

# ADA TRANSITION PLAN

FOR PROGRAMS AND FACILITIES IN THE PUBLIC RIGHT-OF-WAY



State of Illinois  
Illinois Department of Transportation



Illinois Department  
of Transportation



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## Introduction

Transforming Transportation for Tomorrow is the Illinois Department of Transportation's (IDOT) vision for transportation in Illinois. IDOT's ADA Transition Plan is intended to serve as a guide to further IDOT's vision, mission, and guiding principles by outlining key actions for making Illinois transportation systems accessible to all. Furthermore, this Transition Plan is intended to serve as an operating document to fulfill the requirements of Section 504 of the Rehabilitation Act of 1973 and Title II of the Americans with Disabilities Act of 1990.

## Vision

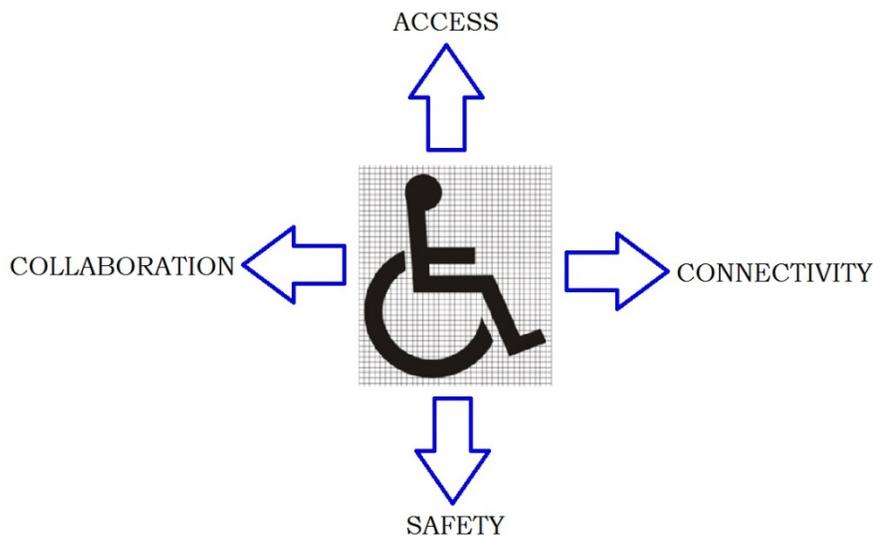
Illinois will be recognized as a place where all residents and visitors feel equally comfortable using any mode of transportation provided by IDOT. Together with other partners in transportation at the regional and municipal levels, IDOT is committed to making accessible transportation a reality. IDOT will provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity and demonstrate respect for our environment.

## Guiding Principles

We will accomplish our mission while making the following principles the hallmark of all our work:

- Safety
- Transportation efficiency
- Social equity
- Responsiveness
- Overall quality of life
- Innovation

## Goals for Accessibility in Illinois



**ACCESS** – IDOT will provide a statewide transportation system that will be accessible to all Illinois residents and visitors.

**CONNECTIVITY** – Accessible pedestrian facilities will seamlessly connect with other modes of transportation like trains and buses.

**SAFETY** – IDOT will provide safe and comfortable pedestrian facilities for everyone.

**COLLABORATION** – IDOT will strive to strengthen existing partnerships in transportation and to build new and innovative alliances to advance its vision for accessible pedestrian facilities.

## Transition Plan Need and Purpose

### IDOT Transition Plan Background

The Illinois Department of Transportation first prepared and adopted an ADA Transition Plan in 1992. The 1992 Plan discussed goals for attaining compliance with the Americans with Disabilities Act, and the department allocated resources statewide to achieve accessibility on pedestrian access routes.

The purpose of this 2015 Transition Plan is to update the 1992 Plan by re-evaluating agency policies, programs, and facilities to ensure compliance with the latest

accessibility guidelines. IDOT has continually sought to update its policies and programs as regulations at both the federal and state level are revised. IDOT curb ramp design standards have been continuously modified to reflect the latest accessibility guidelines since curb ramps were first developed in the mid-1970s.

Although the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) have not yet been officially adopted by the U.S. Department of Justice, the Federal Highway Administration (FHWA) has issued guidance that the draft version of the PROWAG are currently recommended as best practices. Due to widespread acceptance of the PROWAG, and their pending adoption in the near future, the 2015 IDOT Transition Plan is largely based upon the PROWAG requirements.

