced with safety concerns and availability of resources when developing ADA accommodations elsewhere. ADA accommodations include, but are not limited to, curb ramp updates, public communications and the accessibility of rest areas and DMV service centers.

- More than 45,000 curb ramps throughout the state highway system were recently inventoried to help guide future improvement priorities.
- All WisDOT roadside facilities are built to current ADA standards at the time of planning and construction. Older facilities received improvement resources in the FY18 and FY19 budgets.
- The train concourse at Milwaukee Intermodal Station was renovated in mid-2016, and includes state-of-the-art hearing technology to assist the hard of hearing.
- ADA deficiencies were corrected at 14 WisDOT owned and occupied facilities in response to a comprehensive survey examining parking, accessibility and restrooms. These corrections included renovations and ADA restroom additions.

**State Highway Curb Ramps and Sidewalk ADA Inventory Database**

This interactive map enables users to zoom in on areas throughout the state highway system that include sidewalks and curb ramps. The data included helps users differentiate among curb ramp features. Transportation planners are also able to use this information for insight and planning purposes.

**2018 Transition Plan**

WisDOT's 2018 ADA Transition Plan helps to provide information on plans for continued improvements throughout the state of Wisconsin. The plan was unveiled for a 30-day public comment period on Oct. 3, 2018.

Review the plan by clicking here for the full document.

**Related Resources**

- Title VI and ADA
- Milwaukee Intermodal Station
- Civil rights and compliance - complaints process
- Wisconsin Guide to Designing Pedestrian Facilities
- Curb Ramp Types

Contact Information  
 Contact Us  
 Support

Translate website  
 Traducir el sitio de web  
 翻譯網站  
 Website übersetzen  
 ترجمة الموقع  
 Txhais website  
 웹 사이트 번역  
 Перевести сайт

Forms/Notices  
 Acceptable use policy  
 Forms  
 Legal notices  
 Privacy policy  
 Software information

WisDOT Employees  
 Employee information  
 PTA web  
 HR Self-Service  
 Travel Expenses  
 WisDOT LearnCenter

wisconsin.gov

D. Title VI and ADA Complaint Form

The following complaint form can be accessed at:

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



**TITLE VI AND ADA COMPLAINT FORM**

Wisconsin Department of Transportation  
DT2507 7/2018

<b>YOUR INFORMATION</b>			
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/Color <input type="checkbox"/> National Origin <input type="checkbox"/> Sex <input type="checkbox"/> Age <input type="checkbox"/> Disability <input type="checkbox"/> Low-Income <input type="checkbox"/> Limited English Proficiency <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, 5<sup>th</sup> Floor South  
Madison, WI 53705

Telephone: (608) 266-8129

TTY: (800) 947-3529

Fax: (608) 267-3641

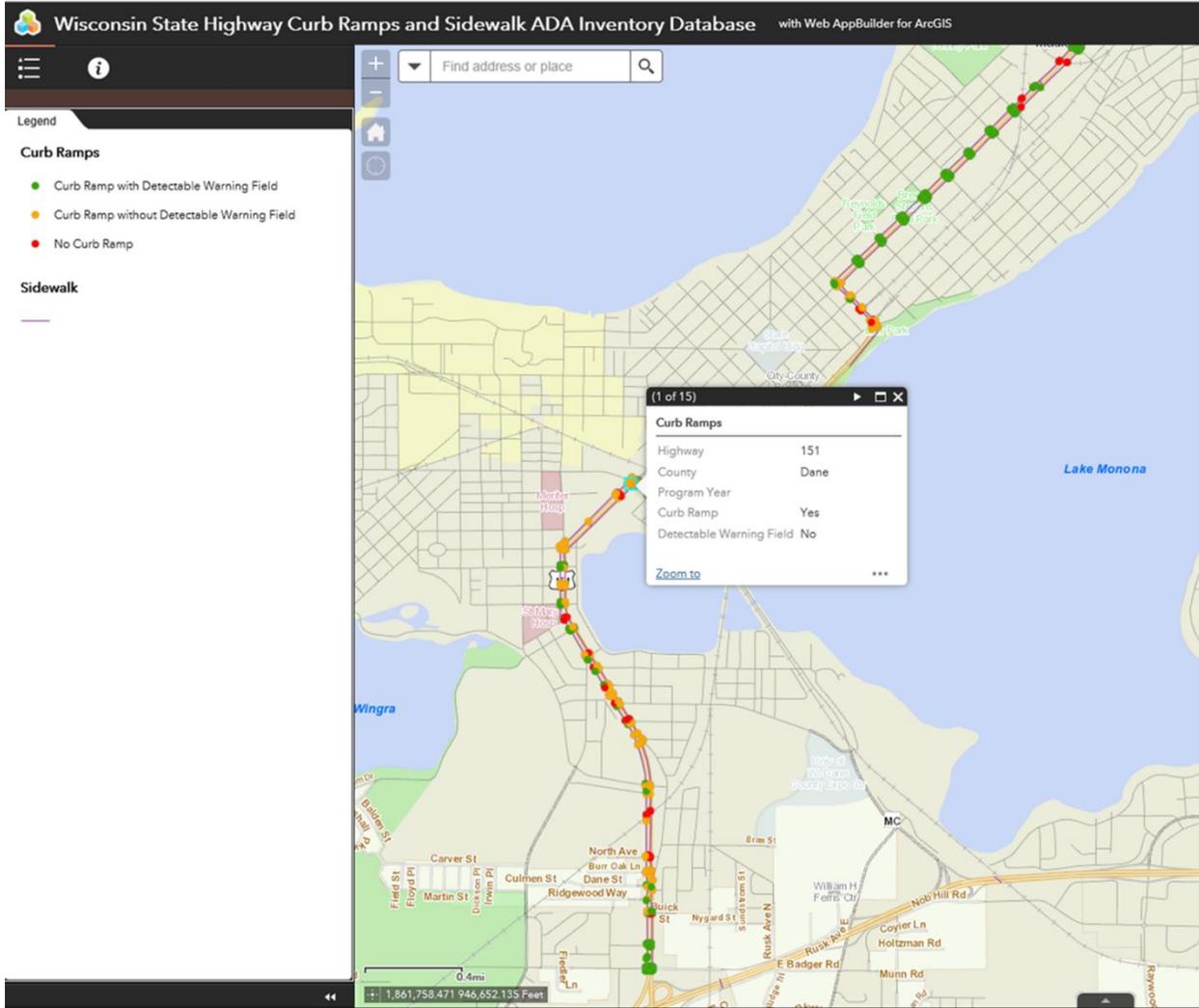
Email: [taqwanya.smith@dot.wi.gov](mailto:taqwanya.smith@dot.wi.gov)

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

E. Curb Ramp and Sidewalk ADA Feature Inventory Database GIS map example

The following map can be accessed at:

<https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=98f74e8262e348b28ab8622e10532d90>



