

2023 ADA TRANSITION PLAN



Wisconsin Department of Transportation

Published for Comment 8/28/23

Submitted to FHWA 10/2/23

THIS PAGE LEFT INTENTIONALLY BLANK

TABLE OF CONTENTS

INTRODUCTION 3

CURB RAMPS..... 4

TRAINING 6

POLICIES AND PROCEDURES 7

PUBLIC INVOLVEMENT 8

APPENDIX..... 9

 NOTICE TO THE PUBLIC..... A

 ADA WEBSITE B

 TITLE VI AND ADA COMPLAINT FORM..... C

 ADA FACILITY COMPLAINT FORM D

 CURB RAMPS AND SIDEWALK ADA INVENTORY DATABASE GIS MAP E

 SIX-YEAR PROGRAM PROJECTS COMPLETED IN 2022 F

 SIX-YEAR PROGRAM PROJECTS SCHEDULED FOR COMPLETION IN 2023. G

 SIX-YEAR PROGRAM PROJECTS SCHEDULED FOR 2024-29 H

 STANDALONE CURB RAMP IMPROVEMENT PROGRAM PROJECTS..... I

 RESPONSES TO PUBLIC COMMENTS RECEIVED IN 2022 J

 PUBLIC COMMENT PERIOD FOR 2023 K

 PUBLIC COMMENTS RECEIVED IN 2023 L

I. INTRODUCTION

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

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

The WisDOT ADA Program Coordinator contact information:

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

¹ 28 CFR §35.150(d)(3)(iii).

II. CURB RAMPS

A. Inventory

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

Curb Ramp Locations (State Highways)	2014	Current
With Detectable Warning Field (truncated dome)	18,774	23,717
Missing Detectable Warning Field (truncated dome)	20,231	17,935
Existing Curb Ramps (Estimated)	39,005	41,608
Absent Curb Ramps (Estimated) ²	10,758	7,526

B. Six-Year Highway Improvement Program

WisDOT began tracking curb ramps installed/updated in 2019. In the 2022 construction season, WisDOT completed 85 improvement projects which installed/updated approximately 1,700 curb ramps on the state trunk network. *See Appendix F – Six-year Program projects completed in 2022.*

Installed/Updated Curb Ramps (Post Construction Field Collection)	2022	To Date
Six-Year Highway Improvement Program	1,712	5,937
Standalone Curb Ramp Improvement Program		85
Total Installed /Updated Curb Ramp Locations	1,712	6,022

It is estimated that approximately 1,000 to 1,500/year curb ramp locations will be addressed each year. These estimates are based on the number of projects in the Six-year Program that meet the definition of an ADA alteration. *See Appendix G – Six-year Program projects scheduled for completion in 2023 and Appendix H – Six-year Program projects scheduled for 2024-2029.*

C. Standalone Curb Ramp Improvement Program

WisDOT has developed a standalone curb ramp improvement program that will address curb ramp locations that are not within a roadway improvement project in the Six-year Program. This is an annual program solely focused on installing and updating curb ramps. The base LET goal for this program without delivery is \$5 million in annual state fiscal year funding. Yearly allocations to the program will be made through the State Highway Rehabilitation (SHR) subprogram. The schedule for the standalone curb ramp improvement program is to prioritize and address all non-programmed curb ramp locations

² Current existing curb ramps and absent curb ramps totals may differ from 2014 totals due to the addition of new roadway and sidewalk in areas where sidewalk did not exist.

within 3 six-year program cycles (18 years). This is separate from the Six-year Program described in section B above.

It is estimated that approximately 1,000 curb ramp locations will be addressed each year of a six-year period. WisDOT continues to work on identifying project areas for programming in the standalone curb ramp improvement program. *See Appendix I – Standalone Curb Ramp Improvement Program projects.*

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

III. TRAINING

A. Designing for Pedestrian Safety

This training session was intended to help state and local transportation engineering professionals address pedestrian safety issues through design and engineering solutions. The session included a field exercise in the application of the principles, concepts, and strategies covered in the course. The session identified good practices and effective solutions to enhance pedestrian safety and accessibility.

1. Dates: February 28 - March 2, 2023
2. Attendees: 20

B. 2023 Transportation Improvement Conference: WisDOT FDM 11-46-10 Curb Ramp Design Updates

This training session was designed for WisDOT and private sector professional engineers. The session included updates to the curb ramp design section, insight into how the changes will affect the plan development process, and the new curb ramp design tools added to the Facilities Development Manual (FDM) including blended transitions and curb extensions.

1. Dates: March 8, 2023
2. Attendees: 85

C. FHWA ADA Basics Class

This training session was designed for local staff of all agency types, advocates, and policy makers. The course provided a brief overview/discussion on frequently asked questions including standards in the pedestrian environment and for buildings and on-site facilities, ADAAG v. PROWAG, construction tolerances, and technical Infeasibility.

1. Dates: June 22, 2023
2. Attendees: 72

IV. POLICIES AND PROCEDURES

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

V. PUBLIC INVOLVEMENT**A. Website**

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

B. News Release

WisDOT provided a news release prior to the comment period specifying that the update is online and available for public comment.

C. Social Media

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

D. Public Libraries

WisDOT provided a notice with a link to the update for posting on library bulletin boards to the state's 15 federated public library systems covering 381 public libraries inviting the public to inspect and submit comments on the update.

E. Disability Advocacy Organizations

WisDOT emailed 49 organizations representing individuals with disabilities and invited them to inspect and submit comments on the update.

F. Wisconsin Network of ADA Coordinators Listserv

WisDOT emailed over 200 municipal ADA Coordinators through the WI ADA Coordinators Association Listserv and invited them to inspect and submit comments on the update.

G. University ADA Coordinators

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

H. Virtual Public Involvement

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


VI. APPENDIX

A. Notice to the Public

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

Wisconsin Department of Transportation

Notice under the Americans with Disabilities Act



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

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

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

Modifications to Policies and Procedures: WisDOT will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all WisDOT programs, services, and activities. For example, individuals with service animals are welcomed in WisDOT offices, even where pets are generally prohibited.


Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a WisDOT program, service or activity, should contact the: [Senior Title VI and ADA Coordinator, 4822 Madison Yards Way, 5th Floor-South, Madison, Wisconsin 53705, Phone: \(608\) 266-8129 as soon as possible but no later than 72 hours before the scheduled event.](#)

The ADA does not require WisDOT to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints: Complaints that a WisDOT program, service, or activity is not accessible to persons with disabilities, should be directed to: [Taqwanya Smith, Senior Title VI and ADA Coordinator, Office of Business Opportunity and Equity Compliance, Wisconsin Department of Transportation, 4822 Madison Yards Way, 5th Floor-South, Madison, Wisconsin 53705, Phone: \(608\) 266-8129, TTY: \(800\) 947-3529, Fax: \(608\) 267-3641, Email: \[taqwanya.smith@dot.wi.gov\]\(mailto:taqwanya.smith@dot.wi.gov\), Website: <https://wisconsin.gov/Pages/doing-bus/civil-rights/titlevi-ada/filingcomplaint.aspx>](#)

You may also file a discrimination complaint with the U.S. DOT, **Federal Highway Administration, Office of Civil Rights, 1200 New Jersey Avenue-SE, 8th Floor E81-105, Washington, DC 20590; Phone: (202) 366-0693; Email: FHWA.ADAcomplaints@dot.gov. Website: <https://www.fhwa.dot.gov/civilrights/file/>**

WisDOT will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/ services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.



8/1/2019

B. ADA Website

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

Americans with Disabilities Act (ADA)

Civil rights and compliance

Title VI (Nondiscrimination)

American with Disabilities Act (ADA)

Filing discrimination complaints

Contacts

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

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

ADA Transition Plan and Annual Update

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

- [WisDOT 2022 ADA Transition Plan](#)



Employment:

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

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

Effective Communication:

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

- [Effective Communications Plan](#)

Modifications to Policies and Procedures:

WisDOT will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all WisDOT programs, services, and activities. For example, individuals with service animals are welcomed in WisDOT offices, even where pets are generally prohibited. Anyone who requires

C. Title VI and ADA Complaint Form

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



TITLE VI AND ADA COMPLAINT FORM

Wisconsin Department of Transportation
DT2507 8/2019

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

X

(Signature – Electronic – Brush Script font)

(Date – m/d/yyyy)

Please mail, fax or email this form to:

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

Telephone: (608) 266-8129

TTY: (800) 947-3529

Fax: (608) 267-3641

Email: taqwanya.smith@dot.wi.gov

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

D. ADA Facility Complaint Form

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



ADA FACILITY COMPLAINT FORM

Wisconsin Department of Transportation
DT2515 3/2020

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

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

YOUR INFORMATION

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

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

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

INACCESSIBLE LOCATION

Street Address	City	State	ZIP Code
Description of Facility			

X

(Signature – Electronic – Brush Script font)

(Date – m/d/yyyy)

Please mail, fax or email this form to:

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

Telephone: (608) 268-8129

TTY: (800) 947-3529

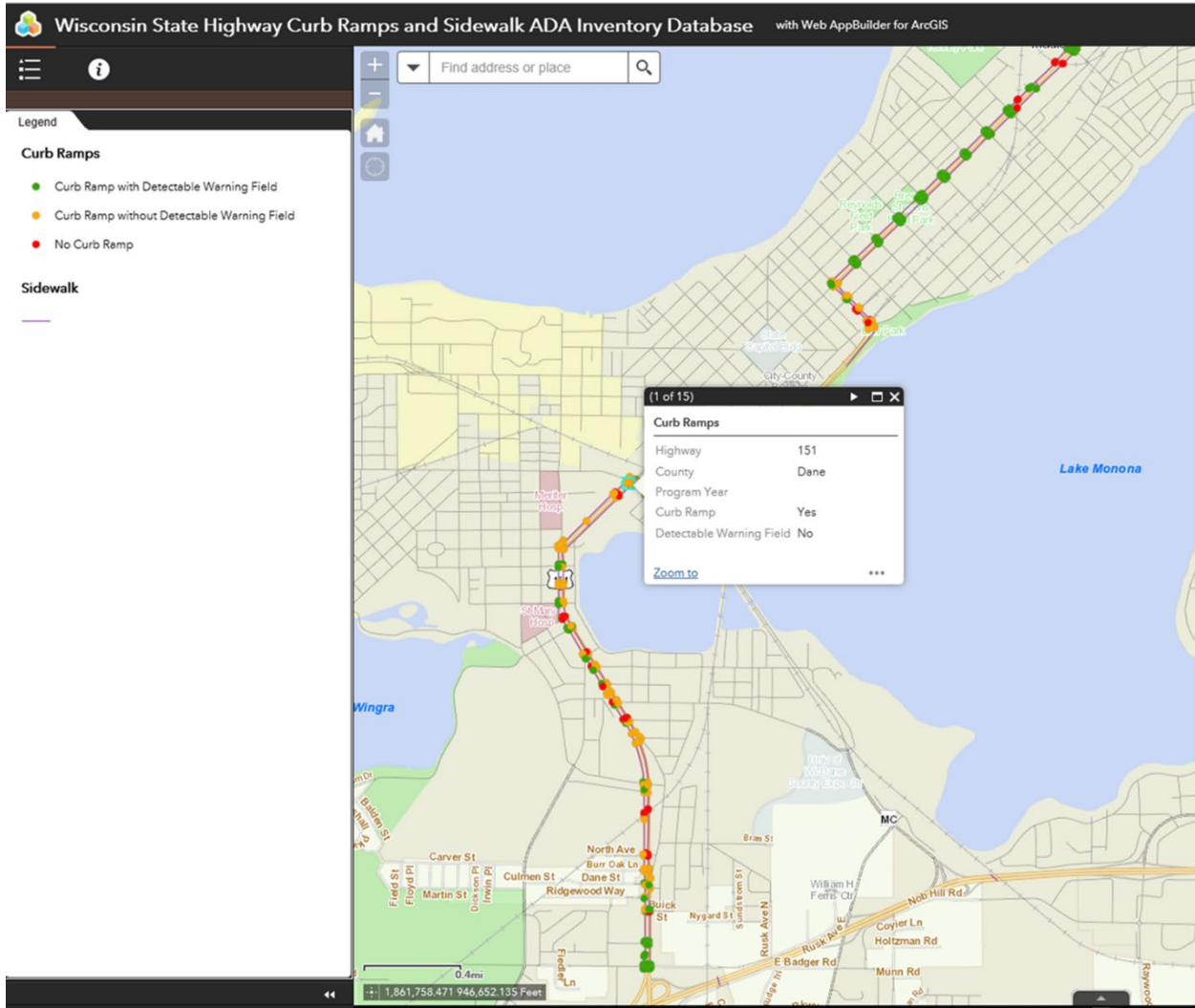
Fax: (608) 267-3641

Email: taqwanya.smith@dot.wi.gov

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

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

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



2023 ADA TRANSITION PLAN

F. Six-year Program projects completed in 2022

Project ID	Highway	Project Limits	Improvement Type	Year	Project Status
1016-05-70	IH 090	STH 82 INTERCHNG/829-36,152-155,157	RECST	2022	Completed
1032-10-75	OFF S95	EAST FRONTAGE ROAD	RSRF 20	2022	Completed
1060-33-84	IH 041	SWAN BLVD TO BURLINGHAM	RECSTE	2022	Completed*
1113-06-74	USH 151	STH 49 INTERCHANGE	RSRF 20	2022	Completed
1146-75-72	STH 055	CTH JJ - LILY OF THE VALLEY DR	RECSTE	2022	Completed*
1175-19-62	USH 051	CTH C TO IRON STREET	PSRS40	2022	Removed**
1180-05-75	USH 002	CLEVEDON RD TO S2NAIDER RD	RSRF 20	2022	Completed
1190-06-61	USH 053	GOLF ROAD TO 40TH AVENUE	PSRS20	2022	Removed**
1228-09-73	IH 043	MITCHELL I/C TO MARQUETTE I/C	RSRF 30	2022	Completed
1229-04-76	IH 043	HIGHLAND ROAD TO STH 60	RECSTE	2022	Completed
1310-04-70	STH 050	256TH AVE TO 236TH AVE	RECST	2022	Partially complete, continues into 2023*
1310-10-70	STH 050	IH 94 TO 74TH AVE	RECSTE	2022	Completed*
1310-10-71	STH 050	74TH AVE TO 43RD AVE	RECSTE	2022	Completed*
1360-15-70	STH 145	GOOD HOPE RD INTERCHANGE TO 6ETH ST	RSRF 30	2022	Completed
1360-17-70	VAR HWY	STH 145/STH 175/STH 181	BRPVTV	2022	Removed**
1440-15-71	STH 023	USH 151 - SEVEN HILLS ROAD	RECSTE	2022	Completed*
1530-03-76	USH 010	STH 65 TO NORTH BELLAH STREET	RSRF 20	2022	Completed*
1540-01-72	STH 065	USH 10 TO MIDWAY AVENUE	RSRF 20	2022	Completed*
1560-00-70	USH 063	GREENWOOD AVE TO POPLAR STREET	RECST	2022	Completed
1570-05-73	USH 008	CTH P TO WYE STREET	RSRF 30	2022	Removed**
1590-18-61	USH 008	ONEIDA COUNTY LINE TO BOULEVARD AVE	PSRS40	2022	Removed**
1600-14-71	USH 045	CTH B TO CTH Q	PVRPLA	2022	Completed
1600-28-61	USH 045	STH 32 TO VILAS COUNTY LINE	PSRS40	2022	Completed
1610-11-70	STH 013	MORSE ROAD TO JEFFERSON AVENUE	COLD10	2022	Removed**
1610-44-73	STH 013	WALNUT ST-N IN FLAMBEAU RVR BRIDGE	RSRF 10	2022	Completed
1641-02-72/82	USH 014	GREEN BAY STREET TO WARD AVENUE	RECST	2022	Completed
1693-05-73	STH 089	CTH D TO V BELLEVILLE NORTH LIMIT	RECST	2022	Completed
1706-01-73	STH 011	STH 104 TO CTH B	RSRF 30	2022	Removed**
1706-01-74	STH 011	2ND STREET TO STH 104	RSRF 30	2022	Removed**
2025-20-70	STH 190	124TH ST TO STH 100	BRH8B	2022	Completed
2040-03-75	STH 100	SHEPARD AVE TO STH 32	RSRF 10	2022	Removed**
2050-04-70	CTH 88	S 27TH STREET TO S 20TH STREET	RECST	2022	Removed**
2260-08-70	STH 011	KEARNEY AVE TO EAST OF MEMORIAL DR	RECST	2022	Completed
2270-04-70	STH 057	TELTONIA AVENUE TO MEQUON ROAD	RSRF 25	2022	Partially complete, continues into 2023*
2340-10-70	STH 020	STH 36 TO 58 USH 45	RSRF 30	2022	Completed
2345-07-71	LOC 578	CTH V TO STH 38	PSRS30	2022	Removed**
2703-11-70	LOC 578	DOUGLAS AVENUE TO MAIN STREET	RECST	2022	Removed**
2722-07-71	CTH Q	I-94 TO W BLUEMOUND ROAD	PVRPLA	2022	Removed**
2729-05-70	STH 181	CTH C TO STH 60	RSRF 30	2022	Completed
3030-02-72	STH 067	WEST JCT CTH 5 TO RUEDEBUSCH AVE	RSRF 30	2022	Removed**
3080-04-70	USH 018	STH 67 TO MORAN VIEW DR	RSRF 30	2022	Completed
3180-00-76	STH 036	STH 83 TO STH 20	RSRF 10	2022	Completed
3575-04-61	USH 012	ROCK RIVER BRIDGE B-28-0009	BRH8B	2022	Completed
3670-01-71/72	STH 089	0.32MI S OF AVALON RD TO PARK AVE	RECST	2022	Completed
4085-33-71	STH 032	SOUTH COUNTY LINE-DUESTER STREET	RSRF 30	2022	Completed
4670-10-71	STH 055	SOUTH JCT STH 114 - CASTLE DRIVE	RSRF 30	2022	Completed
5010-06-72	STH 082	STH 80 TO CTH G/B-29-61,-62,-63	RSRF 25	2022	Completed
5155-00-79	USH 14	STH 92 INTERSECTION	RECST	2022	Completed*
5163-07-77	STH 035	SUNNYSIDE DR TO GARNER PLACE	RECST	2022	Completed
5207-00-70	LOC 578	ALEXANDER AVE TO ALBERT AVENUE	RECST	2022	Completed
5245-02-72/75	STH 023	COUNTY SHOP - MINERVA, DARLINGTON	RECST	2022	Completed
5400-00-72	USH 151	WILSON/WILLIAMSON ST INTERSECTION	RECST	2022	Completed
5400-00-73/74	USH 151	E WILSON ST TO BLOUNT ST	PVRPLA	2022	Partially complete, continues into 2023*
5601-00-60	STH 078	USH 14 TO USH 12	PSRS40	2022	Removed**
5798-00-11	LOC 578	CITY LIMIT CTH F TO LORD ST USH 51	RECST	2022	Completed
5845-01-76/78	USH 051	STH 138 TO SILVERADO DR/HOEL AVE	RECST	2022	Completed
5880-00-66	USH 012	MONROE COUNTY LINE TO A STREET	RSRF 10	2022	Completed
5996-00-77	LOC 578	STALEY AVENUE TO COMMERCIAL DRIVE	RCND10	2022	Completed
6130-02-60	STH 013	WISCONSIN RIVER STRUCS B-11-001/104	BRPVTV	2022	Removed**
6240-22-71	STH 047	CTH JJ - CTH B	RSRF 30	2022	Removed**
6270-00-63	STH 049	DEPOT STREET TO S JCT STH 161	PSRS40	2022	Completed*
6370-01-73	STH 153	PINE ST TO WISCONSIN RIVER BRIDGE	RSRF 10	2022	Completed
6370-01-75/76	STH 153	RANGELINE ROAD TO PINE STREET	PVRPLA	2022	Completed
6380-00-62	STH 097	NORTHBRIDGE ST TO REFLECTION ST	RSRF 10	2022	Removed**
6530-01-71	STH 073	CTH J TO WHITE RIVER BRIDGE	RSRF 10	2022	Completed
6530-01-72	STH 073	FOX RIVER BRIDGE TO CTH J	RSRF 10	2022	Completed
6560-08-71	STH 055	SOUTH JCT STH 114 - CASTLE DRIVE	RECST	2022	Completed
6570-09-71	STH 055	IH 41- STH 54	COLD20	2022	Completed
6610-04-70	STH 34	STH 34 & CTH DB/DM S1 Intersection	RSRF 10	2022	Completed
6933-00-76	STH 173	CTH G (N) TO STH 73	RSRF 10	2022	Completed
6999-11-78	LOC 578	W RIVERVIEW EXP TO JACKSON ST BRIDGE	RECST	2022	Completed
7117-00-71	USH 012	IH 90/94 to USH 12/16	RECST	2022	Removed**
7575-07-73/83	STH 016	OAKLAND ST TO LOSEY BLVD	RECST	2022	Completed
7640-00-72	STH 029	SOUTH MAIN STREET TO STH 65	RSRF 20	2022	Completed*
8072-00-70	STH 046	STH 64 TO SNOW STREET	RSRF 20	2022	Removed**
8120-02-76	STH 048	USH 63 NORTH TO STH 25	COLD20	2022	Removed**
8220-00-71	STH 064	CTH B TO STH 73 S	RSRF 20	2022	Completed
8620-00-73	STH 040	13TH AVENUE TO EAST JUNCTION STH 64	COLD20	2022	Completed
8999-00-65	LOC 578	6TH ST N TO 3RD ST NORTH	RECST	2022	Removed**
9050-03-71	STH 047	KILDEER ROAD TO VILAS COUNTY LINE	RSRF 10	2022	Completed
9080-14-72	STH 070	CTH H TO USH 45 NORTH	RSRF 10	2022	Completed
9170-12-71	STH 032	TRINITY CHURCH RD-CTH AA	RSRF 20	2022	Completed
9200-10-71	STH 029	SHAWANO - GREEN BAY	SHAWANO - GREEN BAY	2022	Completed*
Total Projects for 2022					83

*Multi-year Project
 **Final project limits did not include curb ramp

2023 ADA TRANSITION PLAN

G. Six-year Program projects scheduled for completion in 2023

Project ID	Highway	Project Limits	Improvement Type	Year	Project Status
1012-01-74	IH 039	STH 60 INTERCHANGE, B-11-163 & 166	RECTD	2023	Under Construction*
1016-03-70	IH 090	STH 82 INTERCHNG/B29-36,152-153,157	RECST	2023	Under Construction*
1020-01-80	IH 094	IH 94 SWEF 60 HUDSON	MISC	2023	Under Construction
1022-09-78	IH 094	USH 33 TO MALLARD ROAD (EB & WB)	PVRPLA	2023	Under Construction
1060-10-72	IH 094	MOORLAND INTERCHANGE	MISC	2023	Under Construction
1060-33-83	IH 094	SIWAN BLVD TO BURLEIGH	RECSTE	2023	Under Construction*
1060-47-70	IH 094	STH 83 TO STH 16	RSRF30	2023	Under Construction
1060-48-70	IH 794	MARQUETTE IC TO LAKE IC	BRRHB	2023	Removed**
1100-46-71	IH 041	STH 36 (LOOMIS RD) BRIDGE	BRRPL	2023	Under Construction*
1110-13-71	STH 026	STH 23 - CTH FF	BRRPL	2023	Removed**
1146-73-76/77	STH 013	CTH T-WI CENTRAL RR	RECSTE	2023	Under Construction
1150-64-71	USH 041	PESHTIGO BYPASS-CTH T	RSRF20	2024	Rescheduled
1170-20-60	USH 031	CTH M TO CTH W	PSRS40	2023	Under Construction
1175-18-04	USH 031	VILAS CO LINE TO BEACHWAY DRIVE	RSRF10	2024	Rescheduled***
1175-18-05	USH 031	CTH W TO IRON COUNTY LINE	RSRF10	2024	Rescheduled***
1190-06-61	USH 033	GOLF ROAD TO 40TH AVENUE	PSRS20	2025	Rescheduled***
1210-09-71/1210-11-71	STH 172	AIRPORT ENTRANCE-IH 41	RSRF20	2023	Under Construction
1229-04-73	IH 043	MEQUON RD INTERCHANGE	RECSTE	2023	Under Construction
1300-09-70/71	STH 083	STH 20 TO IH 43	PSRS40	2023	Under Construction
1310-04-70	STH 050	236TH AVE TO 236TH AVE	RECST	2023	Under Construction*
1310-10-70	STH 050	IH 94 TO 74TH AVE	RECSTE	2023	Under Construction*
1310-10-71	STH 050	74TH AVE TO 43RD AVE	RECSTE	2023	Under Construction*
1330-22-70	STH 083	STH 167 TO MONROE AVENUE	RSRF30	2023	Under Construction
1330-47-71	OFF 5Y5	NAGAWAUKEE PARK AND RIDE LOT	RSRF10	2023	Under Construction
1430-01-66	STH 023	CTH C TO CANAL STREET	RSRF25	2023	Removed**
1470-30-71	STH 042	34TH STREET-NCL	COLD10	2023	Removed**
1491-22-71	USH 141	CTH Z-CTH R	RSRF30	2023	Under Construction
1500-71-71	USH 010	BOX CULVERT C-08-3329 & C-36-0038	BRRPL	2023	Removed**
1540-04-73	STH 065	STH 65 EXPANSION/70TH AV INTERSECT	RECSTE	2023	Under Construction
1560-00-73	USH 063	SMITH LAKE CREEK CULVERT	MISC	2023	Under Construction
1570-06-72	USH 008	CEDAR SWAMP ROAD TO CHIPPEWA RIVER	RSRF20	2023	Under Construction
1601-14-73	USH 045	CTH K WEST-MICHIGAN STATE LINE	RSRF10	2023	Under Construction
1610-00-76	STH 013	JEFFERSON AVE TO GOLF COURSE ROAD	PVRPLA	2024	Rescheduled***
1620-00-61	STH 013	SOUTH CTH N TO NORTH STREET	PSRS40	2023	Under Construction
1620-02-78	STH 080	STH 21 TO COUNTY LINE ROAD	RSRF30	2023	Under Construction
1620-03-72	STH 013	26TH ROAD TO STH 98E	RSRF10	2024	Rescheduled***
1620-03-73/74	STH 013	NORTH ST TO LINDEN ST	RSRF10	2023	Under Construction
1632-03-70	USH 033	SOUTH COUNTY LINE TO HARRIS ROAD	RSRF20	2023	Removed**
1640-01-74	USH 014	BRENDEL LN TO SOUTH WASHINGTON AVE	PSRS10	2023	Under Construction
1641-02-70/72/80/82	USH 014	GREEN BAY ST TO 0.16 MILES EASTERLY	RECST	2023	Under Construction*
1693-03-72/73	STN 069	CTH D TO V BELLEVILLE NORTH LIMIT	RECST	2023	Under Construction*
2015-10-71	STH 119	STH 119 AT HOWELL AVE	PVRPLA	2023	Under Construction
2025-07-73	STH 190	STH 16 TO .3 MI E OF 3 FIELDS RD	RSRF30	2023	Rescheduled***
2040-03-73	STH 100	SHEPARD AVE TO STH 32	RSRF10	2024	Rescheduled***
2135-04-71/72	LOC STR	MAYFAIR ROAD TO MET-TO-WEE LN	RECST	2023	Under Construction
2200-20-70	USH 018	IH 94 TO EAST COUNTY LINE	RSRF30	2023	Under Construction
2210-12-70	USH 018	STH 83 TO STH 318	RSRF30	2023	Under Construction
2270-04-70	STH 057	TEUTONIA AVENUE TO MEQUON ROAD	RSRF25	2023	Under Construction*
2290-24-70	STH 038	LINWOOD RD TO E OAKWOOD RD	PSRS40	2023	Under Construction
2340-00-79	STH 020	HONEY CREEK ROAD TO BUENA PARK ROAD	RSRF15	2023	Under Construction
2340-07-71	STH 020	STH 73 INT AND USH 45 TO CTH C	RSRF30	2023	Under Construction
2340-10-70	STH 020	STH 36 TO SB USH 45	RSRF30	2023	Under Construction
2410-13-70	LOC STR	S 62ND STREET TO S 65TH STREET	RECST	2023	Under Construction
2674-02-70	LOC STR	N 20TH STREET TO N 12TH STREET	RECST	2023	Under Construction
2698-03-70/73	STH 020	THOMAS DRIVE TO HONEY CREEK ROAD	PSRS40	2023	Under Construction
2788-03-70	STH 318	ROLLING RIDGE DR TO IH 94 EB RAMP	RSRF10	2023	Under Construction
2984-00-74	LOC STR	N 27TH STREET TO N 12TH STREET	RECST	2023	Under Construction
2990-00-71	LOC STR	E LUNHAM AVE TO E HOWARD AVE	RSRF25	2023	Removed**
3060-03-70	STH 073	N MARSHALL V LIMIT TO DEANSVILLE RD	RSRF30	2023	Removed**
3070-04-60	STH 073	SHAUL LANE TO NORTH STREET	RSRF30	2023	Under Construction
3325-06-71/72	STH 067	GENEVA ST TO GLENWOOD DR	RSRF30	2023	Under Construction
3330-07-70	STH 031	STH 50 TO CTH S	PSRS20	2023	Under Construction
3340-09-70	USH 045	WB CTH H TO WB STH 28	RSRF30	2024	Rescheduled***
3340-09-70	STH 031	78TH STREET INTERSECTION	RECST	2023	Under Construction
3364-00-73	STH 067	STH 28 TO STH 173	RSRF25	2024	Rescheduled***
3380-06-70	STH 083	IL STATE LINE TO STH 50	RSRF30	2023	Under Construction
3375-02-73	USH 012	MADISON AVENUE TO CTH M	RSRF20	2023	Under Construction
3377-00-70	CTH F	CTH O TO CTH B	RSRF20	2023	Under Construction
3694-00-71	STH 120	STH 36 TO O'LEARY LN	RSRF20	2023	Under Construction
3840-06-71	LOC STR	STH 11 TO STH 67	RSRF25	2023	Under Construction
3939-00-70	CTH V	STH 28 TO CTH Y	RSRF20	2023	Under Construction

2023 ADA TRANSITION PLAN

Project ID	Highway	Project Limits	Improvement Type	Year	Project Status
4050-15-71	STH 055	STH 114-USH 10	RSRF20	2023	Removed**
4070-00-70/71	USH 045	WB CTH H TO WB STH 28	RSRF30	2023	Under Construction
4075-35-72	STH 096	CTH JJ - CTH D	RSRF25	2024	Rescheduled***
4085-60-71	STH 032	CTH AA-JORDAN AVENUE	RSRF20	2023	Under Construction
4130-11-71	STH 054	VALLEY ROAD - SUNSET AVENUE	RSRF20	2023	Under Construction
4489-02-70	CTH G	E JEFFERSON RD TO W CHESTNUT ST	RSRF20	2023	Removed**
4685-33-71	STH 441	STH 441	BRPVTV	2023	Removed**
5030-01-72/73/74	STH 033	V WONEWOC S LIMITS TO MAIN STREET	RSRF20	2023	Under Construction
5050-01-76	STH 23	STH 136 INTERSECTION	RECST	2023	Under Construction
5060-00-77	STH 023	STH 33 TO IH 90 RAMP	PVRPLA	2026	Rescheduled***
5180-00-70	STH 060	E JCT OLD HWY 60 TO KICKAPOO RIVER	RSRF20	2023	Under Construction
5235-03-70	STH 080	N LIMIT CUBA CITY TO BUS 151	RSRF20	2023	Removed**
5280-03-70	STH 113	SUNSET LANE TO CTH V	RSRF25	2024	Rescheduled***
5339-00-73	LOC STR	STH 60 TO TERMINI	PVRPLA	2023	Removed**
5410-00-74	USH 051	USH 151 TO PIERSTORFF STREET	PVRPLA	2023	Under Construction
5590-00-72	STH 078	STH 11 TO CTH D	PVRPLA	2023	Under Construction
5609-00-70	CTH H	ELM STREET TO STH 80	RCND20	2023	Under Construction
5640-04-70	STH 113	STH 60 TO STH 188	PSRS40	2024	Rescheduled***
5798-01-70	LOC STR	DALLMAN ROAD TO STH 39	PVRPLA	2023	Removed**
5798-01-70	LOC STR	DALLMAN ROAD TO STH 39	PVRPLA	2023	Under Construction
5898-00-73	LOC STR	BRONSON BLVD TO TERMINI	PVRPLA	2023	Removed**
5939-00-70	STH 080	USH 18 TO KENNEDY STREET	RSRF20	2023	Under Construction
5952-03-73	STH 039	N LIMITS V LINDEN TO FAIR STREET	RSRF30	2023	Under Construction
6100-08-60	STH 044	WCL-STH 49	PSRS40	2023	Under Construction
6170-00-70	STH 21	MADISON STREET TO STH 22	PVRPLA	2024	Removed**
6230-14-71	STH 054	PARK AVENUE - FRENCH ROAD	RSRF30	2023	Under Construction
6230-14-72	STH 054	TOWER DRIVE - N BEECH STREET	RSRF10	2023	Under Construction
6280-00-60	STH 066	NORTH CTH J TO STH 49	PSRS40	2023	Under Construction
6360-05-70	STH 107	NORTH STREET TO MARATECH AVENUE	RSRF10	2023	Removed**
6370-01-77	STH 153	STH 13 TO STAINLESS AVENUE	RSRF25	2023	Removed**
6317-15-60	STH 076	SOUTH JCT CTH 5-STH 54	PSRS40	2023	Under Construction
6518-06-71	STH 076	STH 54 - NCL	COLD20	2023	Under Construction*
6590-02-77	STH 110	USH 10 TO STH 96	RSRF10	2024	Rescheduled
6999-18-78	LOC STR	STH 52 TO SELL STREET	PVRPLA	2023	Removed**
7140-00-70	STH 093	LA CROSSE/TREMP CO LN TO 10TH ST	COLD20	2023	Under Construction
7160-04-76	STH 093	OLD STH 33 TO INDIAN CREEK RD	RSRF20	2023	Under Construction
7560-05-74	STH 093	TREMPEALEAU/JACKSON CO LN TO IH 94	RSRF20	2024	Rescheduled***
7575-07-70/73/83	STN 016	OAKLAND ST TO LOSEY BLVD	RECST	2023	Under Construction
7859-00-71	LOC STR	ROCK CREEK BRIDGE B-10-0401	BRRPL	2023	Removed**
7995-02-63	LOC STR	GATEWAY DRIVE TO PINE LODGE ROAD	RECST	2023	Under Construction
7996-00-89	LOC STR	21ST AVE & 5TH ST E	RSRF10	2023	Under Construction
7998-00-77/78	USH 012	VETERANS STREET INTERSECTION AREA	PVRPLA	2023	Under Construction
8060-00-70	STH 093	CTH C TO LASER DRIVE	PVRPLA	2023	Under Construction*
8120-02-76	STH 048	USH 63 NORTH TO STH 25	COLD20	2024	Rescheduled***
8350-02-72	STH 077	CTH I TO CTH G	COLD20	2023	Under Construction
9040-03-71	STH 017	USH 8 TO STEVENS STREET	PVRPLA	2023	Under Construction
9050-03-71	STH 047	KILDEER ROAD TO VILAS COUNTY LINE	RSRF10	2023	Under Construction
9080-14-72	STH 070	CTH H TO USH 45 NORTH	RSRF10	2023	Under Construction
9560-06-71	USH 008	S JCT USH 141-N JCT USH 141	RSRF10	2023	Removed**
Total Projects for 2023					120
Multi-year Projects* No curb ramps in project** As of FIIPS April 14, 2023***					