The Transition Plan accomplishes the following tasks:

- Sets guidelines for modifying policies and practices that do not meet ADA requirements.
- Sets an agenda to identify physical obstacles in the public right-of-way that limit the accessibility of the agency's programs or activities to individuals with disabilities.
- Provides an opportunity for individuals with disabilities and or organizations representing individuals with disabilities, to participate in the implementation of the Transition Plan.
- Describes the methodology that will be used to make pedestrian facilities accessible.
- Establishes a system for periodically reviewing and updating the Transition Plan.
- Indicates the officials responsible for implementation of the Transition Plan.
- Implements IDOT Departmental Policy D&E-25 which outlines the need for IDOT's Division of Highways to update the ADA Transition Plan.

## **Accessibility Law**

IDOT is required by Title II of ADA and Section 504 of the Rehabilitation Act of 1973, to conduct a self-evaluation and develop a Transition Plan detailing how the agency will ensure all of its facilities, services, programs, and activities in the public right-of-way are accessible to all individuals.

Section 504 of the Rehabilitation Act of 1973 made it illegal for the federal government, federal contractors, and any entity receiving federal financial assistance to discriminate on the basis of disability.

While section 504 of the Rehabilitation Act only applies to entities receiving federal financial assistance, the Americans with Disabilities Act (ADA), enacted on July 26, 1990 applies to all state and local governments, including those that do not receive federal financial assistance. Title II of ADA pertains to the programs, activities and services provided by public entities. As a provider of public transportation services and programs, IDOT must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, “no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity” (42 U.S.C. § 12132).

## TIMELINE OF National, State, and IDOT ADA Policy

**1965:** Illinois passes the Facilities for the Handicapped Act

**1968:** U.S. Congress enacts the Architectural Barriers Act (ABA)

**1973:** U.S. Congress enacts the Rehabilitation Act

**Mid 70s:** IDOT issues standards for the design of sidewalk ramps for the handicapped

**1985:** Illinois passes the Environmental Barriers Act

**1988:** Illinois issues the *Illinois Accessibility Code (IAC)*

**1988:** IDOT revises standards for the design of sidewalk ramps for the handicapped

**1990:** U.S. Congress enacts the American with Disabilities Act (ADA)

**1992:** IDOT completes a Transition Plan that discusses goals for attaining compliance with ADA

**June 1994:** IDOT issues design standards for the design of curb ramps accessible to the disabled

**July 1994:** IDOT issues PM 94-12 that specifies procedures to incorporate accessibility standards in projects for the state highway system

**July 2011:** U.S. Access Board issues proposed final draft of PROWAG

**2012:** IDOT revises curb ramp design standards to comply with latest accessibility guidelines

## Program Location and Staffing

Managing and implementing the IDOT Transition Plan requires a multidisciplinary approach encompassing policy development, outreach, technical support, and legal oversight. These responsibilities required by 28 C.F.R § 35.107 will be managed by the following peer positions: the ADA Policy Engineer in the Division of Highways and the Title II Coordinator in the Bureau of Civil Rights, with support from ADA Coordinators at each district (see appendix B) and most bureaus in IDOT Headquarters. Questions regarding IDOT's Transition Plan should be directed to:

Juliet Shoultz, P.E.  
ADA Policy Engineer  
Bureau of Design & Environment  
2300 S. Dirksen Parkway  
Springfield, IL 62764  
217-785-2148  
Juliet.Shoultz@illinois.gov

## Transition Plan Management

IDOT's Transition Plan is a living document that will be updated as facility inventories are completed and non-compliant facilities are upgraded. Additionally, other inaccessible features in the public right-of-way may be added when accessibility guidelines are revised. The first update is scheduled one year after the plan's formal adoption and every other year thereafter. In order to streamline Transition Plan updates and to keep the document current and relevant, attachments will be updated annually if new information is available. When an update is found to alter the intent of IDOT's Transition Plan, the attachment and affected section(s) will be posted for public review and comment. The Transition Plan update schedule may be altered at the discretion of IDOT based on guideline changes from the United States Access Board, FHWA policy, and or IDOT policy.