ADA TRANSITION PLAN

F. Six-Year Program projects that are an alteration per ADA with curb ramps <sup>4</sup>

Project ID	Highway	Project Limits	Improvement Concept Code	Year
1112-07-60	USH 151	MADISON - SUN PRAIRIE	PSRS20	2018
1161-02-74	STH 016	PORTAGE - COLUMBUS	RCND20	2018
1170-19-70	USH 051	MINOCQUA - MANITOWISH	RECST	2018
1170-19-71	USH 051	MINOCQUA - MANITOWISH	RECST	2018
1206-07-75	USH 018	MOUNT HOREB - MADISON	RECSTE	2018
1401-02-74	STH 016	C COLUMBUS, JAMES STREET	RECST	2018
1430-23-71	STH 023	STH 23, VILLAGE OF ROSENDALE	RSRF20	2018
1470-24-71	STH 042	C KEWAUNEE, MAIN STREET	RSRF30	2018
1500-27-71	USH 010	MENASHA AVENUE, VILLAGE OF WHITELAW	RSRF20	2018
1500-66-71	USH 010	REEDSVILLE - MANITOWOC	RSRF30	2018
1500-67-60	USH 010	REEDSVILLE-MANITOWOC	PSRS40	2018
1661-05-76	STH 035	MARQUETTE RD, PRAIRIE DU CHIEN	RECST	2018
1661-05-86	STH 035	MARQUETTE RD, PRAIRIE DU CHIEN	RECST	2018
1674-01-72	USH 012	LAKE DELTON - SAUK CITY	RSRF30	2018
1674-01-73	USH 012	LAKE DELTON - SAUK CITY	RCND10	2018
1674-01-74	USH 012	V WEST BARABOO, PINE & LINN STREETS	RSRF30	2018
2025-14-71	STH 190	CAPITOL DRIVE	RCND20	2018
2040-11-70	USH 045	108TH STREET (HALES CORNERS)	RECSTE	2018
2190-00-71	USH 018	W WISCONSIN AVE, CITY OF MILWAUKEE	RECST	2018
2200-14-70	USH 018	EAST/WEST WELLS STREET	RSRF20	2018
2350-00-70	STH 032	HAMILTON ST/DOUGLAS AV, C OF RACINE	RECST	2018
3060-02-71	STH 073	IH 94 - COLUMBUS	RSRF20	2018
3270-02-71	STH 028	C MAYVILLE, HORICON STREET	RECST	2018
3270-02-72	STH 028	C MAYVILLE, HORICON STREET	RECST	2018
3300-01-73	STH 089	C LAKE MILLS, MAIN STREET	RECST	2018
3300-01-74	STH 089	C LAKE MILLS, MAIN STREET	RECST	2018
4080-04-71	USH 045	MAIN & FOND DU LAC STS., V. OF EDEN	RECST	2018
4110-26-71	USH 045	EDEN - FOND DU LAC	RSRF30	2018
4650-08-71	STH 055	CITY OF KAUKAUNA, DELANGLADE STREET	RECSTE	2018
5144-01-75	STH 027	IH 90-STH 16//CITY OF SPARTA	RECST	2018
5144-01-76	STH 027	IH 90-STH 16//CITY OF SPARTA	RECST	2018
5953-04-71	STH 191	C DODGEVILLE, E DIVISION STREET	RECST	2018
5953-04-72	STH 191	C DODGEVILLE, E DIVISION STREET	RECST	2018
6054-05-75	STH 022	C MONTELLO, MAIN & MONTELLO STS.	RSRF10	2018
6190-15-71	STH 116	MAIN ST, VILLAGE OF WINNECONNE	RECST	2018
6190-15-73	STH 116	MAIN ST, VILLAGE OF WINNECONNE	RECST	2018
6190-15-74	STH 116	MAIN ST, VILLAGE OF WINNECONNE	RECST	2018
6190-16-72	STH 116	E RIVER DRIVE, CITY OF OMRO	RECST	2018
6190-16-73	STH 116	E RIVER DRIVE, CITY OF OMRO	RECST	2018
6380-04-77	STH 097	STRATFORD - GOODRICH	RSRF30	2018
6380-06-75	STH 097	C MARSHFIELD, CENTRAL AVENUE	RSRF30	2018
7110-05-72	STH 037	MONDOVI - EAU CLAIRE	PVRPLA	2018
8010-01-77	STH 035	LUCK - SIREN	RSRF20	2018
8120-04-73	STH 048	C RICE LAKE, KNAPP STREET	RSRF20	2018
8610-01-75	STH 124	C CHIPPEWA FLS, HIGH ST & RUSHMAN DR	RSRF20	2018
9650-17-71	STH 047	SHAWANO - NEOPIT	RECST	2018
9650-17-72	STH 047	SHAWANO - NEOPIT	RECST	2018
			<b>Total Projects for 2018</b>	<b>47</b>

<sup>4</sup> The "Year" field indicates a curb ramp location has been identified as part of a WisDOT Six-Year Program project as of January 2018.

ADA TRANSITION PLAN

Project ID	Highway	Project Limits	Improvement Concept Code	Year
1005-10-77	IH 039*	ILLINOIS STATE LINE - MADISON	RECSTE	2019
1146-75-71	STH 015	STH 76-NEW LONDON	RECSTE	2019
1146-75-72	STH 015	STH 76-NEW LONDON	RECSTE	2019
1170-19-60	USH 051	MINOCQUA - MANITOWISH	PSRS20	2019
1206-08-77	USH 018	MOUNT HOREB - MADISON	RECSTE	2019
1430-00-77	STH 023	CITY OF MONTELLO, UNDERWOOD AVENUE	RECST	2019
1430-00-79	STH 023	CITY OF MONTELLO, UNDERWOOD AVENUE	RECST	2019
1430-00-87	STH 023	CITY OF MONTELLO, UNDERWOOD AVENUE	RECST	2019
1430-00-89	STH 023	CITY OF MONTELLO, UNDERWOOD AVENUE	RECST	2019
1500-37-71	USH 010	WALDO BLVD., CITY OF MANITOWOC	RECST	2019
1500-37-72	USH 010	WALDO BLVD., CITY OF MANITOWOC	RECST	2019
1500-47-71	USH 010	WALDO BLVD., CITY OF MANITOWOC	RSRF30	2019
1500-72-60	USH 010	MENASHA-REEDSVILLE	PSRS40	2019
1500-73-60	USH 010	MENASHA-REEDSVILLE	PSRS40	2019
1517-75-73	USH 010	USH 10 - USH 10/STH 441	RECSTE	2019
1560-02-70	USH 063	HAYWARD - DRUMMOND	PVRPLA	2019
1601-14-73	USH 045	MONICO - EAGLE RIVER	RSRF10	2019
1650-07-71	USH 061	MADISON STREET, C LANCASTER	RCND20	2019
1650-07-81	USH 061	MADISON STREET, C LANCASTER	RCND20	2019
2060-00-76	STH 038	S CHASE AVENUE, CITY OF MILWAUKEE	RECST	2019
2060-10-70	STH 038	HOWELL AVE - CITY MILWAUKEE	RECST	2019
2240-14-61	STH 036	LOOMIS ROAD	PSRS40	2019
2250-12-70	STH 020	MAIN ST/1ST ST VIL WATERFORD	RECSTE	2019
2310-17-70	STH 060	STH 60	RCND20	2019
3110-02-71	STH 059	ELKHORN ROAD, CITY OF WHITEWATER	RECST	2019
3110-06-70	STH 059	MILWAUKEE ST, CITY OF WHITEWATER	RECST	2019
3110-06-71	STH 059	MILWAUKEE ST, CITY OF WHITEWATER	RECST	2019
4140-19-71	STH 042	GIBRALTAR - SISTER BAY	RSRF30	2019
4570-12-71	STH 042	WALDO BLVD., CITY OF MANITOWOC	RECST	2019
4570-12-72	STH 042	WALDO BLVD., CITY OF MANITOWOC	RECST	2019
4580-11-60	STH 114	SHERWOOD-HILBERT	PSRS40	2019
5573-05-60	STH 136	REEDSBURG - BARABOO	RSRF20	2019
8140-00-70	STH 027	C HAYWARD, SOUTH DAKOTA AVENUE	PVRPLA	2019
8140-00-73	STH 027	C HAYWARD, SOUTH DAKOTA AVENUE	PVRP_O	2019
9180-23-71	STH 022	C SHAWANO, S MAIN & E GREEN BAY STR	RSRF10	2019
9180-23-72	STH 022	C SHAWANO, GREEN BAY STREET	RSRF10	2019
			<b>Total Projects for 2019</b>	<b>36</b>