2023 ADA TRANSITION PLAN

H. Six-year Program projects scheduled for 2024-2029

Project ID	Highway	Project Limits	Improvement Concept	Year
1000-18-88	VAR HWY	VARIOUS HIGHWAYS, NW REGION FY2024	BRPVTV	2024
1000-80-81	VAR HWY	VARIOUS ROUTES STH PER STN PLAN	BRPVTV	2024
1071-07-79	I-090	REST AREA 16 SPARTA	MISC	2024
1022-04-76	I-094	IH 94 SWEF 63 MENOMONIE	MISC	2024
1022-09-78	I-094	USH 53 TO MALLARD ROAD (EB & WB)	PVRPLA	2024
1060-47-70	I-094	STH 83 TO STH 16	RSRF30	2024
1120-57-60	I-041	BREEZEWOOD-STH 15	PSRS20	2024
1130-44-74	IH 041	IH 41 WRIGHT STOWN SWEF 34/POST-BLDG	MISC	2024
1146-75-80	WIS 015	CTH JJ - CTH T/GIVENS RD	BRPVTV	2024
1170-19-72	US 051	MANITOU PARK TO MINOCQUA LK BRIDGE	PVRPLA	2024
1175-19-72	US 051	CTH J TO WEBER CREEK BRIDGE	RSRF10	2024
1190-01-85	US 053	BRIDGE DECK SEALING (VAR)	BRPVTV	2024
1190-06-81	US 053	GOLF ROAD TO 40TH AVENUE	PSRS20	2024
1210-17-71	WIS 172	STH 54 - AIRPORT ENTRANCE	RSRF30	2024
1225-10-72	I-043	RA 51 MARIBEL/RA 52 DENMARK	MISC	2024
1330-47-71	OFF SYS	NAGAWAUKEE PARK AND RIDE LOT	RSRF10	2024
1360-13-70	WIS 145	76TH, PED BRIDGES	BRRHB	2024
1500-33-71	US 010	EAST VILLAGE LIMITS - BRANCH RIVER	RECST	2024
1530-05-73	US 010	PIERCE/PEPIN COUNTY LINE TO CTH P	RSRF20	2024
1530-05-83	US 010	DURAND ST TO 950' EAST OF DURAND ST	RSRF20	2024
1535-07-73	US 010	NELSON RD TO IH 94 WB RAMPS	PVRPLA	2024
1560-04-72	US 008	RIVER AVENUE TO PRENTICE STREET	RSRF20	2024
1560-04-73	US 008	PRENTICE STREET TO RUSK/PRICE CO LN	RSRF20	2024
1560-18-70	US 008	GLEN STREET TO PIONEER STREET	RSRF10	2024
1560-18-72	US 008	BOULEVARD AVENUE TO LAKE AVENUE	RSRF10	2024
1610-01-76	WIS 013	CTH O TO TAYLOR STREET	RSRF20	2024
1620-01-82	WIS 013	STH 98 TO SOUTH JUNCTION CTH N	PSRS20	2024
1620-03-72	WIS 013	28TH ROAD TO STH 98	RSRF10	2024
1646-08-72/82	US 014	HIGH ECHO LANE TO LOCUST STREET	RECST	2024
2025-07-73	WIS 190	STH 16 TO .3 MI E OF 5 FIELDS RD	RSRF30	2024
2040-03-75	WIS 100	SHEPARD AVE TO STH 32	RSRF10	2024
2040-14-70	US 045	RAWSON AVE TO COLLEGE AVE	RECST	2024
2195-04-70	WIS 032	N BROADWAY TO N VAN BUREN STREET	PVRPLA	2024
2225-15-70	WIS 032	NEWBERRY BLVD TO EDGEWOOD AVE	PVRPLA	2024
2240-00-78	WIS 036	STH 100 TO 51ST STREET	RSRF30	2024
2250-15-70	WIS 020	OAKES RD TO STH 31	RSRF30	2024
2275-05-70	WIS 057	NORTH AVE TO HOPKINS ST	RSRF30	2024
2310-13-70	WIS 060	CTHP TO EAGLE DR	RSRF20	2024
2310-13-71	LOC STR	INTERSECTION WITH STH 60	RECST	2024
2340-03-73	WIS 020	90TH STREET TO OAKES ROAD	RSRF10	2024
2390-09-70	WIS 031	IL STATE LINE TO STH 50	PSRS20	2024
2395-05-71	LOC STR	S 6TH STREET TO S CLEMENT AVENUE	RECST	2024
2420-00-70	WIS 075	STH 50 - STH 20	RSRF30	2024
2788-03-70	WIS 318	ROLLING RIDGE DR TO IH 94 EB RAMPS	RSRF10	2024
3190-11-70	WIS 036	STH 120 TO STH 11	RSRF15	2024
3364-00-75	WIS 067	STH 28 TO STH 175	RSRF25	2024
3670-00-74	WIS 089	CLARKSON ROAD TO AVALON ROAD	RSRF10	2024
4070-00-70/71	US 045	WB CTH H TO WB STH 28	RSRF30	2024
4075-35-72	WIS 096	CTH JJ - CTH D	RSRF25	2024
4110-28-71	US 045	SCOTT STREET-NCL	RSRF20	2024
4140-34-60	WIS 042	RAINBOW RIDGE RD-BLUFF LN	PSRS40	2024
4516-10-71	LOC STR	HAZEN ROAD - USH 141	RECST	2024
5080-02-74/75	WIS 023	USH 14 TO CTH GG	COLD20	2024
5090-05-60/61	WIS 033	W MULBERRY ST TO E V LIMITS	PVRPLA	2024
5090-05-71/72	WIS 033	W CITY LIMIT TO LINCOLN AVENUE	PVRPLA	2024
5150-02-70	WIS 082	STH 35 TO STH 27	RSRF30	2024
5200-03-63	US 014	MISSISSIPPI RVR B-32-202 & B-32-300	BRRHB	2024
5255-01-73	WIS 023	WISCONSIN RIVER BRIDGE TO USH 14	RSRF25	2024
5280-03-70	WIS 113	SUNSET LANE TO CTH V	RSRF25	2024
5350-02-70/71	US 051	NICOLET STREET TO COURT STREET	PVRPLA	2024
5540-02-71	WIS 027	0.1 MI N NORTH AVENUE TO CTH C	PVRPLA	2024
5640-04-70	WIS 113	STH 60 TO STH 188	PSRS40	2024
5752-00-72	WIS 058	LEE LAKE BRIDGE TO STH 33	RSRF30	2024
5845-16-88	US 051	LARSON BEACH RD TO VOGES RD	RECST	2024
5880-01-70	US 012	NORTH COUNTY LINE TO STH 13	PVRPLA	2024
6020-04-72	US 051	TOMLINSON ROAD TO ONTARIO STREET	RSRF30	2024
6140-01-66	WIS 013	NORTH ST TO MOUND VIEW DR	RSRF10	2024
6220-01-76	WIS 022	USH 10 RAMPS TO WCL RR BRIDGE	RSRF10	2024
6230-16-71	WIS 054	WCL-PARK AVENUE	RSRF30	2024
6230-20-71	WIS 054	FRENCH ROAD-SEMINARY ROAD	RSRF30	2024
6240-29-71	WIS 047	CTH B-BURDICK STREET	RSRF10	2024

2023 ADA TRANSITION PLAN

Project ID	Highway	Project Limits	Improvement Concept	Year
6240-30-71	WIS 047	BURDICK ST - NCL	RSRF10	2024
6320-00-75	WIS 073	STH 173 TO STH 54	RSRF20	2024
6420-00-72	WIS 049	NORTH STREET TO DEPOT STREET	RSRF10	2024
6590-02-77	WIS 110	USH 10 TO STH 96	RSRF10	2024
6950-04-72	WIS 054	SWANSON ROAD TO SENECA ROAD	RSRF20	2024
6997-04-70	LOC STR	N MAIN STREET TO N HAMLIN STREET	RECST	2024
7560-05-74	WIS 095	TREMPEALEAU/JACKSON CO LN TO IH 94	RSRF20	2024
7570-05-85	WIS 016	E JCT HAMLET AVE TO ALPINE RD	PSRS10	2024
7994-00-51	LOC STR	830TH AVE TO E CASCADE AVE	RECST	2024
8120-02-76	WIS 048	USH 63 NORTH TO STH 25	COLD20	2024
8160-00-75	WIS 013	THOMPSON CREEK TO WASHINGTON AVE	PVRPLA	2024
8220-00-76	WIS 084	NATIONAL AVE TO STH 13	RSRF20	2024
8520-01-75	WIS 077	USH 63 TO CTH K	RSRF20	2024
8760-00-71	WIS 105	MNWI STATE LINE TO STH 35	RSRF20	2024
8995-00-18	LOC STR	STH 112 TO STH 13	RSRF20	2024
8995-00-20	LOC STR	MAPLE LANE TO USH 2	RSRF20	2024
9130-03-72	WIS 032	CTH C TO FOREST AVENUE	PVRPLA	2024
9220-04-72/82	WIS 117	EXPRESS WAY TO MUTZY LANE	PVRPLA	2024
			Total Projects for 2024	89
1009-47-83	VAR HWY	B-37-0097 AND B-71-0002	BRRHB	2025
1060-48-70	I-794	MARQUETTE IC TO LAKE IC	BRRHB	2025
1100-20-71	I-041	CAPITOL DR TO SILVER SPRING DR	RSRF25	2025
1100-21-70	I-041	SILVER SPRING DR TO GOOD HOPE RD	RSRF25	2025
1174-10-74	US 051	FRONT STREET - 3RD AVENUE	RSRF10	2025
1198-03-73	US 083	2ND AVENUE EAST TO HUGHITT AVENUE	RSRF20	2025
1228-09-76	I-043	MITCHELL IC-MARQUETTE IC ON/OFF RMP	RSRF30	2025
1330-00-73	WIS 083	GOLF RD TO VETTELSON RD	PVRPLA	2025
1360-02-70	WIS 167	WASHINGTON CO LINE TO BUNTROCK AVE	RSRF10	2025
1130-44-75	IH 041	IH 41 WRIGHTSTOWN SWEF 34/POST-SITE	MISC	2025
1400-01-74	US 051	PLEASANT STREET TO DEWITT STREET	RSRF20	2025
1470-27-71	WIS 042	E MAGNOLIA AVE-12TH STREET	RSRF20	2025
1470-33-71	WIS 042	WEST TWIN RIVER BRIDGE B380117	BRRHB	2025
1470-37-71	WIS 042	WALDO BLVD - E MAGNOLIA AVE	RSRF20	2025
1520-00-77	WIS 073	INDUSTRIAL STREET TO STH 188	PVRPLA	2025
1530-06-80	US 010	HUNT LANE TO NELSON ROAD	RSRF20	2025
1550-04-74	US 083	WEST JUNCTION STH 48 TO CHARRIE LN	RSRF20	2025
1550-04-79	US 083	BEAVER DAM LAKE B-03-0214	BRNEW	2025
1590-18-71	US 008	STH 55 SOUTH TO OTTER CREEK ROAD	RSRF25	2025
1590-18-81	US 008	OTTER CREEK ROAD TO STH 32 SOUTH	RSRF25	2025
1602-10-71	US 045	CLINIC STREET TO OTTER LAKE LANE	PVRPLA	2025
1610-00-77	WIS 013	BUTTERWORTH RD TO USH 2	RSRF20	2025
1610-44-71	WIS 013	CTH D TO CTH F	PVRPLA	2025
1640-01-75	US 014	MARION ROAD TO GARNER PLACE	PSRS20	2025
1708-06-71	WIS 011	V HAZEL GREEN W LIMIT TO V N LIMIT	RSRF30	2025
2010-03-72	WIS 175	STH 181 TO IH 41	RSRF30	2025
2050-09-71	County BB	S 13TH STREET TO S HOWELL AVENUE	RECST	2025
2050-09-70	WIS 241	INTERSECTION OF RAWSON AVENUE	RECST	2025
2060-18-70	WIS 038	BRIDGE OVER UP RR B40-571	BRRPL	2025
2120-18-70	WIS 024	USH 45 TO 45TH STREET	RSRF30	2025
2225-13-70	WIS 032	EDGEWOOD AVE TO KENSINGTON BLVD	PVRPLA	2025
2285-18-70	WIS 241	COLLEGE AVE TO LAYTON AVE	RSRF20	2025
2590-04-71	LOC STR	W BURLEIGH ST TO N 100TH ST	RECST	2025
2720-07-71	LOC STR	TOWN HALL ROAD TO STH 175	RECST	2025
2773-10-70	WIS 059	SUNSET DRIVE TO ARCADIAN AVENUE	PVRPLA	2025
3020-00-70	WIS 028	CTH V TO STH 175	RSRF20	2025
3050-04-81	WIS 019	ROCK RIVER STRUCTURE B-28-193	BRRPL	2025
3060-00-74	WIS 073	FAITH DRIVE TO MIDDLETON STREET	RSRF30	2025
3060-03-71	WIS 073	STH 19 TO N MARSHALL V LIMIT	PVRPLA	2025
3110-03-73	WIS 059	WCL TO WILLIS RAY ROAD	RSRF20	2025
3150-07-70	US 014	IH 43 TO CTH K	PVRPLA	2025
3576-01-75	WIS 106	FIRST STREET TO STH 59	PSRS40	2025
3831-00-72	LOC STR	60TH ST TO 52ND ST (STH 158)	RECST	2025
3841-05-70	LOC STR	RACINE ST (STH 11) TO HOBBS DRIVE	RCND20	2025
3991-01-74	LOC STR	ROCKWELL ST TO WHITEWATER AVE	RSRF20	2025
3998-00-31	LOC STR	CTH C TO WEST MAIN STREET	PVRPLA	2025
3998-00-35	LOC STR	STH 19 TO USH 151	RECST	2025
4010-18-70	WIS 144	SKYLINE DR TO NCL	RSRF10	2025
4010-21-71	WIS 028	SCL-STH 57	RSRF30	2025
4010-26-71	WIS 028	BRANCH MILWAUKEE RIVER BRIDGE	BRRPL	2025
4050-27-71	WIS 055	USH 151 - STH 114	BRRPL	2025
4075-40-71	WIS 096	CASALOMA DRIVE - N BADGER AVENUE	RSRF20	2025
4110-33-71	US 045	BRIDGE DECK GRATES	BRRHB	2025
4540-34-71	WIS 032	CTH D - STH 28	BRRPL	2025
4540-36-71	WIS 032	CTH D-STH 28	RSRF10	2025