## Self-Evaluation

### Background

In July 2012, IDOT completed a Joint Process Review aimed at evaluating the department's policies and practices to ensure that Illinois highway projects were developed, constructed, and maintained in accordance with Title II of the Americans with Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, and the Illinois Environmental Barriers Act. The process review was a joint collaboration with the Federal Highway Administration – Illinois Division, the Office of Illinois Attorney General's Disability Rights Bureau, and IDOT. In addition to conducting field reviews of sidewalks, curb ramps, and detectable warnings on recently completed roadway projects for accessibility compliance, the Joint Process Review team interviewed State

and local agency staff. The key observations from these interviews and field reviews were:

- A need for increased awareness and understanding of the Federal and State accessibility requirements applicable to the public right-of-way.
- Although IDOT policies are substantially in compliance with ADA/504 regulations and the Illinois Accessibility Code (IAC) for new construction, there is a need to clarify policy when altering or maintaining existing facilities
- A need to educate local agencies about the requirements for self-evaluations, transition plans and ADA coordinators
- A need to develop an ADA compliance checklist for use in constructing pedestrian access routes in the public right of way.

As a result of the Joint Process Review, IDOT took the following actions:

- Designated an ADA Policy Engineer within the IDOT Division of Highways
- Initiated a research study with the Illinois Center for Transportation to develop resource material on accessibility in the public right-of-way, as well as expand existing IDOT ADA/PROWAG training to an e-learning format that can be delivered to a wider audience more efficiently.
- Established a plan for conducting a self-evaluation and updating IDOT's ADA Transition Plan

The Joint Process Review revealed IDOT's opportunities to increase accessibility for all users of its facilities, services, programs, and activities.

## Overview

Departmental Policy D&E-25 Americans with Disabilities Act (ADA) Transition Plan was issued in October 2013 directing the Division of Highways to complete a self-evaluation and inventory of its pedestrian facilities as a first step in revising the departments ADA Transition Plan. IDOT also revised its Bureau of Design and Environment manual and the Bureau of Local Roads and Streets manual to more closely reflect the ADA requirements promulgated in PROWAG.

The self-evaluation examines the condition of IDOT's Pedestrian Circulation Routes/Pedestrian Access Routes (PCR/PAR) and identifies potential needs for PCR/PAR infrastructure improvements. Additionally, the self-evaluation examines

accessibility at rest areas and weigh stations, as well as pedestrian traffic signals. Barriers to accessibility identified during the self-evaluation are presented in this Transition Plan.

The self-evaluation also identifies and analyzes IDOT policies, practices and procedures that impact accessibility in the public right of way. The goal of the self-evaluation is to verify that, in implementing these policies, practices and procedures, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

## Inventory

IDOT has identified the following general areas that need to be included in the transition plan inventory database: sidewalks maintained by IDOT, curb ramps, crosswalks, pedestrian signals, rest areas and weigh stations. As district inventories are completed, they will be included in Appendix E of the Transition Plan and serve as an important tool to assist in project programming, scoping, development, and implementation. The agency-wide inventory for this transition plan was initiated in 2013, and the inventory database will be continually updated as facilities are added to the inventory or brought up to ADA compliance. The accessibility parameters assessed for the inventory are primarily derived from the latest draft of PROWAG. The latest publication of PROWAG can be retrieved from the United States Access Board's website:

<http://www.access-board.gov/guidelines-and-standards>.

### **Curb ramps, sidewalks and crosswalks**

IDOT recognizes that a self-evaluation of curb ramps, sidewalks, and crosswalks within its public rights-of-way is a key element to a comprehensive revision of the 1992 transition plan. At the time of this publication, the self-evaluation of curb ramps, sidewalks maintained by IDOT, and crosswalks is in progress, but has not been completed. A method and timeline for completion has been identified by all nine highway districts. Data collected includes the location, and condition rating of ramps, adjacent sidewalks, and crosswalks. Curb ramps comprise a significant segment of IDOT's transportation facilities that must be brought up to ADA compliance. IDOT developed a system to prioritize curb ramp upgrades in the 1992 Transition Plan. Similarly, for this transition plan, IDOT developed a prioritization system that takes into consideration both the condition rating as well as the user rating of the curb ramp as defined below:

#### Condition Rating:

1. Compliant curb ramp
2. Mostly compliant curb ramp (*curb ramps where only one or two elements are in violation*)

3. Mostly non-compliant curb ramp (*curb ramps where more than two elements are in violation*)
4. Missing curb ramp where warranted

#### User Rating:

Level 1: Serving industrial areas, single family residential areas, and other areas not classified as high priority

Level 2: Serving facilities such as shopping malls, supermarkets, strip retail centers, major employment sites and multi-housing complexes