ADA TRANSITION PLAN

Project ID	Highway	Project Limits	Improvement Concept Code	Year
1146-75-76	STH 015	STH 76-NEW LONDON	RECSTE	2020
1146-75-77	STH 015	STH 76-NEW LONDON	RECSTE	2020
1146-75-78	STH 015	STH 76-NEW LONDON	RECSTE	2020
1198-03-74	USH 002	C SUPERIOR, EAST SECOND STREET	RSRF20	2020
1330-32-70	STH 083	MUKWONAGO - WALES	RSRF30	2020
1517-75-74	USH 010	USH 10 - USH 10/STH 441	RECSTE	2020
1517-75-79	USH 010	USH 10 - USH 10/STH 441	RECSTE	2020
1550-06-74	USH 063	C SPOONER, RIVER STREET	RSRF20	2020
1550-22-71	USH 063	SPOONER - HAYWARD	RSRF30	2020
1693-05-72	STH 069	NEW GLARUS - VERONA	RECST	2020
2030-13-70	STH 100	108TH ST, CITY WEST ALLIS, GREENFLD	RCND10	2020
2220-02-70	USH 045	MILWAUKEE TO GREEN BAY ROAD	RSRF30	2020
2240-00-77	STH 036	MILWAUKEE AVENUE	RCND10	2020
2260-07-70	STH 011	DURAND AVE, CITY OF RACINE	RECST	2020
4075-33-71	STH 096	CITY OF KAUKAUNA, GREEN BAY ROAD	RECST	2020
4430-10-71	STH 042	ALGOMA-STURGEON BAY	RSRF20	2020
4540-27-71	STH 032	PORT WASHINGTON-CEDAR GROVE	RSRF20	2020
5070-01-71	STH 154	STH 58 - ROCK SPRINGS	RCND10	2020
5155-02-62	USH 014	EVANSVILLE - JANESVILLE	RCND20	2020
5163-09-72	STH 035	MAIN STREET, V OF STODDARD	RCND10	2020
5163-09-73	STH 035	MAIN STREET, VILLAGE OF STODDARD	RCND10	2020
5530-02-71	STH 080	HILLSBORO - NEW LISBON	RCND20	2020
5530-03-71	STH 080	HILLSBORO - NEW LISBON	RECST	2020
5845-04-72	USH 051	C STOUGHTON, W MAIN STREET	RSRF20	2020
6090-08-71	STH 049	VILLAGE OF BRANDON	PSRS40	2020
6140-01-63	STH 013	ADAMS - WISCONSIN RAPIDS	PSRS40	2020
6140-01-73	STH 013	ADAMS - WISCONSIN RAPIDS	RSRF10	2020
6243-08-70	STH 047	SHAWANO - NEOPIT	RSRF30	2020
6270-00-63	STH 049	WAUPACA - NORTHLAND	PSRS40	2020
6370-01-73	STH 153	C MOSINEE, 4TH ST AND MAIN ST	RSRF10	2020
6370-01-75	STH 153	C MOSINEE, WESTERN AVE AND 4TH ST	PVRPLA	2020
6370-01-76	STH 153	C MOSINEE, WESTERN AND 4TH	PVRPLA	2020
6600-00-61	STH 153	MOSINEE - ELDERON	PSRS40	2020
7120-02-73	STH 085	DURAND - EAU CLAIRE	RSRF20	2020
7130-08-73	STH 093	INDEPENDENCE - ELEVA	RSRF20	2020
8070-00-74	STH 046	C AMERY, KELLER AVENUE	RSRF10	2020
9560-02-74	USH 141	CITY OF NIAGARA	RECST	2020
9560-02-75	USH 141	CITY OF NIAGARA	RSRF20	2020
9650-17-70	STH 047	SHAWANO - NEOPIT	RCND10	2020
			<b>Total Projects for 2020</b>	<b>39</b>

ADA TRANSITION PLAN

Project ID	Highway	Project Limits	Improvement Concept Code	Year
1005-10-87	IH 039*	ILLINOIS STATE LINE - MADISON	RECSTE	2021
1180-00-75	USH 002	BRULE - INO	RSRF20	2021
1198-03-78	USH 002	C SUPERIOR, EAST SECOND STREET	RSRF20	2021
1310-10-70	STH 050	75TH ST, C KENOSHA/V PLEASANT PRAIR	RECSTE	2021
1560-00-70	USH 063	SPOONER - HAYWARD	RECST	2021
1560-00-80	USH 063	SPOONER - HAYWARD	RECST	2021
1580-31-71	USH 008	C LADYSMITH, LAKE AVENUE & E 3RD ST	RSRF20	2021
1590-18-61	USH 008	MONICO - LAONA	PSRS40	2021
1600-28-61	USH 045	MONICO - EAGLE RIVER	PSRS40	2021
1610-11-70	STH 013	PARK FALLS - MELLEEN	RSRF20	2021
1610-44-71	STH 013	C PHILLIPS, LAKE STREET	PVRPLA	2021
1620-01-62	STH 013	MARSHFIELD - ABBOTSFORD	PSRS20	2021
1650-07-72	USH 061	DICKEYVILLE - LANCASTER	PVRP_O	2021
2440-09-70	STH 020	WASHINGTON AVE, CITY OF RACINE	RECST	2021
3070-04-60	STH 073	I39 - COLUMBUS	RSRF30	2021
3200-01-72	USH 045	BRISTOL - UNION GROVE	RCND20	2021
3240-14-70	STH 032	SHERIDAN ROAD, CITY OF KENOSHA	RSRF30	2021
3706-01-60	STH 067	SHARON - WALWORTH	PSRS40	2021
4090-06-71	STH 067	VILLAGE OF CAMPBELLSPORT	RECST	2021
4090-06-72	STH 067	VILLAGE OF CAMPBELLSPORT	RECST	2021
4550-03-71	STH 067	ELKHART LAKE-KIEL	RSRF20	2021
4550-04-71	STH 067	PLYMOUTH-KIEL	RSRF30	2021
5120-03-72	STH 033	JACKSON STREET, C LA CROSSE	RCND10	2021
5245-02-72	STH 023	STH 11 - MINERAL POINT	RECST	2021
5350-01-73	USH 051	BELOIT - JANESVILLE	RSRF30	2021
5540-00-60	STH 027	PRAIRIE DU CHIEN - MT STERLING	RSRF20	2021
5540-00-70	STH 027	C PRAIRIE DU CHIEN, E BLACKHAWK AVE	RSRF20	2021
5569-00-71	USH 014	HUMES ROAD, C JANESVILLE	RECST	2021
6050-00-71	STH 022	WYOCENA - MONTELLO	RCND10	2021
6150-01-77	STH 022	C MONTELLO, CHURCH STREET	RECST	2021
6150-01-78	STH 022	C MONTELLO, CHURCH STREET	RECST	2021
6170-00-61	STH 021	COLOMA - REDGRANITE	PSRS40	2021
6190-21-60	STH 116	WAUKAU-OMRO	PSRS40	2021
6321-00-72	STH 073	PLAINFIELD - WISCONSIN RAPIDS	RSRF10	2021
6420-00-72	STH 049	WAUPACA - NORTHLAND	RSRF20	2021
6570-08-73	STH 055	SEYMOUR - ANGELICA	RSRF30	2021
7650-01-75	STH 029	PRESCOTT - RIVER FALLS	PVRPLA	2021
7650-02-73	STH 029	PRESCOTT - RIVER FALLS	RCND10	2021
8080-02-60	STH 035	CITY OF HUDSON, SECOND STREET	RSRF10	2021
8080-05-70	STH 035	VILLAGE NORTH HUDSON, 6TH STREET	RECST	2021
8080-05-72	STH 035	VILLAGE NORTH HUDSON, 6TH STREET	RECST	2021
8080-07-70	STH 035	CITY OF HUDSON, SECOND STREET	RECST	2021
8080-07-72	STH 035	CITY OF HUDSON, SECOND STREET	RECST	2021
9040-03-71	STH 017	RHINELANDER - EAGLE RIVER	PVRPLA	2021
9070-05-73	STH 070	FIFIELD - WOODRUFF	RSRF10	2021
9190-20-71	STH 032	VILLAGE OF PULASKI	RSRF30	2021
9190-27-71	STH 032	PULASKI - STH 22	RSRF20	2021
9220-04-72	STH 117	BONDUEL - CECIL	PVRPLA	2021
			<b>Total Projects for 2021</b>	<b>48</b>