2023 ADA TRANSITION PLAN

Project ID	Highway	Project Limits	Improvement Concept	Year
4570-26-71	WIS 042	PIGEON RIVER - N VILLAGE LIMITS	RSRF15	2025
4848-02-71	County P	STH 47 TO MIDWAY ROAD	RECST	2025
4987-02-75	LOC STR	MASON ST FRONTAGE RD TO INDIAN HILL	RECST	2025
4992-00-60	LOC STR	THIRD STREET TO NINTH STREET	RECST	2025
4998-06-71	LOC STR	17TH ST - 22ND ST	RSRF10	2025
5080-09-73	WIS 023	ELDER RIDGE ROAD TO CTH K	PVRPLA	2025
5330-02-73	WIS 080	ILLINOIS STATE LINE TO STH 11	RSRF20	2025
5356-00-70	County E1	FRONTAGE ROAD TO STH 35	RECST	2025
5570-01-73	WIS 213	IL STATE LINE TO USH 51	PSRS40	2025
5571-00-72	WIS 213	BURTON STREET TO STH 11	PVRPLA	2025
5580-04-70	WIS 035	W JUNCTION STH 133 TO USH 18	RSRF30	2025
5590-05-71	WIS 078	LIEN COURT TO NORTH JUNCTION CTH H	RSRF20	2025
5608-03-70	WIS 082	EAST AVENUE TO USH 14	RSRF10	2025
5700-00-75	LOC STR	MADISON ST TO EATON ST	PVRPLA	2025
5710-00-72	WIS 082	KICKAPOO RIVER TO STH 33	PVRPLA	2025
5710-00-73	WIS 082	KICKAPOO RIVER TO MAPLE ST	PVRPLA	2025
5750-06-70	WIS 058	0.7MI N OF CTH N TO LEE LAKE BRIDGE	RSRF30	2025
5780-03-61	WIS 131	STH 60 TO 0.49 MI E RAILWAY ST	PVRPLA	2025
5780-03-72	WIS 131	SUNNY RIDGE ROAD TO PLEASANT STREET	PVRPLA	2025
5845-16-7279	US 051	SPRING RD TO FIFTH ST	RECST	2025
5845-16-77	US 051	LARSON BEACH RD TO VOGES RD	RECST	2025
5944-04-74	WIS 081	STH 23 TO WILDCAT ROAD	RSRF30	2025
5991-07-61/62	LOC STR	CASS STREET TO STATE STREET	RECST	2025
5998-01-72	LOC STR	LANCASTER STREET TO ELM STREET	RECST	2025
6090-14-71	WIS 049	WVL BRANDON-STH 23	RSRF10	2025
6100-00-70	WIS 044	GRAND RIVER BR TO FOND DU LAC CL	RSRF10	2025
6145-01-74/84	US 012	STH 13 TO CTH A	PVRPLA	2025
6160-00-70	WIS 021	SHERIDAN STREET TO EAST COUNTY LINE	RSRF30	2025
6250-02-73	WIS 022	STH 156 TO LAKE WAGNER ROAD	COLD20	2025
6517-16-71	WIS 076	EVERGLADE ROAD - CTH JJ	RECST	2025
6991-00-74	WIS 054	PORTAGE CO LINE TO FOXFIRE DRIVE	RSRF10	2025
6997-05-70	LOC STR	BARTLETT STREET TO MAIN STREET	RECST	2025
7050-00-72	WIS 073	HUNT STREET TO STH 29 E	RSRF20	2025
7050-00-73	WIS 073	ROCK CREEK BRIDGE TO HUNT STREET	RSRF20	2025
7080-01-73	US 012	INDUSTRIAL DR TO FALL CREEK UNDER	RSRF20	2025
7125-00-70	WIS 037	STH 88 TO USH 10	PVRPLA	2025
7287-00-72	LOC STR	STH10WEST ST TO ELEVATOR/NORTH ST	RCND10	2025
7575-01-76	WIS 016	LOSEY BLV TO STH 157	RSRF15	2025
8368-00-70	County X	STH 35 TO GASLYN ROAD	PVRPLA	2025
8420-02-72	LOC STR	ASH STREET TO OAK STREET	RECST	2025
8610-02-74	WIS 124	HIGH STREET TO BRIDGE STREET	RSRF20	2025
8610-08-73	WIS 124	ELM STREET TO CTH S	RSRF20	2025
8890-00-75	LOC STR	EASTVIEW DR TO E BROADWAY AVE	RECST	2025
9260-00-71	WIS 032	USH 8 TO CRANDON RR OVERHEAD	PVRPLA	2025
9931-02-72	WIS 013	N FORK FLAMBEAU RVR BRDGS - 5TH ST N	RSRF10	2025
			Total Projects for 2025	100
1009-43-69	WIS 047	STH 47 COUNTYWIDE	PSRS20	2026
1090-03-77	WIS 020	TOWNLINE RD TO EDWARDS ST	RSRF25	2026
1090-32-70	I-043	HALE TIC TO 92ND STREET BRIDGE	BRRPL	2026
1130-64-78	I-041	STH 98 INTCHG	RECSTE	2026
1140-00-78	US 045	CHURCH ROAD TO REINKE ROAD	RSRF20	2026
1170-19-61	US 051	MINOCQUA BRIDGE TO FRONT STREET	PSRS20	2026
1175-18-76	US 051	BEACHWAY DRIVE TO LAKEVIEW ROAD	RSRF15	2026
1175-21-70	US 051	IRON STREET TO USH 2	PVRPLA	2026
1234-66-77	US 012	WEST FRONTAGE RDS	RECST	2026
1510-01-61	US 010	ANDERSON ROAD TO APPLETREE LANE WB	PSRS30	2026
1550-04-77	US 083	CHARRIE LN TO BARRONWASHBURN CO LN	RSRF20	2026
1620-02-77	WIS 080	POPLAR STREET TO STH 73	RSRF20	2026
1640-03-73	US 014	BOHMANN DRIVE TO CTH O	RSRF15	2026
1640-03-74	US 014	S JCT STH 162 TO CHURCH STREET	PVRPLA	2026
1640-03-77	US 014	RICHLAND CO LINE TO WISCONSIN RIVER	RSRF20	2026
1640-03-84	US 014	S JCT STH 162 TO CHURCH STREET	PVRPLA	2026
1660-02-73/75	US 018	MAIN STREET INTERSECTION	RECST	2026
2025-03-73	WIS 190	BROOKFIELD RD TO 124TH ST	RSRF30	2026
2040-23-70	WIS 100	STH 38 TO SHEPARD AVE	RSRF25	2026
2060-20-70	WIS 038	OAKWOOD RD TO GRANGE AVE	RSRF20	2026
2140-14-70	WIS 181	FLORIST AVE TO CTH Q	RSRF25	2026
2225-00-73	WIS 032	SCHOOL ROAD TO DEAN ROAD	RSRF30	2026
2290-00-73	WIS 038	GOLF AVENUE TO RAPIDS DRIVE	RSRF25	2026
2350-15-70	WIS 032	4 MILE RD TO E COUNTY LINE RD	RSRF30	2026
2390-12-70	WIS 031	STH 11 TO STH 20	RECST	2026
2410-10-70	WIS 059	39TH ST TO 1ST ST	PVRPLA	2026
2410-15-70/71	LOC STR	S 95TH ST TO S 108TH ST	RECST	2026
2703-00-76	LOC STR	WASHINGTON AVE TO GRACELAND BLVD	RECST	2026

2023 ADA TRANSITION PLAN

Project ID	Highway	Project Limits	Improvement Concept	Year
2703-08-71	LOC STR	DURAND AVE TO 17TH ST	RSRF30	2026
2722-04-71	County O	CTH D TO STH 59	PVRPLA	2026
2722-08-72	County O	CTH HH TO GRANGE AVENUE	RECSTE	2026
2984-26-74	LOC STR	W BURLEIGH ST TO W CAPITOL DR	RECST	2026
3030-05-74	WIS 067	WALKESHA CO LINE TO CTH MM	RSRF20	2026
3100-00-75	WIS 067	USH 12 TO STH 59	PSRS40	2026
3110-00-75	WIS 059	STH 106 TO EAST COUNTY LINE	PVRPLA	2026
3620-00-11/12	LOC STR	S JOHN PAUL RD TO JANESVILLE STR	PVRPLA	2026
3688-00-70	LOC STR	KOSHKONONG CREEK BRIDGE B-13-0910	BRRPL	2026
3997-01-79/80	LOC STR	E MAIN STREET TO E DIVISON STREET	RECST	2026
4050-21-71	WIS 055	USH 10-RIDGECREST LANE	COLD20	2026
4085-66-71	WIS 032	BREED ST-STH 114	RSRF30	2026
4085-67-71	WIS 032	ALTONA AVENUE-USH 151	RSRF20	2026
4090-01-74	WIS 067	STH 175 TO EAST COUNTY LINE	PVRPLA	2026
4090-01-75	WIS 067	STH 175 TO IH 41	PVRPLA	2026
4110-32-71	US 045	SCL-SCPL OSHKOSH	RSRF20	2026
4337-23-71	WIS 310	CTHR-COLUMBUS STREET	RSRF30	2026
4984-24-75	LOC STR	COLLEGE AVENUE TO WISCONSIN AVENUE	RECST	2026
5032-00-70/72	WIS 033	BARABOO RIVER TO V WONEWOC S LIMIT	RSRF25	2026
5040-03-71	WIS 080	S FORK BARABOO R BRIDGE TO STH 33	PVRPLA	2026
5060-00-77	WIS 023	STH 33 TO IH 90 RAMP	PVRPLA	2026
5100-01-73	WIS 033	C HILLSBORO W LIMIT TO CTH HH	PVRPLA	2026
5163-07-72	WIS 035	LACROSSE CO LINE TO SUNNYSIDE DR	RECST	2026
5255-01-74	WIS 023	0.04 MI SOUTH OF PINE ST TO ROWE RD	PSRS10	2026
5260-03-71/72	WIS 113	CTH V TO CTH P	PVRPLA	2026
5290-02-71	WIS 019	DIVISION STREET TO RIVER ROAD	RSRF20	2026
5770-02-71	WIS 130	WISCONSIN RIVER TO USH 14	RSRF20	2026
5790-02-72	WIS 171	STH 27 TO USH 81	PVRPLA	2026
5845-16-73/83	US 051	HARRISON ST TO ROBY RD	RECST	2026
5939-00-72	WIS 080	KENNEDY STREET TO 0.27 MILE N CTH I	RSRF20	2026
5964-01-73	WIS 133	FURNACE BRANCH BRIDGE TO STH 35	PVRPLA	2026
5991-07-68/69	LOC STR	ROSE STREET TO LANG DRIVE	RECST	2026
5996-01-70	LOC STR	STH 80 TO BROADWAY STREET	RECST	2026
6145-01-72	US 012	CTH A TO PILGRIM DRIVE	PVRPLA	2026
6145-01-73/83	US 012	PILGRIM DRIVE TO E ADAMS ST	PVRPLA	2026
6145-01-82	US 012	CTH A TO PILGRIM DRIVE	PVRPLA	2026
6235-01-73	WIS 026	0.2 MI S OF MILLIGAN RD TO DOTY ST	RSRF30	2026
6340-00-74	WIS 013	2ND STREET NORTH TO CTH P	PVRPLA	2026
6360-05-75	WIS 107	CTH B TO NORTH STREET	RSRF10	2026
6370-00-83	WIS 153	STAINLESS AVENUE TO STH 107	PSRS40	2026
6530-01-70	WIS 073	WHITE RIVER BRIDGE TO STH 21	RSRF10	2026
6994-00-72	County P	KICKERT COURT TO STH 73	RECST	2026
7610-00-77	WIS 029	RED CEDAR RIVER BRIDGE B-17-0005	BRRHB	2026
7720-00-71	WIS 085	CTH A TO 250' W OF STH 93	RSRF20	2026
8010-01-79	WIS 035	LANQUIST ST TO STH 70 E	RSRF20	2026
8010-01-80	WIS 035	STH 48 E TO POLK STREET	RSRF20	2026
8030-00-70	WIS 048	USH 8 TO STH 35	COLD20	2026
8100-01-72	WIS 025	IH 94 TO CTH D	COLD20	2026
8200-00-71	WIS 027	STH 29 TO JOHNSON ROAD	PSRS40	2026
8520-00-71	WIS 077	STH 13 TO EAST COUNTY LINE	RSRF20	2026
8620-00-75	WIS 040	USH 12 TO CTH M	RSRF20	2026
8630-00-70	WIS 170	RED CEDAR RIVER BRIDGE B-17-0002	BRRHB	2026
8650-00-74	WIS 128	USH 12 TO STH 170	COLD20	2026
8840-00-70	WIS 087	USH 8 TO 240' N OF MINNESOTA ST	RSRF20	2026
8887-03-72	County A	N BUTTERNUT ST TO N JEFFERSON ST	RECST	2026
8949-00-76	US 012	IH 94 TO STH 25 N	RSRF20	2026
8995-00-16	LOC STR	LAKE SHORE DRIVE TO 8TH STREET E	RECST	2026
9120-09-71	US 002	PEWABIC STREET TO CTH NN	RSRF30	2026
9180-35-71	WIS 022	S CPL - N CPL	RECST	2026
9250-14-71	WIS 077	UPSON LAKE ROAD TO ODANAH ROAD	RSRF10	2026
9295-00-70	County BE	STH 22 TO RIVER ROAD	RSRF20	2026
9835-06-70	LOC STR	WESTERN AVENUE TO EAST CITY LIMITS	PVRPLA	2026
9995-05-73	LOC STR	HALL AVENUE TO LEWIS STREET	RECST	2026
Total Projects for 2026				91
1090-09-75	I-043	USH 12 TO STH 83 NB	PVRPLA	2027
1133-73-71	I-041	USH 45 - IH 43	BRPVTV	2027
1360-02-71	WIS 167	STH 181 INTERSECTION	PVRPLA	2027
1390-01-76	WIS 026	CENTER STREET TO STH 33	RSRF15	2027
1450-18-71	US 141	CTH MM - CONTINENTAL DR	RSRF30	2027
1500-49-80	US 010	STH 114-CTH N	PSRS20	2027
1540-02-76	WIS 065	70TH AVE TO USH 12 WEST	RSRF20	2027
1540-02-78	WIS 085	USH 12 EAST TO RICHMOND WAY	RSRF20	2027
1560-19-70	US 008	S JCT STH 32 TO PESHTIGO RVR BRIDGE	RSRF25	2027
2030-10-71	WIS 100	W BURLEIGH ST TO W SILVER SPRING DR	BRRPL	2027