ADA TRANSITION PLAN

Project ID	Highway	Project Limits	Improvement Concept Code	Year
1016-05-70	IH 090*	TOMAH - MAUSTON	RECST	2022
1112-06-73	USH 151	BEAVER DAM - FOND DU LAC	RECST	2022
1175-19-62	USH 051	MANITOWISH - HURLEY	PSRS40	2022
1300-09-70	STH 083	NORTHWEST HIGHWAY (STH 83)	RCND20	2022
1310-10-71	STH 050	75TH ST, C KENOSHA/V PLEASANT PRAIR	RECSTE	2022
1330-22-70	STH 083	STH 83	RSRF30	2022
1535-07-73	USH 010	MONDOVI - OSSEO	RSRF20	2022
1610-00-76	STH 013	MELLEN - ASHLAND	RCND10	2022
1641-02-72	USH 014	C LACROSSE, SOUTH AVENUE	RECST	2022
1641-02-82	USH 014	C LACROSSE, SOUTH AVENUE	RECST	2022
1646-08-72	USH 014	C WESTBY, N MAIN STREET	RECST	2022
1646-08-82	USH 014	C WESTBY, N MAIN STREET	RECST	2022
1650-06-72	USH 061	DICKEYVILLE - LANCASTER	RCND10	2022
2165-00-70	STH 181	GLENVIEW AVE, CITY OF MILWAUKEE	RECST	2022
2260-08-70	STH 011	DURAND AVE, CITY OF RACINE	RECST	2022
2270-04-70	STH 057	STH 57-VIL BROWN DEER & CITY MEQUON	RCND20	2022
2440-12-60	STH 020	WASHINGTON AVE, CITY OF RACINE	RSRF20	2022
2698-00-72	STH 020	EAST TROY - RACINE	PSRS40	2022
4670-10-71	STH 055	STOCKBRIDGE - KAUKAUNA	RSRF30	2022
5163-07-72	STH 035	GENOA - LACROSSE	RECST	2022
6075-00-73	STH 060	IH 39 - ARLINGTON	RSRF20	2022
6085-02-73	STH 019	WAUNAKEE - SUN PRAIRIE	RECST	2022
6918-01-72	USH 051	C PORTAGE, WISCONSIN & DEWITT STS	RECST	2022
6999-02-79	BUS 051*	WAUSAU, GRAND AVENUE	RCND10	2022
8010-00-70	STH 035	V SUPERIOR, TOWER AVENUE	RSRF20	2022
8590-23-71	STH 040	BLOOMER - BRUCE	COLD10	2022
8600-02-73	STH 178	CHIPPEWA FALLS - CORNELL	RSRF20	2022
8630-03-82	STH 170	GLENWOOD CITY - COLFAX	RSRF10	2022
8949-00-71	USH 012	HUDSON - BALDWIN	RSRF20	2022
9170-12-71	STH 032	GILLETT-MOUNTAIN	RSRF20	2022
			<b>Total Projects for 2022</b>	<b>30</b>

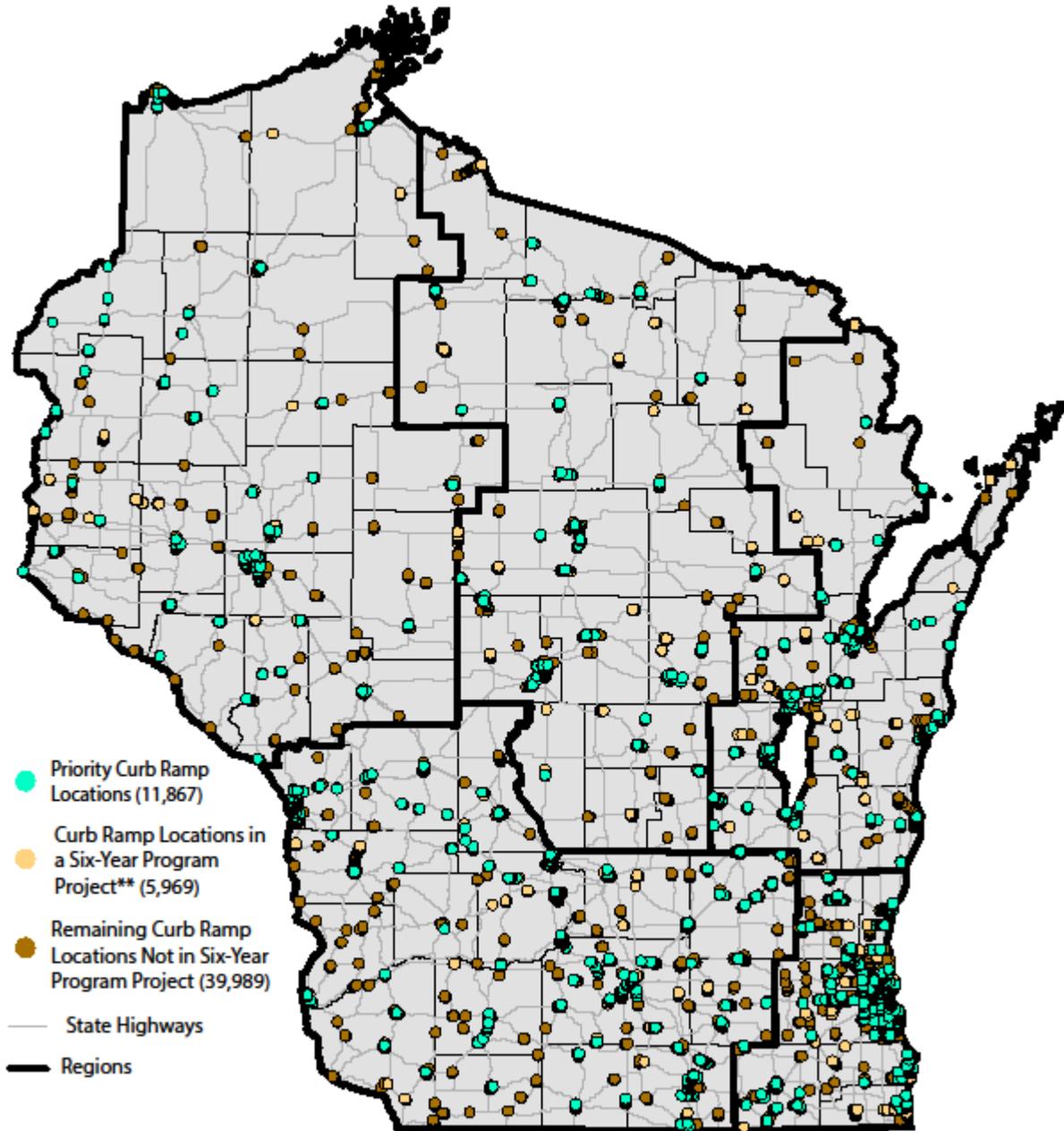
ADA TRANSITION PLAN

Project ID	Highway	Project Limits	Improvement Concept Code	Year
1170-19-72	USH 051	MINOCQUA - MANITOWISH	PVRPLA	2023
1310-04-70	STH 050	75TH ST, VILLAGE OF PADDOCK LAKE	RCND20	2023
1310-10-73	STH 050	75TH ST, C KENOSHA/V PLEASANT PRAIR	RECSTE	2023
1380-02-70	STH 167	MEQUON ROAD, CITY OF MEQUON	RCND10	2023
1570-05-73	USH 008	TURTLE LAKE - CAMERON	RSRF30	2023
1570-06-72	USH 008	CAMERON - LADYSMITH	RSRF20	2023
1602-10-71	USH 045	T ELCHO, ANTIGO STREET	PVRPLA	2023
1620-02-77	STH 080	C OF PITTSVILLE	PVRPLA	2023
1620-03-73	STH 013	C OF ABBOTSFORD	RSRF10	2023
1620-03-74	STH 013	C OF COLBY; C OF ABBOTSFORD	RSRF10	2023
2225-13-70	STH 032	LAKE DR, VILLAGE OF SHOREWOOD	RECST	2023
2718-15-70	STH 164	CHINOOK PASS, TOWN OF WAUKESHA	RCND10	2023
3150-06-70	USH 014	USH 14	RCND20	2023
3220-07-70	STH 158	52ND STREET, CITY OF KENOSHA	RCND10	2023
3240-09-70	STH 032	SHERIDAN ROAD, CITY OF KENOSHA	RSRF30	2023
3575-02-73	USH 012	C FORT ATKINSON, WHITEWATER AVENUE	RSRF20	2023
4070-00-70	USH 045	FOND DU LAC AVENUE	RSRF30	2023
4085-33-71	STH 032	HILBERT-GREEN BAY	RSRF30	2023
4085-60-71	STH 032	KIEL-NEW HOLSTEIN	RSRF20	2023
5940-02-60	STH 133	MUSCODA - LONE ROCK	RSRF10	2023
6140-01-66	STH 013	V OF FRIENDSHIP	PSRS20	2023
6230-14-71	STH 054	SHIOCTON - SEYMOUR	RSRF20	2023
6240-22-72	STH 047	S. MAIN STREET, V OF BLACK CREEK	RECST	2023
6240-29-71	STH 047	S MAIN STREET, V OF BLACK CREEK	RSRF10	2023
6280-00-60	STH 066	STEVENS POINT - ROSHOLT	PSRS40	2023
6320-00-73	STH 073	PLAINFIELD - WISCONSIN RAPIDS	RSRF20	2023
8060-00-70	STH 035	SOMERSET - ST CROIX FALLS	PVRPLA	2023
8130-01-70	STH 070	SPOONER - STONE LAKE	RSRF20	2023
8620-00-73	STH 040	BLOOMER - BRUCE	RSRF20	2023
9080-14-72	STH 070	WOODRUFF - EAGLE RIVER	RSRF30	2023
9130-03-72	STH 032	WABENO - CRANDON	RCND10	2023
9160-19-71	STH 064	POUND-MARINETTE	RSRF20	2023
9180-20-71	STH 022	CITY OF GILLET	RECST	2023
9180-32-71	STH 022	CITY OF GILLETT	RSRF10	2023
<b>Total Projects for 2023</b>				<b>34</b>
<b>Total Projects</b>				<b>234</b>