2023 ADA TRANSITION PLAN

Project ID	Highway	Project Limits	Improvement Concept	Year
2040-21-70	US 045	ST MARTINS RD TO RAWSON AV (CTH BB)	RSRF20	2027
2135-15-70	LOC STR	N 95TH ST TO N 73RD ST	PVRPLA	2027
2265-09-71	WIS 241	W ELM ROAD TO W VILLA DRIVE	RSRF30	2027
2265-11-72	WIS 241	W BOTTSFORD AVE TO W HOWARD AVE	RSRF25	2027
2310-25-70	WIS 060	WAYSIDE DR TO 1300' W OF IH 41 I/C	RSRF25	2027
2370-00-75	WIS 184	SWAN ROAD TO NORTH COUNTY LINE	RSRF30	2027
2380-04-70	WIS 024	W MILWAUKEE CO LN TO 110TH ST	RSRF25	2027
2475-08-71	WIS 145	STH 100 TO STH 167	RSRF25	2027
2729-07-70	WIS 181	COUNTY LINE ROAD TO MEQUON ROAD	PVRPLA	2027
3020-00-89	WIS 028	E BR ROCK R BRIDGE B-14-067	BRRHB	2027
3050-01-76	WIS 019	WOOD VIOLET LANE TO BR MAUNESHA RVR	RSRF30	2027
3110-08-70	WIS 059	W COUNTY LINE TO CTH X	RSRF30	2027
3150-06-70	US 014	CTH K TO ILLINOIS ST LINE	PVRPLA	2027
3170-09-70	WIS 050	WELLS ST TO GRAND GENEVA WAY	RSRF25	2027
3170-09-71	WIS 050	FOREST ST TO WELLS ST	PVRPLA	2027
3364-02-63/65	WIS 175	EAST COUNTY LINE TO CTH DD	PSRS40	2027
3576-01-72	WIS 106	PARK DRIVE TO ROBERT STREET	PVRPLA	2027
3576-01-73	WIS 106	PARK DRIVE TO ROBERT STREET	PVRPLA	2027
3841-05-75	WIS 011	MOUND RD TO WEST STREET	PVRPLA	2027
4010-29-71	WIS 028	STH 57-CTH A	RSRF30	2027
4085-85-71	WIS 032	STH 98-COOK STREET	RSRF20	2027
4085-85-72	WIS 032	COOK STREET - MERRILL STREET	RSRF20	2027
4085-88-71	WIS 057	RANDALL AVE-GRIGNON ST	RSRF20	2027
4322-10-71	WIS 067	STH 32 - USH 151	RSRF20	2027
4540-35-71	WIS 032	STH 23 - STH 42	RSRF20	2027
5120-05-74	WIS 033	FOREST RIDGE DRIVE TO KIRSCHNER RD	RSRF30	2027
5270-01-70	WIS 060	RIDDLE ROAD TO CLARK STREET	RSRF30	2027
5280-03-73	WIS 113	CTHP TO LODI CITY LIMITS	PVRPLA	2027
5340-01-73	WIS 081	STH 213/MCKINLEY AVE INTERSECTION	RECST	2027
5400-00-76	US 151	USH 51 INTERSECTION	PVRPLA	2027
5510-00-70	WIS 071	CTH U TO CTH V/B-41-25,-161,-159	RSRF30	2027
5545-00-70/71	WIS 071	CTHV TO STH 80/B-41-XXX, B-29-068	RSRF30	2027
5571-01-74	WIS 213	STH 11 TO STH 59	RSRF30	2027
5590-05-70	WIS 078	NORTH JUNCTION CTH H TO CTH E	RSRF30	2027
5630-00-74/75/76	WIS 060	USH 12 TO EAGLE VIEW COURT	PVRPLA	2027
5730-00-64	WIS 056	S JCN STH 131 TO FANCY CK B-52-223	RSRF15	2027
5926-03-72	WIS 082	ALASKA AVENUE TO STONEFIELD WAY	PVRPLA	2027
5990-03-71	LOC STR	N WASHINGTON STR TO HARDING STREET	RECST	2027
5992-11-21	LOC STR	LAKESIDE ST TO NORTH SHORE DR	RECST	2027
6150-01-77/78	WIS 022	N JCT STH 23 TO PARK STREET	RECST	2027
6180-30-71	WIS 021	STH 116 - LEONARD POINT ROAD	RSRF10	2027
6180-31-71	WIS 021	LEONARD POINT RD - WASHBURN STREET	RSRF10	2027
6260-00-72	WIS 161	STH 49 SB TO STH 110	RSRF10	2027
6590-01-74	WIS 022	STH 54 TO S JCT CTH B	RSRF25	2027
6707-01-73	WIS 146	STH 18 TO STH 33	RSRF30	2027
6999-10-85	BUS 051	EVEREST DRIVE TO SCHOFIELD AVENUE	PVRPLA	2027
6999-10-86	BUS 051	STH 29 EB RAMP TO STH 29 WB RAMP	PVRPLA	2027
6999-10-87	BUS 051	E GRAND AVE TO EAU CLAIRE RVR BRDGE	PVRPLA	2027
6999-12-80/89	BUS 051	EVEREST DRIVE TO SCHOFIELD AVENUE	PVRPLA	2027
6999-12-88	BUS 051	E GRAND AVE TO EAU CLAIRE RVR BRDGE	PVRPLA	2027
7030-00-72	US 010	STH 73 TO EAST COUNTY LINE	RSRF20	2027
7050-00-74	WIS 073	USH 10 E TO W 19TH ST	RSRF10	2027
7160-04-76	WIS 035	OLD STH 35 TO INDIAN CREEK RD	RSRF20	2027
7185-00-70	US 012	COFFEE CREEK BRIDGE B-27-0150	BRRHB	2027
7210-04-73	US 063	600' N OF 55TH AVE TO USH 12 E	RSRF20	2027
7575-01-68	WIS 016	STH 157 TO SOUTH KINNEY COULEE RD	RSRF15	2027
7660-00-72	WIS 080	LEMONWEIR RIVER TO STH 58	RSRF25	2027
8010-00-74	WIS 035	CTH K S TO YELLOW RVR BR B-07-0019	RSRF20	2027
8050-00-72	WIS 070	AUTO LANE TO USH 53	RSRF20	2027
8160-00-76	WIS 013	WASHINGTON AVE TO SUPERIOR AVE	PVRPLA	2027
8560-01-74	WIS 077	MINWI STATE LN TO STH 35 S	PSRS40	2027
8949-00-75	US 012	STH 65 S TO STH 65 N	RSRF20	2027
9650-16-72	WIS 047	CHURCH STREET TO LANGLADE CO LINE	RSRF10	2027
			TOTAL Projects for 2027	73
1000-18-82	VAR HWY	VAR HWYS, MULTIPLE STRUCTURES	BRRHB	2028
1111-03-65	US 151	0.5 MI S CNW RR TO 0.4 MI N STH 33	PSRS10	2028
1310-19-70	WIS 083	CTH JB TO STH 11	RSRF25	2028
1320-13-71	WIS 011	STH 38 TO CTH N	RSRF30	2028
1320-27-70	WIS 011	CTH C TO 67TH DR	PVRPLA	2028
1330-34-70	WIS 083	PERKINS ROAD TO GLACIER PASS	RSRF15	2028
1360-14-70	WIS 145	N 20TH ST TO N 12TH ST	PVRPLA	2028
1370-00-75	WIS 016	CTH L/ BUS 28 TO E MAIN STREET	RSRF20	2028
1410-16-70	WIS 033	CTH Y TO 500' NE OF CTH W	RSRF20	2028
1430-08-83	WIS 023	FOX RVR BRIDGE TO OLD GREEN LAKE RD	RSRF25	2028

2023 ADA TRANSITION PLAN

Project ID	Highway	Project Limits	Improvement Concept	Year
1520-02-73	US 010	BACHELORS AVE TO STH 73 S	COLD20	2028
1530-00-80	US 010	MN/WI ST LN TO 1700FT E OF STH 29	RSRF20	2028
1570-00-79	US 008	MN/WI STATE LINE TO GLACIER ROAD	RSRF20	2028
1810-01-82	WIS 013	PRICE CO LN TO MORSE RD	PSRS40	2028
1840-03-78	US 014	STH 80 TO BOHMAN DRIVE	RSRF20	2028
1882-02-70/71	US 018	JEFFERSON ST TO IOWA COUNTY LINE	RSRF30	2028
1706-00-78	WIS 011	WHITE STREET TO E LIMIT BENTON	RSRF25	2028
2010-05-71	WIS 175	N 48TH ST TO APPLETON AVE	RSRF25	2028
2010-05-73	WIS 175	W BURLEIGH ST TO STH 181	RSRF25	2028
2160-06-71	WIS 181	WISCONSIN AVE TO CENTER ST	PVRPLA	2028
2219-05-70	WIS 032	W LAPHAM BLVD TO E NATIONAL AVE	PVRPLA	2028
2219-05-71	WIS 032	E FLORIDA ST TO E ST PAUL AVE	RSRF25	2028
2230-11-70	WIS 059	124TH ST TO 108TH STREET	RSRF25	2028
2230-16-70	WIS 059	WHITEHALL ST TO BROOKFIELD RD	RSRF25	2028
3050-01-78/79	WIS 019	CHURCH STREET TO MARKET STREET	PVRPLA	2028
3050-05-72/73	WIS 019	NORTH STREET TO MAIN STREET	RSRF20	2028
3280-00-75/77	WIS 089	WATERLOO EAST LIMIT TO B-28-77	PVRPLA	2028
3325-08-70	WIS 067	USH 14 TO GENEVA STREET	RSRF25	2028
3575-09-73	US 012	JANESVILLE AVENUE TO MAIN STREET	PVRPLA	2028
4015-22-72	WIS 057	STH 28-NCL	RSRF20	2028
4030-03-70	WIS 033	MILWAUKEE RIVER TO MARTIN DR	RSRF15	2028
4030-03-71	WIS 033	MARTIN DR TO SUMMIT DR	RSRF15	2028
4080-07-70	WIS 028	USH 45 TO STH 144	RSRF15	2028
4085-17-71	WIS 114	MANITOWOC STREET-MELISSA STREET	RECST	2028
4085-18-71	WIS 114	MELISSA STREET-USH 10	RECST	2028
4085-47-71	WIS 032	STH 114-NCL	RSRF10	2028
4085-71-71	WIS 032	STH 67 - 7TH STREET	PVRPLA	2028
4085-71-72	WIS 032	FREEMONT ST - CTH AA	RSRF25	2028
4100-43-70	US 151	IRISH RD INTERSECTION	RECST	2028
4150-14-71	WIS 057	SUMMIT RD - CTH Q	RSRF25	2028
4190-17-71	WIS 032	3RD ST - 8TH ST	PVRPLA	2028
4190-17-72	WIS 032	FOX RIVER BRIDGE - 4TH ST	RSRF20	2028
5110-06-71	WIS 131	RICHLAND COUNTY LINE TO STH 82	PVRPLA	2028
5235-03-72	WIS 080	W TROY STREET TO N JACKSON STREET	PVRPLA	2028
5400-00-71/75	US 151	WSOR CROSSING TO OLIN AVENUE	PVRPLA	2028
5590-05-72	WIS 078	GALENA STREET TO VALLEY ROAD	PVRPLA	2028
5728-00-61	WIS 188	USH 12 TO STH 60	RSRF20	2028
5780-03-63	WIS 131	KICKAPOO RIVER B-12-172 TO USH 61	PSRS40	2028
5845-16-76	US 051	EXCHANGE ST TO LARSON BEACH RD	RECST	2028
5845-16-78	US 051	YAHARA DR TO DALE CURTAIN DR	RECST	2028
5944-00-75	WIS 081	V ARGYLE W LIMIT TO OLD HIGHWAY 81	RSRF25	2028
5964-01-72	WIS 133	FOREST LN TO FURNACE BRANCH BRIDGE	PVRPLA	2028
6040-00-76	WIS 033	WISCONSIN RIVER TO STH 16	PVRPLA	2028
6070-01-72	WIS 033	0.1MI W OF FOREST STREET TO STH 68	RSRF30	2028
6070-02-72	WIS 088	STH 33 TO EDGELAWN DRIVE	RSRF30	2028
6290-05-60	US 010	OLD HWY 18 ROAD TO CTH J	PSRS30	2028
6300-00-75	WIS 022	STH 21 TO PORTAGE WAUPACA CO LINE	RSRF30	2028
6517-17-70	WIS 076	STH 15 - S JUNCTION CTH S	RSRF10	2028
6565-01-74	WIS 023	STH 16 TO ADAMS COUNTY LINE	PVRPLA	2028
6590-02-78	WIS 110	BERTRAM STREET TO USH 45	RSRF10	2028
6620-00-70	WIS 185	3RD STREET TO ANDERTON AVENUE	RSRF15	2028
6620-00-71	WIS 186	ANDERTON AVENUE TO USH 10	RSRF15	2028
6630-01-74	WIS 044	VINE STREET TO STH 73	RSRF15	2028
6899-03-83	WIS 013	LAKEWOOD LANE TO WHITROCK AVENUE	PVRPLA	2028
7180-00-80	WIS 035	WACOTA ST TO USH 10	RSRF20	2028
7255-00-71	WIS 124	1500FT N CTHO - 1300FT S BUS STH29	RSRF20	2028
7505-00-73	WIS 121	USH 53 N TO CTH FF SOUTH	PSRS40	2028
7570-05-76	WIS 016	VETERANS PARK TO CTH M	PVRPLA	2028
8040-00-71	WIS 070	MN/WI STATE LN TO 350' E JOHNSON ST	RSRF30	2028
8180-00-81	WIS 027	CHIPPewaRUSK CO LN TO USH 8	RSRF20	2028
8210-00-71	WIS 073	PARK ST TO STH 64 E	PSRS40	2028
8810-00-74	VAR HWY	THIN POLYMER DECK OVERLAYS	BRPVTV	2028
8850-00-73	WIS 128	STH 170 TO STH 64	COLD10	2028
8820-00-70	WIS 048	STH 35 TO BASS LAKE LANE	COLD20	2028
9180-23-73	WIS 022	ZINGLER AVENUE TO GREEN BAY STREET	PVRPLA	2028
9180-23-74	WIS 047	GREEN BAY STREET TO SHAWANO CREEK	PVRPLA	2028
9210-20-71	WIS 054	DUCK CREEK BRIDGE B-05-0392	BRRHB	2028
9303-03-73	WIS 122	SOUTH JCT CTH B TO WEST MILL STREET	PVRPLA	2028
9650-17-73	WIS 047	CTH W TO CHURCH STREET	RSRF20	2028
			Total Projects for 2028	75
1080-03-76	I-043	HALE I/C	BRRHB	2028
1120-64-70	I-041	STH 26 - CTH Y	PSRS20	2028
1166-09-62	I-039	FOXGLOVE ROAD TO BRIDGE STREET	PSRS30	2028
1330-05-72	WIS 083	VETTELSON TO OCONOMOWOC RIVER	PVRPLA	2028

2023 ADA TRANSITION PLAN

Project ID	Highway	Project Limits	Improvement Concept	Year
1350-03-71	WIS 175	STH 59 - 500 FT N OF CANAL ST	RSRF25	2029
1510-01-60	US 010	ANDERSON ROAD TO APPLETREE LANE, EB	PSRS30	2029
1520-01-60	WIS 054	26TH STREET NORTH TO CTH B	PSRS20	2029
1610-01-78	WIS 013	WEEPING WILLOW LN TO E MACK ST	PVRPLA	2029
1620-05-71	WIS 080	STH 58 TO WCL RR	RSRF30	2029
1690-05-73	WIS 089	COW PATH LANE TO DANE COUNTY LINE	RSRF30	2029
1706-04-74	WIS 011	WOLF CREEK BRIDGE TO CTH KK	RSRF30	2029
2030-22-70	WIS 100	CMSTPP RR TO NORTH OF W BURLEIGH ST	RSRF25	2029
2165-05-70	WIS 181	W GREENFIELD AVE TO W ADLER AVE	PVRPLA	2029
2185-05-71	WIS 032	E HOWARD AVE TO E MORGAN AVE	RSRF25	2029
2185-05-72	WIS 032	E MORGAN AVE TO E OKLAHOMA AVE	RSRF25	2029
2200-17-70	US 018	N 35TH ST TO N 27TH ST	RSRF25	2029
2225-05-71	WIS 032	E DEAN RD TO N MOHAWK RD	RSRF30	2029
2230-05-72	WIS 059	S 84TH ST TO S 78TH ST	PVRPLA	2029
2230-15-72	WIS 059	S BROOKFIELD RD TO 124TH ST	RSRF30	2029
2235-04-70	WIS 038	W MITCHELL ST TO W NATIONAL AVE	RSRF25	2029
2270-06-70	WIS 057	500' S OF STH 167 TO CTH W	RSRF25	2029
2300-05-71	WIS 167	IH41 E ON/OFF RAMP-S STH 145	RSRF30	2029
2310-18-71	WIS 060	FIVE CORNERS DR TO 1ST AVENUE	RSRF30	2029
2310-18-72	WIS 060	1ST AVE TO 10TH AVE	PVRPLA	2029
2350-28-70	WIS 032	S COUNTY LINE TO FOREST HILL AVE	PVRPLA	2029
2430-08-70	US 045	N OF 7TH AVE TO STH 20	RSRF10	2029
2475-13-70	WIS 145	PILGRIM RD TO DIVISION RD	PVRPLA	2029
2565-06-70	WIS 057	W CAPITOL DR TO W SILVER SPRING DR	PVRPLA	2029
2697-00-77	WIS 167	BUNTROCK AVE TO STH 57	RSRF25	2029
3050-04-70/71	WIS 019	MARKET STREET TO IRENE STREET	RECST	2029
3050-06-71	WIS 019	BR MAUNESHA RVR BRIDGE TO PALMER ST	RSRF25	2029
3180-07-71	WIS 120	TOWNLINE RD TO STH 50	RSRF25	2029
3360-07-73	WIS 175	MAPLE AVE TO 1600' NORTH OF CTH K	PVRPLA	2029
3738-09-70	WIS 165	85TH AV TO CTH ML, CTH EZ TO STH 32	PVRPLA	2029
3841-06-70	WIS 011	TURTLE CREEK DR-MAIN, 4TH-WRIGHT ST	RSRF20	2029
3841-06-71	WIS 011	WRIGHT ST TO MOUND RD	PVRPLA	2029
4075-42-70	WIS 096	LAGOON RD - WOBECK LN	RSRF15	2029
4075-42-71	WIS 096	SHANTY RD - LAGOON RD	RSRF30	2029
4080-07-71	US 045	SCL-ELM ST	RSRF10	2029
4100-42-72	US 151	S 35TH ST - S 8TH ST	PVRPLA	2029
4115-14-71	WIS 147	CTH W - E CHURCH ST	RSRF30	2029
4115-14-72	WIS 147	E CHURCH ST - CTH B	PSRS10	2029
4115-15-71	WIS 147	CTH B - CTH R	RSRF30	2029
4540-37-70	WIS 032	STH 42 - STH 32/57 SOUTH JUNCTION	RSRF15	2029
4620-02-71	WIS 096	BALLARD RD - ADAMS ST	RSRF25	2029
5040-03-72	WIS 080	PINE RIVER BRIDGE TO CTH C	RSRF30	2029
5098-00-73	WIS 154	ROCK SPRINGS W V LIMIT TO STH 136	RSRF25	2029
5160-07-72	WIS 035	CTH E TO OLD HWY 35	RSRF20	2029
5245-04-70	WIS 023	DODGE STREET TO USH 151	PVRPLA	2029
5245-04-71	WIS 023	WATER STREET TO STH 39	PVRPLA	2029
5390-00-76/77	US 051	CENTERWAY ST TO BLACK BRIDGE ROAD	PVRPLA	2029
5390-01-77	US 051	BLACK BRIDGE ROAD TO USH 14	PVRPLA	2029
5570-01-88	WIS 213	ROCK RIVER BRIDGE B-83-090	BRRHB	2029
5573-05-72	WIS 136	NARROWS CREEK BRIDGE TO BELTER DR	RSRF20	2029
5845-16-82	US 051	5TH STREET TO HARRISON STREET	RECST	2029
5880-00-78	US 012	ORANGE ROAD TO WEBSTER STREET	PVRPLA	2029
5924-00-72	WIS 138	STH 59 TO MILWAUKEE ST	PVRPLA	2029
5991-02-73/76	WIS 157	5TH AVE S TO 0.05 EAST OF 17TH AVE	PVRPLA	2029
6140-01-77	WIS 013	STH 16 TO ADAMS COUNTY LINE	PVRPLA	2029
6210-00-74	WIS 049	SOUTH STREET TO S WASHINGTON STREET	PVRPLA	2029
6370-00-73	WIS 153	WISCONSIN RIVER BRIDGE TO OLD 51 RD	RSRF10	2029
6430-21-71	WIS 076	MURDOCK AVENUE - IH 41	RSRF25	2029
6540-01-73	WIS 091	STH 49 SOUTH TO BERLIN CITY LIMITS	PVRPLA	2029
6590-01-76	WIS 022	CTH B (SOUTH) TO CTH N (NORTH)	RSRF30	2029
6993-01-72	WIS 044	STH 22 TO CTH P	PVRPLA	2029
6999-00-71	WIS 052	N 8TH STREET TO N 18TH STREET	PVRPLA	2029
6999-00-81	WIS 805	CTH U TO WEST CAMPUS DRIVE	PVRPLA	2029
7220-00-79	WIS 025	12TH AVE TO USH 12 E	RSRF20	2029
7600-00-73	US 012	4TH AVENUE WEST TO 6TH STREET EAST	RSRF20	2029
7610-00-78	WIS 029	STH 25 S TO USH 12 E	RSRF20	2029
7610-00-79	WIS 029	RIVERSIDE DRIVE TO STH 25 SOUTH	RSRF20	2029
7660-00-78	WIS 080	USH 12 TO LEMONWEIR RIVER	PVRPLA	2029
7905-00-71	US 063	USH 10 W TO OLD TOWN HALL ROAD	PSRS40	2029
9180-26-71	WIS 022	USH 141-USH 41	RSRF20	2029
9210-21-71	WIS 054	CTH J - STH 172	RSRF30	2029
9215-01-74	WIS 086	TOMAHAWK AVENUE TO CHARLOTTE STREET	PVRPLA	2029
Total Projects for 2029				76
Total Projects				508