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

G. Priority Curb Ramp Locations

# Priority Curb Ramp Locations\*



\*Priority Curb Ramp locations identified based on locations not in the six-year program and prioritization criteria applied (existing conditions, safety, pedestrian generators).  
 \*\*Curb ramp locations in a six-year program project that meets the definition of an ADA alteration.



0 10 20 30 40 Miles

H. Alterations Through Resurfacing

**U.S. Department of Justice**  
Civil Rights Division  
*Disability Rights Section*



U.S. Department of Transportation  
**Federal Highway Administration**

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

Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are *altered* to provide curb ramps where street level pedestrian walkways cross curbs.<sup>2</sup> This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

An alteration is a change that affects or could affect the usability of all or part of a building or facility.<sup>3</sup> Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, *resurfacing*, widening, and projects of similar scale and effect.<sup>4</sup> Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

Without curb ramps, sidewalk travel in urban areas can be dangerous, difficult, or even impossible for people who use wheelchairs, scooters, and other mobility devices. Curb ramps allow people with mobility disabilities to gain access to the sidewalks and to pass through center islands in streets. Otherwise, these individuals are forced to travel in streets and roadways and are put in danger or are prevented from reaching their destination; some people with disabilities may simply choose not to take this risk and will not venture out of their homes or communities.

Because resurfacing of streets constitutes an alteration under the ADA, it triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced streets. See *Kinney v. Yerusalim*, 9 F 3d 1067 (3rd Cir. 1993). This obligation has been discussed in a variety of technical assistance materials published by the Department of Justice beginning in 1994.<sup>5</sup> Over the past few years, state and local governments have sought further guidance on the scope of the alterations requirement with respect to the provision of curb ramps when streets, roads or highways are being resurfaced. These questions have arisen largely due to the development of a variety of road surface treatments other than traditional road resurfacing, which generally involved the addition of a new layer of asphalt. Public entities have asked the Department of Transportation and the Department of Justice to clarify whether particular road surface treatments fall within the ADA definition of alterations, or whether they should be considered maintenance that would not trigger the obligation to provide curb ramps. This Joint Technical Assistance addresses some of those questions.

### **Where must curb ramps be provided?**

Generally, curb ramps are needed wherever a sidewalk or other pedestrian walkway crosses a curb. Curb ramps must be located to ensure a person with a mobility disability can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street. However, the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use. Nor are curb ramps required in the absence of a curb, elevation, or other barrier between the street and the walkway.

### **When is resurfacing considered to be an alteration?**

Resurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling. Examples include, but are not limited to the following treatments or their equivalents: addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, micro-surfacing and thin lift overlays, cape seals, and in-place asphalt recycling.

### **What kinds of treatments constitute maintenance rather than an alteration?**

Treatments that serve solely to seal and protect the road surface, improve friction, and control splash and spray are considered to be maintenance because they do not significantly affect the public's access to or usability of the road. Some examples of the types of treatments that would normally be considered maintenance are: painting or striping lanes, crack filling and sealing, surface sealing, chip seals, slurry seals, fog seals, scrub sealing, joint crack seals, joint repairs, dowel bar retrofit, spot high-friction treatments, diamond grinding, and pavement patching. In some cases, the combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps.

### **What if a locality is not resurfacing an entire block, but is resurfacing a crosswalk by itself?**

Crosswalks constitute distinct elements of the right-of-way intended to facilitate pedestrian traffic. Regardless of whether there is curb-to-curb resurfacing of the street or roadway in general, resurfacing of a crosswalk also requires the provision of curb ramps at that crosswalk.

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<sup>1</sup> The Department of Justice is the federal agency with responsibility for issuing regulations implementing the requirements of title II of the ADA and for coordinating federal agency compliance activities with respect to those requirements. Title II applies to the programs and activities of state and local governmental entities. The Department of Justice and the Department of Transportation share responsibility for enforcing the requirements of title II of the ADA with respect to the public right of way, including streets, roads, and highways.

<sup>2</sup> See 28 CFR 35.151(i)(1) (Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway) and 35.151(if)(2) (Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways).

<sup>3</sup> 28 CFR 35.151(b)(1).

<sup>4</sup> 2010 ADA Accessibility Standards, section 106.5.

<sup>5</sup> See 1994 Title II Technical Assistance Manual Supplement, Title II TA Guidance: The ADA and City Governments: Common Problems; and ADA Best Practices Tool Kit for State and Local Governments: Chapter 6, Curb Ramps and Pedestrian Crossings under Title II of the ADA, available at [ada.gov](http://ada.gov).

## **Glossary of Terms for DOJ/FHWA Joint Technical Assistance on the ADA Title II Requirements to Provide Curb Ramps When Streets Roads or Highways are Altered Through Resurfacing**

This glossary is intended to help readers understand certain road treatments referenced on page 2 of the DOJ/FHWA Joint Technical Assistance on the ADA Title II Requirements to Provide Curb Ramps When Streets Roads or Highways are Altered Through Resurfacing. The definitions explain the meaning of these terms from an engineering perspective and are provided in the order in which they appear in the Technical Assistance document.

### **Treatments that are considered alterations of the road surface**

**Reconstruction** – Reconstruction refers to removing all or a significant portion of the pavement material and replacing it with new or recycled materials. This may include full-depth reclamation, where the pavement surface is demolished in place and new pavement surface is applied. In addition, reconstruction may also include grinding up a portion of the pavement surface, recycling it and placing it back, and then adding a wearing surface, such as in cold in-place asphalt recycling. Reconstruction often includes widening or geometrical changes to the roadway profile.

**Rehabilitation** – Rehabilitation refers to significant repairs made to a road or highway surface, including activities such as full slab replacement, filling voids under slabs (slabjacking), widening, and adding additional structural capacity.

**Open-graded surface course** – Open-graded surface course, also known as “open-graded friction course,” involves a pavement surface course that consists of a high-void, asphalt concrete mix that permits rapid drainage of rainwater through the course and off the shoulder of the road. The mixture consists of either Polymer-modified or rubber-modified asphalt binder, a large percentage of one-sized coarse aggregate, and a small amount of fibers. This treatment prevents tires from hydroplaning and provides a skid-resistant pavement surface with significant noise reduction.

**Microsurfacing** – Microsurfacing involves spreading a properly proportioned mixture of polymer modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives, on a paved surface. Microsurfacing differs from slurry seal in that it can be used on high volume roadways to correct wheel path rutting and provide a skid resistant pavement surface.

**Thin lift overlays** – Thin lift overlays are thin applications of mixtures of hot mix asphalt. Thin lift overlays may also require some milling along curbs, manholes, existing curb cuts, or other road structures to assure proper drainage and cross slopes.