*As of FIIPS April 13, 2023

2023 ADA TRANSITION PLAN

I. Standalone Curb Ramp Improvement Program projects***

Project ID	Highway	County	Project Limits	Improvement Concept Code		Year
5637-02-71	STH 023	SAUK	SAUK COUNTY VARIOUS LOCATIONS	MISC	CURB RAMP STANDALONE	2024
2707-08-70	VAR HWY	WASHINGTON	WEST BEND AREA VAR LOC PER PLAN	MISC	CURB RAMP STANDALONE	2026
6998-15-70	STH 066	PORTAGE	US10/STH66 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2026
5340-01-72	STH 081	ROCK	MCKINLEY AVENUE TO 3RD STREET	MISC	CURB RAMP STANDALONE	2027
5989-03-73	USH 051	ROCK	CITY OF БЕЛОIT VARIOUS LOCATIONS	MISC	CURB RAMP STANDALONE	2027
7995-02-72	VAR HWY	EAU CLAIRE	STH 93, 312 & USH 12 CURB RAMPS	MISC	CURB RAMP STANDALONE	2027
1000-39-12	VAR HWY	SHEBOYGAN	STH 23/28/42 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2028
1000-39-14	VAR HWY	FOND DU LAC	HWY23/43/131 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2028
4821-04-70	VAR HWY	OZAUKEE	PORT WASH/SAUK AREA VAR LOC PER PLN	MISC	CURB RAMP STANDALONE	2029
6999-21-70	VAR HWY	WOOD	STH 13/54/73 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2029
7540-00-04	VAR HWY	MULTIPLE	NORTHWEST REGION-MULTIPLE LOCATIONS	MISC	CURB RAMP STANDALONE	2029
1000-39-16	VAR HWY	WINNEBAGO	STH 114/47 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2030
1000-39-18	VAR HWY	OUTAGAMIE	STH47/96/125 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2030
6999-19-70	VAR HWY	MARATHON	BUS 51/STH52 CURB RAMP IMPROVEMENTS	MISC	CURB RAMP STANDALONE	2031
1000-43-75	VAR HWY	MULTIPLE	SOUTHEAST REGION-MULTIPLE LOCATIONS	MISC	CURB RAMP STANDALONE	2032
Total Projects						15
***Annual program listing of scheduled projects						

J. Responses to Public Comments received in 2022

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

Curb Ramps

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

Response: Thank you for your feedback. WisDOT continues to explore opportunities to improve accessibility through our highway improvement program. Additionally, our Standalone Curb Ramp Improvement program was implemented to address non-compliant curb ramps not scheduled for replacement with currently scheduled highway improvement projects. WisDOT will continue to work with local municipalities to install accessible pedestrian infrastructure along State Highway corridors.

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

Response: The Wisconsin Department of Transportation's (WisDOT) Non-Driver ArcGIS Online Application allows users to upload user-developed or publicly available data as additional layers for analysis with non-driver population estimates. Publicly available WisDOT ArcGIS data and applications can be found on WisDOT's GIS Open Data website: <https://data-wisdot.opendata.arcgis.com/>. The steps to upload data as an additional layer can be found on page six of the Non-Driver ArcGIS Online Application's Basic Functionality User Guide: <https://wisconsin.gov/Documents/projects/multimodal/user-guide.pdf>.

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

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

Response: WisDOT continues to collaborate with municipalities to improve safety and connectivity for pedestrians through our various programs. All WisDOT projects are evaluated for pedestrian accommodations as part of project development. WisDOT continually explores means of incorporating best practices like those mentioned into our policies and guidance. Thank you for your recommendation.

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

Response: Thank you for your feedback. All WisDOT highway projects defined as an "alteration" per U.S. Department of Justice and U.S. Department of Transportation guidance are required to install or update curb ramps. WisDOT uses a variety of criteria to prioritize Standalone Curb Ramp Improvement program project locations including safety, existing conditions, pedestrian generators, local demographics, and ADA complaints. WisDOT continues to support all municipalities in their pursuit of becoming more connected and accessible communities.

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

Response: WisDOT uses a variety of criteria to prioritize Standalone Curb Ramp Improvement program project locations including safety, existing conditions, pedestrian generators, local demographics, prevalence of non-driver populations, and ADA complaints. WisDOT continues to evaluate additional methods for incorporating equity and other considerations into the prioritization process. Future transition plans may address updates to the prioritization process.

Comment #6: Milwaukee County Aging and Disabilities Services (ADS) appreciates the opportunity to comment on the 2022 ADA Transition Plan and appreciates the efforts WisDOT is taking to make enhancements to state owned infrastructure through improved curb ramps and pedestrian signals. These types of improvements, while small in scale on an individual project level, greatly impact the aging and disability populations' abilities to safely and successfully navigate their communities and maintain travel independence. ADS appreciates the continued statewide investment in accessible public right-of-way. Lastly, as mentioned by previous commenters, ADS agrees that investments in curb ramp and pedestrian crossing infrastructure make up only a small piece of the puzzle in improving aging and disability populations' abilities to get where they need to go, especially in urban areas with high volumes of vehicle traffic, and that investments in sidewalks, transit, and specialized transportation services will only continue to grow as our population ages. Furthermore, ADS advocates for an expansion in traffic calming measures along urban state highways including bump-outs, pedestrian islands, lowering speed limits, and road diets, where feasible. ADS looks forward to additional opportunities for review of the upcoming Active Transportation Plan and involvement in statewide transit advocacy and planning.

Response: WisDOT will continue its efforts to improve the ADA compliance and quantity of curb ramps on our State Highways (STH). We currently have guidance on pedestrian islands and road diets. We are also developing policies for curb extensions (bump-outs) on STHs. WisDOT always looks forward to working with all our shareholders on all projects. Opportunities for public engagement during

development of the Active Transportation Plan will be announced at the WisDOT Active Transportation Plan website: <https://www.wisdotplans.gov/plan/atp2050> .

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

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

Response: WisDOT continues to evaluate opportunities to address transportation gaps and accessibility concerns for all users on our highways. WisDOT is aware of the Atwood Avenue project. We are currently looking into developing policy to pilot raised crosswalks on some projects. There are currently no raised crosswalks on the National Highway System (NHS) that we are aware.

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

Response: The schedule for the Standalone Curb Ramp Improvement program prioritizes and addresses all non-programmed curb ramp locations within 3 six-year program cycles (18 years). WisDOT evaluates the Standalone Curb Ramp Improvement program and its funding regularly to identify any actions that may be needed to maintain the schedule.

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

Response: The schedule for the Standalone Curb Ramp Improvement program prioritizes and addresses all non-programmed curb ramp locations within 3 six-year program cycles (18 years). WisDOT evaluates the Standalone Curb Ramp Improvement program and its funding regularly to identify any actions that may be needed to maintain the schedule.

Comment #10: The GIS map showing curb ramps can't be easily printed.

Response: The Wisconsin State Highway Curb Ramps and Sidewalk ADA Inventory Database (<https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=98f74e8262e348b28ab8622e10532d90>) has been updated to include a Print option.

Other Facilities

Accessible Pedestrian Signals

Comment #11: Utilize PROWAG standards as opposed to MUTCD standards with relocating accessible signals.

Response: The Bureau of Traffic Operations (BTO) is considering changes to the Wisconsin Department of Transportation (WisDOT) policy for the installation of Accessible Pedestrian Signals (APS) to conform to the proposed PROWAG. Policy considerations include:

- At signalized intersections that have existing pedestrian facilities (e.g., curb ramps, paved paths) but do not have APS, intersections would be retrofitted with APS as opportunities arise, such as roadway projects.
- At signalized intersections that have proposed pedestrian facilities, APS would be installed in coordination with area pedestrian facilities as opportunities arise.
- At intersections that lack existing pedestrian facilities, such as signals in rural areas, pedestrian signals are not and would not typically be installed.

The WisDOT policy for installing APS only impacts State-owned and maintained signalized intersections. Intersections owned and maintained by local agencies are not required to conform to WisDOT policies.

Comment #12: Implement accessible pedestrian signals at all intersections abutting a DOT controlled crossing.

Response: The Bureau of Traffic Operations (BTO) is considering changes to the Wisconsin Department of Transportation (WisDOT) policy for the installation of Accessible Pedestrian Signals (APS) to conform to the proposed PROWAG. Policy considerations include:

- At signalized intersections that have existing pedestrian facilities (e.g., curb ramps, paved paths) but do not have APS, intersections would be retrofitted with APS as opportunities arise, such as roadway projects.
- At signalized intersections that have proposed pedestrian facilities, APS would be installed in coordination with area pedestrian facilities as opportunities arise.
- At intersections that lack existing pedestrian facilities, such as signals in rural areas, pedestrian signals are not and would not typically be installed.

The WisDOT policy for installing APS only impacts State-owned and maintained signalized intersections. Intersections owned and maintained by local agencies are not required to conform to WisDOT policies.

Comment #13: I read through the accessibility plan and I appreciate the work that has been to increase the number of curb ramps installed even when major street reconstruction is not occurring. I noticed that APS are being installed more often, and this is great. Is there a reason this cannot be the default for

all new signals? I realize that remediation of existing signals can take a long time, but it seems that for any new project or reconstruction of an intersection, adding APS should be the default.

Response: The Bureau of Traffic Operations (BTO) is considering changes to the Wisconsin Department of Transportation (WisDOT) policy for the installation of Accessible Pedestrian Signals (APS) to conform to the proposed PROWAG. Policy considerations include:

- At signalized intersections that have existing pedestrian facilities (e.g., curb ramps, paved paths) but do not have APS, intersections would be retrofitted with APS as opportunities arise, such as roadway projects.
- At signalized intersections that have proposed pedestrian facilities, APS would be installed in coordination with area pedestrian facilities as opportunities arise.
- At intersections that lack existing pedestrian facilities, such as signals in rural areas, pedestrian signals are not and would not typically be installed.

The WisDOT policy for installing APS only impacts State-owned and maintained signalized intersections. Intersections owned and maintained by local agencies are not required to conform to WisDOT policies.

Comment #14: We recommend that WisDOT develop and implement a plan for making all the 1065 signalized intersections accessible by adding accessible pedestrian signals to all such intersections starting with the areas experiencing a high volume of pedestrian traffic.

Response: The Bureau of Traffic Operations (BTO) is considering changes to the Wisconsin Department of Transportation (WisDOT) policy for the installation of Accessible Pedestrian Signals (APS) to conform to the proposed PROWAG. Policy considerations include:

- At signalized intersections that have existing pedestrian facilities (e.g., curb ramps, paved paths) but do not have APS, intersections would be retrofitted with APS as opportunities arise, such as roadway projects.
- At signalized intersections that have proposed pedestrian facilities, APS would be installed in coordination with area pedestrian facilities as opportunities arise.
- At intersections that lack existing pedestrian facilities, such as signals in rural areas, pedestrian signals are not and would not typically be installed.

The WisDOT policy for installing APS only impacts State-owned and maintained signalized intersections. Intersections owned and maintained by local agencies are not required to conform to WisDOT policies.

DMV Customer Service Centers

Comment #15: Invest significant resources in a comprehensive DMV review across the state to assess current inventory and identify opportunities for rehabilitation and reconstruction.

Response: WisDOT continually assesses all statewide facility needs at DMV service centers and other WisDOT-owned facilities. Needs are prioritized and addressed through the biennial capital budget process and available operating and maintenance funds. For DMVs in leased spaces, lessors are required to provide an ADA-compliant facility in accordance with Department of Administration lease requirements.

Comment #16: Efforts to remove barriers to the entrance and employee and public restrooms will improve access to the South Milwaukee Customer Service Center. However, these improvements do not

necessarily improve access to services provided at this location. Customer Service Center improvements should also include ensuring service counters, photography stations, kiosks and other areas routinely used by customers are readily accessible to persons with disabilities.

Response: We may need to look at lobby chair layout to ensure there is enough space for the maneuverability of a wheelchair to reach the ADA height forms counters. A review of the access from Info to the Photo area may also be needed. This is a smaller area with the lower counter on the customer side that may interrupt flow, along with the Automated Knowledge Testing System (AKTS) and chairs, there may not be a lot of space to easily access this area.

Comment #17: Since individuals with disabilities are often limited on transportation options, we must continue to strive for public transportation services to and from DMV Customer Service Centers. This will ensure that everyone has the ability to obtain an ID so they can vote, seek employment, and access any other goods or services which may require identification.

Response: To assist customers that live in areas with limited public transportation, each Spring, DMV updates our website of alternative transportation options for each county.

<https://wisconsin.gov/Pages/dmv/license-drvs/mdcl-cncrns/default.aspx>

Comment #18: Beyond this, there is a significant lack of individuals available to do on the road assessments with individuals needing modified vehicles. This creates an unnecessary barrier to transportation for those individuals who are able to drive.

Response: The objective classification for DMV staff trained to conduct skills tests is the DMV CSR-Specialist position. Staff who have attained this classification are trained to fully conduct driving examinations for persons who need to be re-examined due to physical, medical, or mental impairments, at times conducting these tests from the customer's home (if the customer only qualifies for a limited area license). They are fully versed in the inspection and evaluation of the safety and legality of specially designed and unique vehicles (such as a tricycle with motor or automobile with hand controls); the evaluation of the applicant's ability to efficiently coordinate the use of all controls under all conditions and in general to safely operate the vehicle; and the determination and application of special restrictions (such as daylight driving only, hand controls or a combination of hand and foot controls, etc.). Skills testing is only conducted by trained individuals, and we reallocate staffing throughout DMV locations to ensure there is appropriate coverage of fully trained staff to offer these services. We have approximately 100 examiners across the state that are trained to conduct these special types of examination and offer these exams at 69 different locations throughout the state. Capacity for and availability of special examinations has increased the past 2 years because of the road test pilot for students under 18 who have completed drivers' education by removing the workload for conducting those road test appointments, giving additional capacity for stations to conduct special exams.

Comment #19: We are pleased DOT will be making accessibility improvements to DMV service station public restrooms. We recommend investment in family or single-occupancy non-gender specific restrooms that have significant space to accommodate power wheelchairs and personal attendants. Assisting with personal cares often requires additional space may involve a caregiver that is a different gender than the person with disability they are assisting. Adult changing tables are an important feature that should be an option in at least one public restroom to accommodate older adults and adults with disabilities who have personal care needs.

Response: WisDOT continually assesses all statewide facility needs at DMV service centers and other WisDOT-owned facilities. Needs are prioritized and addressed through the biennial capital budget process and available operating and maintenance funds. Designs for remodeling state facilities, including ADA requirements follow Department of Administration specifications. Decisions regarding the type and size of restroom facilities are dependent on available space inside the DMV and other factors.

Comment #20: We also recommend accessible doors on bathroom and entry doors of facilities to make it easier for people who use mobility equipment or who have balance or muscle weakness that makes pushing or pulling heavy doors difficult.

Response: WisDOT continually assesses all statewide facility needs at DMV service centers and other WisDOT-owned facilities. Needs are prioritized and addressed through the biennial capital budget process and available operating and maintenance funds. For DMVs in leased spaces, lessors are required to provide an ADA-compliant facility in accordance with Department of Administration lease requirements.

Comment #21: Additional suggestions for improving physical DMV locations include expanding the number of parking spots that can accommodate side loading lift vans and using plain language signage that minimizes and uses simple words and visuals. Many people with I/DD also have visual impairments or are non-readers.

Response: WisDOT will assess ADA parking options and signage at DMV sites statewide. If any deficiencies are identified, they will be prioritized and addressed.

Comment #22: We also suggest the Department explore virtual service options for non-drivers applying for a State ID for the first time. Currently, it appears citizens must travel in person to a DMV service center to apply for a State ID the first time it is issued. This is a significant barrier to many non-drivers who need an ID to vote. We ask whether receipt of documentation needed for the ID via mail and virtual appointments with the ability to take an identification photo could meet the in-person visit requirement. Online renewal is available to renew state IDs. Non-expiring IDs are available to people over the age of 65. If non-expiring IDs are an option for adult non-drivers with visual impairments or other conditions (such as epilepsy) that prohibit driving we encourage DOT to expand the populations of people who may receive a non-expiring State ID.

Response: DMV's current Driver Licensing and Identification Card issuance system requires an image and signature be captured using a camera and software provided by a third-party provider for card production. It does not allow for remote image and signature capture. DMV does not have a software solution in place to facilitate remote meetings for transaction process. DMV could possibly further explore this type of functionality via its next DL/ID card issuance contract. Until that technology upgrade occurs, DMV recommends customers expedite their visit by making an appointment via the online appointment option (DL/ID Card Guide) available on the DMV website. Visit <https://dlguides.wi.gov/>. The issuance of non-expiring ID Cards for customers 65 years of age or older is allowed by state statute. It would take a law change to expand the non-expiring ID Card offering to additional customers.

Comment #23: Through the Wisconsin Disability Vote Coalition, we have engaged in conversations with DMV leaders to raise awareness of physical access barriers to DMV sites and to advocate for an initiative-taking approach to systematically increasing accessibility. It is our understanding that the department tends to respond to accessibility complaints and attempts to do this in a timely manner. We

believe that a more initiative-taking systematic approach would increase the rate at which sites are made accessible to all users. A program, like the polling place accessibility reviews conducted by the Wisconsin Elections Commission should be implemented to audit DMV sites. The Disability Vote Coalition provided a comprehensive checklist to DMV leadership in January 2022 that could be used as a template for these audits.

Response: WisDOT continually assesses all statewide facility needs at DMV service centers and other WisDOT-owned facilities. Needs are prioritized and addressed through the biennial capital budget process and available operating and maintenance funds. For DMVs in leased spaces, lessors are required to provide an ADA-compliant facility in accordance with Department of Administration lease requirements.

Comment #24: In a recent visit to a DMV site to obtain Real ID, I experienced some striking access barriers that serve as examples of issues that need to be addressed. Upon entering the facility there were no DMV personnel located near the entrance. As an individual with vision loss, I am unable to read signage, so would not have been able to determine what to do next had I not been accompanied by family members. The information desk was located several yards from the entrance and required moving through a queue to access it. Navigating the site independently without a great deal of struggle was not possible.

Response: Each DMV service center has its own unique layout based on the size and shape of the facility. The majority of permanent DMV stations are smaller in nature, operating without an information desk. At these low volume stations, employees routinely communicate with customers upon entry. Each of the 30 stations that operate an information desk have a different layout with a variety of spacing between the door and the information desk. Building design/layout/operation functionality can make having an Information desk upon entering a challenge and unrealistic. Some locations do use stanchions or distance from the door to maintain line control. While stanchions do serve a purpose during high volume periods (first opening generally), we use to utilize some "best-practices" to help quickly dissipate those lines and expedite customers to service counters without having to stop at the Information desk. Staff working the information desk have been advised to routinely check the line for individuals who may need assistance or an accommodation to navigate our process. Another opportunity for individuals who may need extra assistance from DMV staff, as mentioned here, would be to utilize a service appointment.

Comment #25: My area of expertise is in evaluating websites for screen reader accessibility in addition to visual elements like contrast and font readability. In general, WisDOT sites are accessible and serve as a model for sound public sites as examples to other agencies. Particularly important to note is that parts of the site that require interaction tend to have excellent accessibility and when I encounter issues that I report to WisDOT, the issues are quickly remedied. Examples include the recent 2050 survey and the rail plan survey. The DMV site responded very well to my testing. Highlights include:

- The first button you interact with if you navigate the site with a keyboard is a button that enhances accessibility of the site.
- The site navigates beautifully with keyboard commands.
- Headings are labeled properly, and these headings allow for easy navigation (skipping to various places on the website).

- Graphics and images are labeled.
- The interactive menus are easy to navigate and are clearly labeled, so I know when I am on a radio button on which I can hit enter and select an option.
- There are no nesting tables, which really confuse screen reader navigation.
- Font looks like a Sanserif, so easy to read.
- Good contrasts which I assume meet the contrast ratios required by the ADA and website accessibility guidelines.
- White space helps to reduce overcrowding/clutter.

Response: Thank you for the positive comments regarding the DMV website pages.

Comment #26: Increased virtual or online options for obtaining the ID or renewing it. We recognize that the ID can be renewed every other cycle via web application and appreciate this. Additional options could include the ability to get the ID by uploading the necessary documents through a web portal and obtaining the photo through a secure video meeting platform. This same system could be used for ongoing renewals as pictures do need updating over time.

Response: DMV's current Driver Licensing and Identification Card issuance system requires an image and signature be captured using a camera and software provided by a third-party provider for card production. It does not allow for remote image and signature capture. DMV does not have a software solution in place to facilitate remote meetings for transaction process. DMV could possibly further explore this type of functionality via its next DL/ID card issuance contract. Until that technology upgrade occurs; DMV recommends customers expedite their visit by making an appointment via the online appointment option (DL/ID Card Guide) available on the DMV website. Visit <https://dlguides.wi.gov/>.

Comment #27: Recognizing that not all Wisconsinites have equitable access to broadband or the economic means to purchase technology, we further suggest that DMV services be available in other locations where older adults and people with disabilities are likely to use other services. This could include county Aging and Disability Resource Centers. Independent living centers and senior centers.

Response: DMV currently offers at least 20 hours of in-person service in every county of the state, and locations were geographically selected to ensure a majority of residents were within no more than an hour's drive of a DMV office.

Comment #28: Mobile DMV units could serve rural and urban areas where there are currently DMV deserts.

Response: DMV currently offers at least 20 hours of in-person service in every county of the state, and locations were geographically selected to ensure a majority of residents were within no more than an hour's drive of a DMV office. DMV does not have the funding or staffing resources to operate additional mobile units. There are also technology and network security challenges in operating mobile units that would need to be addressed. DMV also continues to provide many online service options that allow customers to avoid a trip to a DMV office for most DMV transactions.

Comment #29: Increased hours of operation and/or sites to create greater access. So that voters who need ID can obtain this in advance of elections, we recommend DMV service hours on the Saturdays before elections.

Response: DMV currently remains open extended hours for the day preceding and day of the statewide Fall General elections and has seen little to no increase in DL/ID customer transactions during these extended hours. DMV provides Saturday service from 8:30 a.m. to Noon at seven locations throughout the state already. DMV currently offers at least 20 hours of in-person service in every county of the state, and locations were geographically selected to ensure a majority of residents were within no more than an hour's drive of a DMV office.

Comment #30: I have also mentioned in the survey above, but bicycle parking at DMV offices should be considered as part of your accessibility considerations. I was not able to park my non-standard bicycle at the Madison West DMV office because the rack was far from the entrance, behind a dumpster and blocked by a picnic table. I cannot physically drag my bicycle over these types of obstacles. Disabled people ride bikes too, and sometimes it is their mobility device. Recumbents, hand cycles, and tricycles are just a few examples of "non-standard" bikes that should be accommodated. Basic staple racks, placed an appropriate distance apart, can meet this need. A ramp up to the rack area is also necessary, and should not be blocked by anything.

Response: WisDOT will assess bicycle parking options at DMV sites statewide, identify concerns, and determine improvement areas.

Comment: #31: We recommend that DMV develop and fund a plan to establish an accessibility audit program for all DMV sites, similar to the audit program used by the Wisconsin Election Commission to review polling places. Ideally, the sites would be reviewed by an independent party with expertise in accessibility. Items listed in the checklist should be included in the audit. Following a site audit, the site manager would receive notification of issues that require a remedy, a timeline to address them and resources to mitigate the issues identified. We recommend that WisDOT include funding for implementation of the Accessibility audit program, to be phased in over several years, and funds to address accessibility concerns.

Response: WisDOT continually assesses all statewide facility needs at DMV service centers and other WisDOT-owned facilities. Needs are prioritized and addressed through the biennial capital budget process and available operating and maintenance funds. For DMVs in leased spaces, lessors are required to provide an ADA-compliant facility in accordance with Department of Administration lease requirements.

Comment #32: Another important aspect of accessibility is website compliance with ADA accessibility guidelines, including screen reader compatibility. A recent review of the DMV website by a screen reader user noted exceptional work on accessibility. We want to recognize the positive work by DMV to address accessibility on their website. Some of the positive aspects of the site include:

- The first button you interact with if you navigate the site with a keyboard is a button that enhances accessibility of the site.
- The site navigates beautifully with keyboard commands.
- Headings are labeled properly and these headings allow for easy navigation (skipping to different places in the website).
- Graphics and images are labeled.
- The interactive menus are easy to navigate and are clearly labeled, so I know when I'm on a radio button on which I can hit enter and select the option.

- There are no nesting tables, which really confuse screen reader navigation.
- Font looks like a san-serif, so easy to read.
- Good contrasts which I assume meet the contrast ratios.
- White space to reduce overcrowding/clutter.

Response: Thank you for the positive comments regarding the DMV website pages.

Comment #33: Expand services hours at existing DMV locations. This could include expanded weekday hours and Saturday hours in the four weeks preceding a statewide election. Given the importance of getting an ID for voting and the limited DMV service hours, we urge the DMV to offer Saturday hours at every permanent location during the 4 Saturdays ahead of statewide elections. These hours could run from 8am to 11:30am, or 12:30pm 4pm to accommodate staffing needs. In addition, consider expanding weekday service hours at DMV locations that currently have limited hours. Many Wisconsinites in rural communities may need to drive hours to a DMV location that is only open limited hours on Mondays and Wednesdays, or Tuesdays and Thursdays. In recent years, the DMV has taken important steps to expand 50 DMV service center hours to at least 20 hours/week, and 30 service centers to Monday through Friday. Additional expansion should be considered.

Response: Additional staffing resources would be required in order to expand DMV service hours at existing locations. DMV would also have to ensure that current facility lease agreements, maintenance and operational support services would allow for and provide coverage during these extended hours. DMV currently remains open extended hours for the day preceding and day of the statewide Fall General elections and has seen little to no increase in DL/ID customer transactions during these extended hours. DMV provides Saturday service from 8:30 a.m. to Noon at seven locations throughout the state already. DMV currently offers at least 20 hours of in-person service in every county of the state, and locations were geographically selected to ensure a majority of residents were within no more than an hour's drive of a DMV office. Also, many DMV transactions can be completed online without requiring a visit to a DMV office, and customers can complete a DL/ID application in advance and schedule an appointment for service to minimize the time.

Comment #34: Expand Online Services at DMV. The Free ID and Identification Card Petition Process (IDPP) specifies that a voter without certain documentation can still get a free ID for voting. At the DMV, the voter needs to fill out form MV3004 and form MV3012, and they will receive a Wisconsin ID or paper receipt in the mail. It would be beneficial to provide the form online to meet the needs of community members who have transportation barriers.

Response: An electronic copy of the MV3004 and MV3012 can be obtained via the DMV webpage that describes the petition process. <https://wisconsindot.gov/pages/dmv/license-drvs/how-to-apply/petition-process.aspx>.

Comment #35: Another option to increase access could be to establish a process where DOT could receive documentation for a state ID via mail (like the state department does) and set up a virtual meeting to confirm identity and take the ID picture.

Response: DMV's current Driver Licensing and Identification Card issuance system requires an image and signature be captured using a camera and software provided by a third-party provider for card production. It does not allow for remote image and signature capture. DMV does not have a software

solution in place to facilitate remote meetings for transaction process. DMV could possibly further explore this type of functionality via its next DL/ID card issuance contract.

Comment #36: Co-locate state ID operations or mobile DMV sites at locations that are already accessed by people with disabilities and older adults such as Aging and Disability Resource Centers and income maintenance offices. This could be piloted in a set number of locations, to test the concept.

Response: DMV currently owns or has lease or space use agreements in place to provide services to the public during our current service hours. Expanding to additional locations and providing additional hours of service would require additional staffing and operating resources DMV does not currently have. Challenges in establishing the technology and IT network security and performance to serve customers in these locations also would need to be addressed. DMV could potentially explore relocating its customer service centers in locations where those with disabilities or mobility issues already access services when future leasing or space use agreements come due. DMV facilities currently meet ADA accessibility requirements and are near transit when public transit is available.

Comment #37: DMV sites should review physical and programmatic accessibility and develop a plan to correct issues identified using the “best practices” DMV Accessibility Checklist developed by the Disability Vote Coalition or a similar tool. The purpose of the checklist is to allow each DMV site to quickly assess whether there are barriers for people with disabilities attempting to get a State ID or a Driver’s License for the purpose of voting. The checklist addresses both physical accessibility of the site, as well as programmatic accessibility. The checklist was shared with DMV and WisDOT leadership in January 2022. A copy is attached to these comments.

Response: WisDOT continually assesses all statewide facility needs at DMV service centers and other WisDOT-owned facilities. Needs are prioritized and addressed through the biennial capital budget process and available operating and maintenance funds. For DMVs in leased spaces, lessors are required to provide an ADA-compliant facility in accordance with Department of Administration lease requirements.

Comment #38: As previously recommended, DMV should develop and fund a plan to establish an accessibility audit program for all DMV sites, similar to the audit program used by the Wisconsin Election Commission to review polling places. The accessibility audit program would require that DMV sites be reviewed by an independent party with expertise in accessibility. Items listed in the checklist should be included in the audit. Following a site audit, the site manager would receive notification of issues that require a remedy, a timeline to address them and resources to mitigate the issues identified. We ask that such a plan be included the 2022 Americans with Disabilities Act (ADA) Transition Plan. WisDOT should include funding for implementation of the Accessibility audit program, to be phased in over several years, and include funds to address accessibility concerns.

Response: WisDOT continually assesses all statewide facility needs at DMV service centers and other WisDOT-owned facilities. Needs are prioritized and addressed through the biennial capital budget process and available operating and maintenance funds. For DMVs in leased spaces, lessors are required to provide an ADA compliant facility in accordance with Department of Administration lease requirements.

Comment #39: Information should be consistently available on site, on the webpage, and via telephone regarding accommodation requests including ASL interpreters, as well as interpreters for other

languages. Staff should also be trained on best practices for communication with individuals who are deaf or hard of hearing, blind or low vision, or who have a disability that impacts their speech. We recommend that DMV continue to work on expanding language access on their website, including providing online forms in Spanish and other widely used languages.

Response: DMV provided expanded language translation services in addition to ASL translation services in its most recent Automated Knowledge Testing software. DMV is working with the Department of Health Services (DHS) and the vendor to improve the ASL translation in the software. DMV also provides a language card at every office and instructs staff on how to identify customers who need language translation services and how to obtain those interpreter services via a state contract when needed. DMV is also exploring a pilot of a Pocketalk language translation tool and is seeking grant funding for an UbiDuo technology solution to type back and forth with customers who are hearing impaired.