**Cape seal** – A cape seal is a thin surface treatment constructed by applying a slurry seal or microsurfacing to a newly constructed chip seal. It is designed to be an integrated system where the primary purpose of the slurry is to fill voids in the chip seal.

**In-place asphalt recycling** – In-place asphalt recycling is a process of heating and removing around 1-2 inches of existing asphalt and remixing the asphalt with the addition of a binder additive and possible aggregate to restore the wearing surface for placement and compaction. All of this is performed in a train of equipment.

**Treatments that are considered maintenance of the road surface**

**Crack filling and sealing** – Crack filling and sealing involves placing elastomeric material directly into cracks in pavement.

**Surface sealing** – Surface sealing involves applying liquid sealant to pavement surface in order to stop water penetration and/or reduce oxidation of asphalt products. Sand is sometimes spread over liquid to absorb excess material.

**Chip seals** – Chip Seals involve placing graded stone (chips) on liquid emulsified asphalt sprayed on pavement surface. The surface is rolled to enable seating of chips.

**Slurry seal** – Slurry seals involve spraying a mixture of slow setting emulsified asphalt, well graded fine aggregate, mineral filler, and water on the pavement surface. It is used to fill cracks and seal areas of old pavements, to restore a uniform surface texture, to seal the surface to prevent moisture and air intrusion into the pavement, and to improve skid resistance.

**Fog seals** – Fog seals are a type of surface sealing.

**Scrub sealing** – Scrub sealing is type of surface sealing

**Joint crack seals** – Joint crack seals are usually associated with concrete pavement. This work consists of routing and cleaning existing cracks and joints and resealing to prevent water and non-compressibles from entering into the pavement joints and subgrade materials.

**Joint repairs** – Joint repairs are usually associated with concrete pavement. This work consists of selectively repairing portions of the pavement where the slabs are generally in good condition, but corners or joints are broken. The depth of the patch could be full depth or partial depth.

**Dowel retrofit** – Dowel retrofits are usually associated with concrete pavement. This work involves the installation of dowel bars connecting slabs in existing pavements. Pavement with dowel bar retrofits can have life extensions of as much as 20 years. Its application is almost exclusively on high-speed Interstate highways.

**Spot high-friction treatments** – Spot high-friction treatments involve using epoxy based resin liquids as a binder for an aggregate with high-friction properties. These are used in locations where drivers are frequently braking and the pavement surface has less resistance to slipping.

**Diamond grinding** – Diamond grinding involves using a gang saw to cut grooves in the pavement surface to restore smoothness and eliminate any joint faulting.

**Pavement patching** – Pavement patching involves selectively repairing portions of the pavement where the slabs are generally in good condition, but corners or joints are broken. The depth of the patch could be full depth or partial depth.

I. Glossary of Terms

**Accessible** - Describes a site, building, facility or portion thereof that complies with the Americans with Disabilities Act.

**ADA Accessibility Guidelines (ADAAG)** – Also known as the 2010 ADA Standards for Accessible Design, contains the scoping and technical requirements for accessibility to buildings and facility sites.

**Alteration** – A change that affects or could affect the usability of all or part of a building or facility. See Appendix C for further explanation and examples of alterations related to resurfacing and maintenance.

**Civil Rights Act of 1991** – To amend the Civil Rights Act of 1964 to strengthen and improve Federal Civil Rights laws, to provide for damages in cases of intentional employment discrimination, to clarify provisions regarding disparate impact actions, and for other purposes.

**Curb** – A vertical or rolled transition from the roadway or gutter to the sidewalk or planting strip.

**Curb Ramp** – A combined ramp and landing to accomplish a change in level at a curb. This element provides street and sidewalk access to pedestrians using a wheelchair or with mobility issues.

**Detectable Warnings** – A distinctive surface pattern of truncated domes detectable by cane or underfoot. They are used to indicate to people with visual impairments of a change from the pedestrian way/sidewalk to vehicular way that is the entering into a street, railroad, or hazardous drop-off at transit platforms.

**Egress** – A continuous and unobstructed way of exit travel from any point in a building or facility to a public way. A means of egress comprises vertical and horizontal travel which may include doorways, corridors or ramps.

**Element** – An architectural or mechanical component of a facility, space, site or public rights-of-way.

**Facility** – All or any portion of buildings, structures, site improvements, equipment, roads, walks, passageways, parking lots or other real or personal property located on a public right-of-way.

**Public Right-of-Way (ROW or R/W)** – a type of easement granted or reserved over the land for transportation purposes, this can be for highway, public footpath, bike trails or electrical transmission lines.

**Sidewalk** – The portion of a highway between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, constructed for use of pedestrians.

**Tactile** – Describes an object which can be perceived using the sense of touch.

**Truncated Domes** – Are the only curb ramp detectable warning field meeting ADA requirements and PROWAG. They have specific dimensions that must be followed.

**TTY (Tele-Typewriter)** – A device similar to a typewriter which has a small readout. Employs interactive text-based communications through the transmission of coded signals across the standard telephone network. Text telephones are also sometimes referred to as TDD machines (telecommunications devices for deaf persons); however not common.

J. Public Involvement Plan including Comments and Results**RESULTS**

WisDOT's ADA Transition Plan began a 30-day public comment period on Oct. 3, 2018. The department integrated several communication methods to build public interaction with the plan.

**A news release:** <https://wisconsindot.gov/Pages/about-wisdot/newsroom/news-rel/100318-public-comment-ada-plan.aspx> Published in:

- Superior Telegram: <http://www.superiortelegram.com/business/transportation/4509135-wisdot-seeks-input-ada-transportation-issues>
- Rice Lake Chronotype: [http://www.apg-wi.com/rice\\_lake\\_chronotype/free/public-comment-period-open-on-wisdot-ada-transition-plan/article\\_e0f4a224-c7de-11e8-ba9d-c3151cd727b5.html](http://www.apg-wi.com/rice_lake_chronotype/free/public-comment-period-open-on-wisdot-ada-transition-plan/article_e0f4a224-c7de-11e8-ba9d-c3151cd727b5.html)
- Shawano Leader: <https://www.shawanoleader.com/articles/2018/10/10/dot-invites-input-disability-plan>
- AASHTO DOT News: <http://news.transportation.org/Pages/StateDotNewsDetail.aspx?MessageId=62964>

**Website:** [www.wisconsindot.gov/ADA](http://www.wisconsindot.gov/ADA) was launched several days before the public comment period. We published a full draft of the report and used Select Survey to bring in comments. We used a "short URL" to help make the site easier for people to remember for later use.

- Select Survey was turned off 11/5/2018.
  - There were 212 clicks into the survey, and three responses
- Other responses came through email.
  - There was a total of 20 comments.

**Social Media:**

- Facebook posts on Oct. 10 and 17 were used to filter people to the ADA plan website.
  - A total of 2,671 people reached and 32 clicks
- Twitter posts on Oct. 4, 8, 17, 19, 23, 25, 30 and 31
  - 14,298 impressions (meaning it was in front of that many people via the feed)
  - 68 engagements (meaning people enlarged photos or interacted with the post in some way)
  - 26 link clicks (to the ADA website)

**Direct Stakeholder Contact:** ADA Program Manager Taqwanya Smith met with the Council on Disabilities. Additionally, electronic communications about the public comment period were sent to:

- 48 organizations that work on ADA issues.
- ADA coordinators for county and city governments as well as universities.
- 14 metropolitan planning organizations (MPOs) and 9 Regional Planning Commissions (RPCs).

**White Cane Day:** The department put together a communications package on White Cane Day 10/15 to talk about safety for visually impaired pedestrians. We did a Connector newsletter story and social media, which included links to the ADA plan web site. ADA comments were not primary goal of this communication, but the opportunity was included due to the topic.

- White Cane Day Facebook post reached 9,865 people and generated 188 reactions and 494 clicks.

**DMV Boards:** WisDOT ran the attached image on DMV monitors at twenty-one (21) of our larger DMV Service Centers Oct 10 – Nov 2, 2018. The 21 DMV service centers serve roughly 40,000 customers in a week. The message image invited public opinion.



## COMMENTS

WisDOT received a number of comments during the public comment period and continues to invite input on the plan through its website. WisDOT will coordinate internally with appropriate program areas to address each comment. Below are the comments that were received. These comments have been organized into topic areas similar to how the ADA Transition Plan is outlined.