Intercity Passenger Rail Stations

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

Response: Specific to the Amtrak train service connections between the Hiawatha and I-41 NS corridor: “WisDOT budgets \$875,000 annually to support the two daily round trip Amtrak I-41 NS Thruway busses that operate between Green Bay and Milwaukee Intermodal Station.” A map of public transit systems and intercity bus services (ICB) for 2023 can be found at <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/default.aspx>. The ICB budget information is below:

Route	Route Description	Operator	Contract Amount	CARES Act Amount	ARPA Amount	Section 5311 Amount
1	Madison, WI to Green Bay, WI	Van Galder	\$410,314		\$381,668	\$28,646
2	Madison, WI to Wausau, WI	Van Galder	\$411,234		\$382,524	\$28,710
3	Milwaukee, WI to Minneapolis, MN	Wisconsin Coach Lines	\$595,461		\$553,889	\$41,572
4	Madison, WI to La Crosse, WI	Wisconsin Coach Lines	\$607,241		\$564,846	\$42,395
5	Duluth, MN to Hurley, MI	Indian Trails	\$298,300	\$277,474		\$20,826
6	Madison, WI to Dubuque, IA	Lamers	\$297,804		\$277,013	\$20,791
7	Janesville, WI to Milwaukee, WI	Wisconsin Coach Lines	\$293,197		\$272,728	\$20,469
8	Escanaba, MI to Milwaukee, WI	Indian Trails	\$452,128	\$100,754	\$319,809	\$31,565
TOTALS			\$3,365,679	\$378,228	\$2,752,477	\$234,974

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

Response: Amtrak rail stations in Wisconsin are in the process of being upgraded to become ADA-compliant when it comes to the path of travel, access to/from platforms, and station facilities where Amtrak holds responsibility.

- La Crosse improvements will be coordinated with WisDOT’s TCMC (Twin Cities-Milwaukee-Chicago) track improvement project.
- Wisconsin Dells Station is currently in the design phase.
- Tomah Station began construction this year.
- Columbus Station construction is due to begin soon, if not already.
- Portage Station was completed in 2017-2018.

Amtrak appreciates customer feedback on how our station facilities can improve and enhance mobility for all our customers. Amtrak is proud to collaborate meaningfully with the State of Wisconsin, WisDOT, and local agencies to achieve great results to better the customer experience.

General

Comment #42: Continue investments in, and expansion of, intermodal transportation options including electric vehicles and the development of guidelines for the utilization of driverless vehicles.

Response: The National Electric Vehicle Infrastructure Program (NEVI), https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nevi_formula_program.cfm established in November 2021 under the Bipartisan Infrastructure Law, will distribute \$5 billion in funding to states for the purpose of building out electric vehicle charging networks across the country. The Federal Highway Administration (FHWA) estimates that Wisconsin will receive nearly \$79 million of that money over a 5-year period. NEVI requires states to build a charging station every 50 miles along Alternative Fuel Corridors — or designated roads along which a state plans to build out alternative fuel infrastructure. Wisconsin's Electric Vehicle Infrastructure Plan (WEVI) <https://wisconsin.gov/Pages/projects/multimodal/electrification.aspx> envisions placement of approximately 60 charging station locations along these corridors. In total, Wisconsin has 1,967 miles of FHWA-approved Alternative Fuel Corridors and when that system is fully built out, 85% of Wisconsin's state highway system will be within 25 miles of a NEVI-compliant fast charging station. The Wisconsin Department of Transportation (WisDOT) formed the Wisconsin Non-Driver Advisory Committee (WiNDAC) <https://wisconsin.gov/Pages/about-wisdot/who-we-are/comm-couns/windac.aspx> and the Wisconsin Automated Vehicle External (WAVE) Advisory Committee <https://wisconsin.gov/Pages/about-wisdot/who-we-are/comm-couns/wave.aspx> in early 2020. Both groups are comprised of stakeholders from academia, non-profit groups, private sector industry, transit, non-drivers, and state and local governments. The WiNDAC advisory forum provides the department information on transportation mobility, safety, and access for Wisconsin's non-driving populations. The WAVE Advisory Committee provides stakeholder input and advice on connected and automated vehicle (CAV) related planning priorities, implementation policies, and impacts on the state's transportation system. The WisDOT CAV Strategic Work Plan 2021-2023 <https://wisconsin.gov/Documents/projects/multimodal/cav-strategic-plan-2021-2023.pdf> identifies 8 CAV-related objective areas the department and its partners are concentrating on to determine how to best prepare Wisconsin for CAVs, also known as automated vehicles. Communication and outreach through these advisory committees provide feedback, insight, and information that when combined with the CAV Strategic Work Plan 2021-2023 are helping the department create guidelines for safe CAV deployment and will determine the best strategic investments for all users of the state transportation system. This includes research, infrastructure improvements and equitable access to intermodal mobility options.

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

Response: Connected and Automated Vehicle (CAV) technologies are expected to have a wide-ranging impact on transportation in Wisconsin. Specifically, the use of driverless vehicles will create

transportation mobility options for people with disabilities and seniors. The Wisconsin Department of Transportation has formed the Wisconsin Automated Vehicle External (WAVE) Advisory Committee to gather stakeholder input and advice on CAV-related planning priorities, implementation policies, and impacts on the state's transportation system. Information on the committee's mission, purpose and objectives, membership, and charter are available on the Wisconsin Automated Vehicle External Advisory Committee website <https://wisconsin.gov/Pages/about-wisdot/who-we-are/comm-couns/wave.aspx>. Representation on the committee from a transit perspective and the non-driver community, aging, and seniors is important. The committee has representatives from the Survival Coalition of Wisconsin Disability Organizations <http://www.survivalcoalitionwi.org/>, Greater Wisconsin Agency on Aging Resources, <https://gwaar.org/>, and the Wisconsin Public Transportation Association <https://wipta.org/>. Visit the Wisconsin Automated Vehicle External Advisory Committee website <https://wisconsin.gov/Pages/about-wisdot/who-we-are/comm-couns/wave.aspx> to learn more about WisDOT's efforts to lead in the development of driverless transit.

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

Response: Thank you for volunteering to provide feedback and consultation on WisDOT projects. We will keep your contact information on file if such an opportunity arises.

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

Response: The report you have cited below is created by NHTSA's (National Highway Traffic Safety Administration) Fatality Analysis Reporting System (FARS) data. Here are the state breakdowns for pedestrians:

- Pedestrian—A person who is not an occupant of vehicle (and not a cyclist). This role includes persons on foot, walking, sitting, or lying in the open. Consider using Other Pedestrian, described next, for less common sorts of pedestrian. Note that individuals who leave a vehicle after a crash commences should be placed in that unit rather than coded as pedestrian. Someone who attempted to board a vehicle precipitating a crash should be considered a pedestrian, but an individual who jumped from a vehicle to cause a crash would be an occupant of the unit exited.
- Other Pedestrian—This role includes unconventional pedestrians, such as those using toys or mobility assistance devices or occupants of buildings. Consider coding an individual riding an animal as an Occupant of a Non-Motor Vehicle Transportation Device.

All pedestrians using toys or wheelchairs would be put into the 'Other Pedestrian' category. We wouldn't be able to differentiate between wheelchair and toys since they are lumped in together. Although the ADA Transition Plan does not include fatality data, pedestrian traffic fatality data by state can be found at <https://www.ghsa.org/resources/Pedestrians23>.

K. Public Comment period for 2023

Timeline of Activities	
August 28	Public comment period began
Aug 25	Plan published on WisDOT website
Aug 25 & Sep 25	Invitation for comment sent to organizations representing people with disabilities
Aug 25 & Sep 25	Invitation for comment sent to public libraries
Aug 25 & Sep 25	Invitation for comment sent to municipal ADA Coordinators
Aug 25 & Sep 25	Invitation for comment sent to University of Wisconsin System ADA Coordinators
Aug 28	News Release
Aug 28 – Sep 27	Social media posts on Facebook, LinkedIn, Twitter, and Instagram
September 27	Public comment period ended

Wisconsin Department of Transportation (WisDOT)

Americans with Disabilities Act (ADA) Transition Plan

Wisconsin State Highway System



**Your
voice
matters!**

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

For highways, roads and pedestrian access throughout Wisconsin's state highways.

Find WisDOT's ADA Transition Plan
at wisconsindot.gov/ADA







WisDOT contacted 49 organizations representing individuals with disabilities, inviting them to participate in the development of the plan by submitting comments on the current update.

Organizations representing individuals with disabilities

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

L. Responses to Public Comments received in 2023

WisDOT received 34 comments during the public comment period and continues to invite input through its website. WisDOT will coordinate internally with appropriate program areas to address each comment. Below are the comments that were received.

Curb Ramps

Comment #1: Access to pedestrian rights of way is critical for many persons with disabilities, especially those who do not have ready access to other means of transportation. Curb ramps to and from sidewalks are especially important to improve access and WisDOT's commitment to add, repair, and improve curb ramps throughout the state to increase accessibility for everyone who uses pedestrian rights of way is appreciated. Additionally, the incorporation of PROWAG is a great step towards making sure that everyone in Wisconsin can reliably and safely use sidewalks and other paths of travel across the state. However, the ADA Transition Plan seems to be singularly focused on pedestrian rights of way to the detriment of other initiatives which are also necessary to ensure access for persons with disabilities across the state.

Comment #2: Curb ramps are not nearly sufficient to assist disabled residents. If this is all you have to offer disabled (including the elderly) residents, then you are NOT meeting the spirit of ADA.

Comment #3: I am pleased to hear that steps are being made to improve the accessibility to the community for disabled people. While there are so many areas in our society that need improvement in all aspects of life, having seemingly "little" things such as curb cuts and better access to our roads is a great start.

Comment #4: The timeline seems rather slow for ensuring curb ramps at all pedestrian crossings.

Comment #5: Curb ramps are becoming more accessible.

Comment #6: Upon review of the Plan, the Milwaukee County Commission on Aging congratulates WisDOT on the 85 highway improvement projects in 2022 which installed or updated roughly 1700 curb ramps in the state, but finds the timeline for curb ramp improvement to be grossly prolonged, with its completion anticipated roughly 50 years after the passing of the ADA.

Comment #7: Within the WisDOT Highway Curb Ramps and Sidewalk ADA Inventory Database, there are many curb ramp locations without Detectable Warning Field's that do not have a 'program year' attributed to them (along Highway 145 in Milwaukee County, for example). In the case that these locations are outside the available 6-year timelines, WisDOT may consider adding a note in their attribute table reporting so, to clarify that improvements to this highway are not yet planned for.

DMV Customer Service Centers

Comment #8: Wisconsin Independent Living Network encourages the Department to consider investing in a comprehensive review of DMVs across the state to assess the current locations and identify opportunities for rehabilitation and construction. The Department must ensure that DMVs are fully accessible to everyone and rehabilitate those that fall short of ADA guidelines. Greater consideration should be given to access for areas that impact the ability of persons with disabilities to get a state identification card, like the placement and height of service counters and photography booths. Barriers

to getting identification cards are also barriers to the right to vote, the ability to gain employment, and to accessing goods and services which require identification.

Rest Areas

Comment #9: I don't think the plan meets the needs of interstate travelers. I've asked for restroom accommodations for years now but my 24 year old son is still laying half naked on restroom floors or parking lots to be changed.

Comment #10: I am a resident of Iowa. I am the parent of a child that needs assistance with restroom needs. My son is 8 years old and incontinent. In Iowa we have added height adjustable adult size changing tables in rest areas around the state. My family is now able to travel as we know we have a safe, private and dignified changing space. Wisconsin is a place my husband and I visit every year. However, we never take our children because there aren't any places to change him. I'd like to plan a family vacation to Wisconsin but travel is daunting because there are a lack of rest areas that are accessible to us. Adding height adjustable adult size changing tables would allow us to visit Wisconsin for longer periods of time. Standards of access to rest areas along the interstate highway systems should be equitable from state to state. Please consider adding height adjustable adult size changing tables to Wisconsin rest areas.

Comment #11: Full size adjustable table would be beneficial for the disabled as well as having enough room in area for multiple bodies as sometimes you need 2 people to aid the disabled person to lift in and out of their wheelchair.

Comment #12: Universal changing tables are a MUST.

Comment #13: Our transportation system is NOT accessible to all. We are missing electronically adjustable adult-sized changing tables in gender-neutral or family bathrooms.

Comment #14: I support all efforts to make Wisconsin more accessible to all. In addition to the measures outlined in the plan, another way to do that would be to install height adjustable adult changing tables in handicapped accessible family restrooms in rest areas.

Comment #15: Please height adjustable adult changing tables at public rest stops.

Comment #16: Please add height adjustable adult changing tables is handicap accessible family changing rooms at rest stops.

Comment #17: We need height adjustable adult changing tables in family restrooms! Traveling with a handicapped adult child is challenging enough. This would make it easier. Thank you.

Comment#18: I would like to see adult sized changing tables added to restrooms at rest stops.

Comment #19: I would highly encourage you to look at adding height-adjustable adult changing tables in handicapped-accessible family restrooms in rest areas. Very much needed for our special-abled citizens.

Comment #20: I would like to see height adjustable adult changing tables in handicapped accessible family restrooms in rest areas. It can be very hard to travel if you can't find facilities that accommodate your personal needs. This really would be a game changer for many disabled individuals as well as their families and caregivers. Thank you!

Comment#21: Please include height adjustable adult changing tables in handicapped accessible family restrooms in rest areas. It is challenging to travel without these with adults members needed assistance.

Training

Comment #22: Will WisDOT offer additional FHWA ADA Basics Class going forward? And what is the outreach efforts for these FHWA ADA Basics Classes? Do class notices go out to communities throughout the state or is it Madison centric? Does outreach included all 8 State of Wisconsin Centers of Independent Living as well as many other agencies that advocate and work with persons with disabilities (PwDs)?

Policies and Procedures

Comment #23: FDM 11-50-31 Temporary Pedestrian Accommodations 31.2 Project Scoping/Planning Policy states ... Identify stakeholders (e.g. walking, jogging, and cycling groups, transit agencies, etc.), who may be affect and need to be notified about the status of the project. ... Outreach to agencies working with persons with disabilities should appear first on the list. Too often, if not spelled out, accessibility and the concerns for PwDs are afterthoughts if considered at all. PwDs are the most vulnerable pedestrians. A project should not get past 60% complete without hearing from the disabled community and/or agencies that advocate for them.

Comment #24: The Milwaukee County Commission on Aging is glad to hear that WisDOT has developed, or is developing, guidance for the implementation of pedestrian islands, road diets, and curb extensions. The Commission would love to see additional guidance on other protective measures such as routine installation of Accessible Pedestrian Signals, which improve street crossing safety for residents with visual impairments.

Appendix

Comment #25: Program Projects & Standalone Curb Ramp Improvement Program Spreadsheets are difficult to read, the print is too small and the spreadsheet row heights should be increased. Print clarity is lost when zooming in to the document. It is difficult to read for someone that has low-vision. The program projects does not include a listing of WisDOT facilities, only the PROW facilities. DMV facilities, highway rest stops, etc. should have been evaluated and included on the transition plan. Will WisDOT status their transition plans going forward as an effort in providing performance metrics? i.e. - 2019 Transition Plan stated Hwy X at Hwy Z is to be completed in 2024 but then 2023 Transition Plan indicates Hwy X at Hwy Z is to be completed in 2026. If not, is WisDOT looking to develop performance metrics? The University of Illinois at Chicago's Department of Disability and Human Development established a work group to address ADA Transition Plan performance metrics as a guide for public entities if a public entity has not adopted such performance metrics.

General

Comment #26: Why aren't you paying any attention to the millions of people disabled by lung disease. Asphalt roads, especially with sealant, are very toxic and destructive - hurtful to drive on, impossible to live near.

Comment #27: For many people who do not drive, intermodal transportation resources are critical to their ability to live independently. The Department should continue improving, expanding, and investing

in intermodal transportation. Particular attention should be paid to newer technologies, like electric cars and driverless vehicles, to ensure that persons with disabilities have access to these means of transportation as they become more prevalent.

Comment #28: The plan seems on the money, so I'd keep it the way it is for the most part.

Comment #29: I wish the transition plan addressed real issues about making roadways safer for pedestrians - including fewer lanes and lower speeds and shorter, safer crossings.

Comment #30: I found it helpful for many "areas" of concern, and it seems that you "have" and are "trying" to address other concerns, but not in the area of finding a way to get rides for seniors to medical appointments. Therefore, please, please address this concern.

Comment #31: This is good, but not enough for the deaf/hard of hearing community, unfortunately. I know it's being worked on as I am typing this. :) I look forward to the new plan on this part.

Comment #32: Unfortunately, the 2023 ADA Transition Plan document itself presents accessibility challenges for people with visual impairments, with images and attachments within the documents that do not include descriptive text for those using screen readers. Likewise, the tables included within appendices would be hard to follow using these devices. The Milwaukee County Commission on Aging urges WisDOT to make this Plan, and all other plans and policy documents accessible for those using screen readers.

Comment #33: The Milwaukee County Commission on Aging remains steadfast in the desire for greater investment in improvements that increase accessibility for older adults and people with disabilities, including investment in sidewalk infrastructure, transit and specialized transportation. We urge the State to expedite the timeline of improvement projects to the greatest extent possible, as well as advocate for increases in budget to support their completion. Pedestrian infrastructure and expanded public transit greatly impact the aging and disability populations' abilities to safely and successfully navigate their communities and maintain travel independence throughout their lifespan.

Comment #34: I don't know how this could be addressed in the plan since sidewalks are a local government issue but I live in a diverse downtown neighborhood with a large proportion of elderly & persons with disabilities. You couldn't get a wheelchair down the sidewalks and this is on primary streets that people walk to get to school, church, grocery store & downtown.

END OF DOCUMENT