### Program Administration

“First, I want to compliment the DOT on developing a comprehensive ADA transition plan. Many other agencies have fallen far short on this obligation and I appreciate the effort here. Similarly, having an ADA coordinator that is in place and visible.”

### Effective Communications

Accessibility issues with wisconsin.gov: Site does not meet WCAG 2.0 A Guidelines. This is surprising because most government sites are mandated to be accessible. It is clear that accessibility was considered in part (most images have alt text, etc.), but there are several errors and quite a few structural problems. This was just with the homepage; the site is huge. A couple of other pages had similar issues as the homepage, and we didn't get into testing online forms for accessibility.

Errors in homepage:

1. Two images without alt text (they should be marked decorative). Screen readers won't be able to tell if there is something they are missing; they will only know that there is an image without a description.
2. 9 empty links – these are bad for a screen reader.

Other principles of accessibility not being followed on homepage:

1. 13 Redundant links (same link repeated two times adjacent)– bad for screen readers
2. Poor page structure – should use heading levels to allow screen reader to navigate through page.
  - a. On home page, there is no H1 (there should be), and the title is labeled H5.
  - b. Other elements are H2 and H3, and not reflective of the logical page structure
3. Tiny font for menus and poor contrast between background and text in some areas.

Need to ensure that all developers are familiar with accessibility guidelines and evaluation tools throughout the development process and whenever updates or changes are made.

Need to work with groups of people with disabilities to make sure new site is accessible. Evaluation tools can't catch many accessibility issues. It's important to have testers using screen readers, evaluate for low vision issues, etc.

### Notice to the Public

“I looked over WisDOT's 2018 Transition Plan and found the Title VI and ADA Notice was on one document and same for the Grievance Policy. I'm not sure about US DOJ's take on have one combined Notice and Grievance Policy, reason being they provide attached for these two documents on what the City of Milwaukee needed to adopt. I've included their attachments and then our final document for each.”

Also, the WisDOT Public Hearing Press Release Template has been updated but there is still an issue that needs to be correct.

1. The second to last paragraph states ... The meeting facility is wheelchair accessible. Deaf or hard of hearing persons needing assistance may call the Wisconsin Telecommunication Relay System (dial 711). To allow time for arranging assistance, please call no later than three working days prior to the hearing.
2. Please note calling 711 is used by individuals who are deaf, hard of hearing, have speech impediments, etc. to access the Wisconsin Relay System (WRS) as third party to relay conversations between the individual with a disability and another individual with who they wish to speak. The WRS operator will ask the individual what phone number they wish to call, you cannot just call 711 and speak to the desired party. The project manager or responsible party conducting the public meeting should have their name listed on the Public Hearing Press Release.

### **Complaint Procedure**

“Second, I think it is great that you offer several different methods for filing a disability discrimination complaint.”

### **Self-Evaluation**

“I would propose two additions to the State Highway Curb Ramps and Sidewalk ADA Inventory Database, if they are not already present.”

1. The name, address and phone number of the agency responsible for snow removal.
2. An indicator for camera monitoring of location.

“I would also propose that all locations in the State Highway Curb Ramps and Sidewalk ADA Inventory Database have camera monitoring as a safety requirement. Camera quality should be such that local law enforcement may be able to use video for crime monitoring.”

Accessible tables for addressing personal care needs in restrooms is essential. No one wants to have their bathroom needs address by laying on the floor or struggling while sitting. Hi - lo tables are great. But even a stationary adult chaining table is better than the bathroom floor.

Curb ramps. Many people with I/DD use mobility equipment—including wheelchairs, walkers—or have challenges with balance or vision and need a flat inclined surface rather than a step to access public transit and pedestrian areas.

Accessible doors. Accessible entryways are critical for many people with I/DD who have mobility equipment or who have muscle weakness that can make pushing or pulling heavy doors difficult.

Investment in family and single-occupancy non-gender specific restrooms. People with I/DD may have specific personal care needs that require assistance from paid caregivers or family members. Assisting with personal cares often requires additional space that may involve a caregiver that is a different gender than the person with disability they are assisting.

Image-based signage. Clear signage that minimizes words and uses symbols to represent meaning benefit people with I/DD who are visually impaired or who are non-readers.

Parking. Expanding the number of parking spots that can accommodate side loading lift vans as well as parking enforcement benefits people with I/DD and their families and caregivers who rely on specialized vehicles.

Since you've already taken the first step in banning air fresheners and scented soaps in your rest stop restrooms, will you consider additional policies to improve access/accommodation for those with fragrance allergies? To this end, will cleaning products @ rest stops be fragrance free in order to provide access and accommodation for those who have adverse reactions to fragrance due to asthma, fragrance allergies, chemical sensitivities, as well those whose migraines are induced by fragrance, etc.? In addition, will you consider implementing a 'no fragrance' policy for those who work at DOT facilities to increase access/accommodation for the above-mentioned groups? Thank you for your consideration.

### **Transition Plan**

Furthermore, there are significant concerns with the time it is taking for the Department of Transportation to come into compliance with the Americans with Disabilities Act (ADA). The ADA was passed in 1990, now more than 28 years ago. This plan contemplates activities over the next 6 years taking us until 2024, some 34 years after the law's passage. Despite that length of time, by my calculations even if all the six-year program projects are completed and all the priority curb ramp locations under other projects are also completed, there will still be over 15,000 curb ramps either absent or missing detectable warnings at that time. This is not acceptable. People with disabilities should not have to wait close to 40 years to safely cross the street. I urge you to move up your project schedule and ask the legislature for more money to complete these projects if necessary. The disability community would support DOT in any such request.

### **General**

People with disabilities can hardly afford groceries they rely on transportation that is affordable to get them where they need to be. Please consider the low income of this population before taking away services.

"My question is what is being done to involve the 1 million people who directly look at this from the perspective of how people with disabilities are served or not served well by the WisDOT? I find government challenge to do justice to these Survey attempts and efforts. There should be 100s of thousands of people responding, and I bet you only get hundreds or 1 thousand responses tops. I have experienced state business opening up to the public and it is a dismally small number aware that the format is available. This is an issue and one I expect WisDOT to solve. I am facilitating One Team Wisconsin which provides that the over 5 million people of Wisconsin are available to notify about WisDOT business. My expectation is that WisDOT will establish an outreach effort to be a better neighbor to the faith-based community, service organizations, the educational sector, and the business realm. It is in this way we can leverage sufficient social capital to expect response."

**DIRECT STAKEHOLDER CONTACT**

WisDOT contacted 37 organizations representing individuals with disabilities, 4 statewide councils representing individuals with disabilities, and 5 consortium of groups representing individuals with disabilities inviting them to participate in the development of the plan by submitting comments.

Organizations representing individuals with disabilities	
Access to Independence, Inc.	Independent Living, Inc.
Advanced Employment, Inc.	Independent Living Resources
Aging and Disability Resource Center	Journey Mental Health Center
ARC Milwaukee Inc.	Madison Area Rehabilitation Centers, Inc.
ARC – Wisconsin Disability Association, Inc.	Movin’ Out Inc.
Autism Society of Minnesota	Muscular Dystrophy Association - Green Bay
Bear Creek Services	Muscular Dystrophy Association - Milwaukee
Broadscope Disability Services	NAMI Dane County
Chrysalis, Inc.	National Alliance on Mental Illness – NAMI WI
Community Works Services Inc.	National Multiple Sclerosis Society WI Chapter
Cornucopia Inc.	Statutory Council on Blindness
Council for the Deaf and Hard of Hearing	The ARC Dane County
DHS Blind or Visually Impaired Information & Services	Three Gaits, Inc.
DHS Office of Deaf and Hard of Hearing	United Cerebral Palsy of Greater Dane County
Disability Pride Madison	Variety – the Children’s Charity of Wisconsin
Disability Rights Wisconsin	VSA Wisconsin, Inc.
Easter Seals Wisconsin	Wisconsin Academy of Graduate Service Dogs
Epilepsy Foundation Heart of Wisconsin, Inc.	Wisconsin Badger Camp, Inc.
Epilepsy Foundation of Southeast Wisconsin Inc.	Wisconsin Board for People with Developmental Disabilities
Family Support and Resource Center, Inc.	Wisconsin Council of the Blind and Visually Impaired
Governor’s Committee for People with Disabilities	Wisconsin Council for Physical Disabilities
Imagine a Child’s Capacity	WI Educational Services Program for the Deaf & Hard of Hearing
Independence First, Inc.	Wisconsin Institute for Learning Disabilities/Dyslexia Inc.
Independent Living Council of Wisconsin	

**THE TIMELINE**

An integral part of the continuing success of meeting WisDOT’s ADA/504 compliance is the voice of the community. In October, a public comment period was held and invitations were sent to organizations representing individuals with disabilities and others inviting them to provide input on the plan.

Timeline of Activities	
October 3 – November 2	Initial public comment period
Oct 3	News Release
Oct 3	Plan published on WisDOT website
Oct 3, Oct 29 and Nov 2	Invitation for comment sent to organizations representing people with disabilities
Oct 3, Oct 29, and Nov 2	Invitation for comment sent to city and county ADA Coordinators, UW System ADA Coordinators, and MPO/RPCs
Oct 4 - 31	Tweets – 2 times per week
Week of Oct 1	Employee bulletin
Oct 10 and 17	Facebook posts
Oct 10 - Nov 2	DMV Electronic Message Boards
Oct 12	Newsletter
Oct 18	Meeting with Wisconsin Council on Physical Disabilities
May 22	Invitation for comment sent to public libraries

*ADA Transition Plan Notices and Requests for Comment*

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[Print](#)

## State DOT News

### NEWS: Public Comment Period Open on WisDOT 2018 ADA Transition Plan

Wisconsin Department of Transportation

October 3, 2018

**For more information, contact:**

WisDOT Office of Public Affairs

608/266-3581, [opa.exec@dot.wi.gov](mailto:opa.exec@dot.wi.gov)

#### Public Comment Period Open on WisDOT 2018 ADA Transition Plan

The Wisconsin Department of Transportation invites the public to review and offer comments on the 2018 Americans with Disabilities Act (ADA) Transition Plan.

Public comments on the plan will be used to help guide the department's strategy for ADA improvements moving forward. The full plan and information about public comments can be found online at:

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

WisDOT encourages anyone interested, including individuals with disabilities or organizations that serve individuals with disabilities, to participate in the public comment period **through Nov. 2, 2018**.

"WisDOT is committed to providing a safe, efficient and accessible transportation system for all," said Secretary Dave Ross. "The ADA Transition Plan is an opportunity for the department to focus on what we can do to enhance service for our fellow Wisconsinites who may have diminished vision or hearing as well as mobility issues."

The 2018 Transition Plan includes a searchable inventory of more than 45,000 curb ramps throughout the state highway system to help guide future improvement priorities.

The Transition Plan is an update on the policies, procedures and practices that fulfill the requirements of Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990.

All WisDOT roadside facilities are built to current ADA standards at the time of planning and construction. Older facilities continue to receive updates as part of planned improvements and as resources are available.

###

NOTE: View this document online at the WisDOT Newsroom: <http://wisconsindot.gov/Pages/about-wisdot/newsroom/default.aspx>.

[www.511wi.gov](http://www.511wi.gov)

[www.facebook.com/WisDOT](https://www.facebook.com/WisDOT)

[www.twitter.com/WisconsinDOT](https://www.twitter.com/WisconsinDOT)

Submitted by [opa.exec@dot.wi.gov](mailto:opa.exec@dot.wi.gov) on 10/3/2018 5:19:37 PM

<http://www.superiortelegram.com/business/transportation/4509135-wisdot-seeks-input-ada-transportation-issues>

## **WisDOT seeks input on ADA transportation issues**

By [Superior Telegram](#) on Oct 5, 2018 at 7:53 a.m.

The Wisconsin Department of Transportation is looking for the public's opinion on the 2018 Americans with Disabilities Act Transition Plan.

Public comments on the plan will be used to help guide the department's strategy for ADA improvements moving forward. The full plan and information about public comments can be found at [wisconsindot.gov/Pages/doing-bus/civil-rights/titlevi-ada/ADAcpliance.aspx](http://wisconsindot.gov/Pages/doing-bus/civil-rights/titlevi-ada/ADAcpliance.aspx).

WisDOT encourages anyone interested, including individuals with disabilities or organizations that serve individuals with disabilities, to participate in the public comment period through Nov. 2.

"WisDOT is committed to providing a safe, efficient and accessible transportation system for all," Secretary Dave Ross said. "The ADA Transition Plan is an opportunity for the department to focus on what we can do to enhance service for our fellow Wisconsinites who may have diminished vision or hearing as well as mobility issues."

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[http://www.apg-wi.com/rice\\_lake\\_chronotype/free/public-comment-period-open-on-wisdot-ada-transition-plan/article\\_e0f4a224-c7de-11e8-ba9d-c3151cd727b5.html](http://www.apg-wi.com/rice_lake_chronotype/free/public-comment-period-open-on-wisdot-ada-transition-plan/article_e0f4a224-c7de-11e8-ba9d-c3151cd727b5.html)

## Public comment period open on WisDOT 2018 ADA transition plan

❖ Oct 6, 2018

The Wisconsin Department of Transportation invites the public to review and offer comments on the 2018 Americans with Disabilities Act (ADA) Transition Plan.

Public comments on the plan will be used to help guide the department's strategy for ADA improvements moving forward. The full plan and information about public comments can be found online at: <https://wisconsindot.gov/Pages/doing-bus/civil-rights/titlevi-ada/ADAAcompliance.aspx>

WisDOT encourages anyone interested, including individuals with disabilities or organizations that serve individuals with disabilities, to participate in the public comment period **through Nov. 2, 2018**.

“WisDOT is committed to providing a safe, efficient and accessible transportation system for all,” said Secretary Dave Ross. “The ADA Transition Plan is an opportunity for the department to focus on what we can do to enhance service for our fellow Wisconsinites who may have diminished vision or hearing as well as mobility issues.”

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<https://www.shawanoleader.com/articles/2018/10/10/dot-invites-input-disability-plan>



[Home](#) ›

## DOT invites input on disability plan

Submitted by admin on Wed, 10/10/2018 - 02:26

The Wisconsin Department of Transportation invites the public to review and offer comments on the 2018 Americans with Disabilities Act Transition Plan.

Comments on the plan will be used to help guide the department's strategy for ADA improvements moving forward. The full plan and information about public comments can be found online at:

<https://wisconsindot.gov/Pages/doing-bus/civil-rights/titlevi-ada/ADAcom...>. The public comment period is open through Nov. 2.

The 2018 Transition Plan includes a searchable inventory of more than 45,000 curb ramps throughout the state highway system.

All WisDOT roadside facilities are built to current ADA standards at the time of planning and construction. Older facilities continue to receive updates as part of planned improvements and as resources are available.

[https://www.facebook.com/pg/WisDOT/posts/?ref=page\\_internal](https://www.facebook.com/pg/WisDOT/posts/?ref=page_internal)



**Wisconsin Department of Transportation**

• October 10 at 5:10 PM •

WisDOT's ADA program coordinates with other government agency ADA programs to best serve people with disabilities. We're calling on the public for additional collaboration. Read the 2018 ADA Transition Plan and submit a comment before Nov. 2 on how to improve: <http://bit.ly/2DSJRtq> #AccountableGov





**Wisconsin Department of Transportation**

· October 17 at 4:33 PM ·

Roughly 45,000 ADA features throughout the state highway system were recently inventoried to help guide future improvement. You can guide us toward improvement, too. Read the 2018 ADA Transition Plan and submit a comment by Nov. 2 to keep us driving forward. <http://bit.ly/2DSJRtq> #AccountableGov

A graphic for the ADA Transition Plan. It features a black banner at the top with the text "ADA TRANSITION PLAN" in white. Below the banner, the text "We'd like your opinion" is displayed in black, followed by the URL "wisconsindot.gov/ada" in blue. Underneath the text is a row of seven black silhouettes of people holding hands, including two individuals in wheelchairs. The graphic is set against a blue background with a white Wisconsin Department of Transportation logo in the bottom right corner.

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