Level 3: Serving facilities such as public service facilities, transportation hubs, hospitals, rehabilitation facilities, schools, public housing, parks, and areas with a high concentration of disabled citizens

Level 4: Serving areas where a specific accessibility request or need has been identified by the disabled community

The user rating scale is defined in order of increasing priority. Thus a user rating of level 1 has the lowest priority, and level 4 has the highest priority. Through the self-evaluation process, IDOT will seek input from the disabled community to aide in determining high priority curb ramps that may not be captured as such in the IDOT curb ramp prioritization system. If IDOT receives a valid request or complaint from an individual or public agency about a substandard access ramp, IDOT will move that ramp to the top of the priority list and make the necessary improvements to the ramp. Prioritization can be updated as new information becomes available such as public input on specific barriers to mobility or new information on pedestrian incidents.

#### **Pedestrian Signals**

The inventory of pedestrian signals will involve a two phase process. The first phase will require the districts to identify the locations where Accessible Pedestrian Signals (APS) are in place. The second phase of the inventory will require the districts to prioritize the intersections that do not currently have APS. The prioritization will be based on a condition and user rating system.

#### **Rest Areas and Weigh Stations**

Several accessibility guidelines, codes and regulations apply to rest areas and weigh stations. The ADA accessibility guidelines applicable to rest area and weigh station facilities include the following:

- Illinois Accessibility Code
- ADA 2010 Standards
- ADA Accessibility Guidelines for Recreation Facilities

49 C.F.R § 27.75 requires States to make interstate rest area facilities accessible whenever federal funding is used to improve the facility or when federal funds are used to construct, reconstruct or otherwise alter the roadway adjacent to or in close proximity to the rest area.

## ADA Compliance Upgrades

IDOT is committed to addressing the barriers identified in the self-evaluation. As the self-evaluation is completed, facilities that are non-compliant will be prioritized and programmed in the multi-year program. With the existing condition of the non-compliant facilities identified thus far in the self-evaluation, the department is considering a timeframe of approximately twenty-five years to make all facilities fully compliant to the maximum extent feasible. This timeframe would require districts to address non-compliant facilities at a rate of approximately one twenty-fifth of the current inventory per year over the next twenty-five years. The funding and scheduling of accessibility improvements will continue concurrent with IDOT's routine construction program.

The department will attempt to construct or upgrade pedestrian facilities to achieve compliance within the scope of all improvement projects. There may be limitations which make it technically infeasible to achieve full accessibility within the scope of a project. Those limitations will be noted and the facilities will remain on the Transition Plan. As future projects or opportunities arise, such facilities shall continue to be incorporated into future work.

If it is determined that full ADA compliance is technically infeasible to the degree described in PROWAG, a maximum extent practicable (MEP) form must be completed and submitted for each facility that is not in full compliance. The MEP form shall demonstrate that the facility has been designed to meet full compliance to the maximum extent feasible. No blanket MEP waivers will be granted on a project-wide or program-wide basis. The MEP process is not intended to eliminate the requirements for accommodating persons with disabilities. Even with an approved maximum extent practicable design analysis, a project shall be designed as close as practical to the required design guidelines.

## Training

In anticipation of the pending adoption of Public Rights of Way Accessibility Guidelines (PROWAG), IDOT has been conducting statewide training on both design and policy. The ADA/PROWAG course was developed in collaboration with the Illinois Attorney General Office's Disability Rights Bureau and the Illinois Division of the FHWA. The course is divided into the following modules:

- Introduction to ADA and PROWAG
- State Law and ADA

- Federal Law and ADA
- Transition Plans
- PROWAG
  - Application and Administration
  - Scoping Requirements
  - Technical Requirements
  - Supplementary Technical Requirements
- Illinois Accessibility Code

In order to provide ADA training to a wider audience, IDOT is working with the University of Illinois at Urbana-Champaign to modify the existing ADA/PROWAG course into modules to be delivered using online instruction courseware.

## Public Outreach

IDOT recognizes that public participation is an important component in the development of the Transition Plan. To that end, IDOT provides an opportunity for interested persons, including individuals with disabilities and/or organizations representing individuals with disabilities, to participate in the self-evaluation process by submitting comments. The public may submit comments regarding this Transition Plan by completing the *Public Comment Form* (Appendix F) and mailing it to the following address:

Illinois Department of Transportation  
 Bureau of Design and Environment  
 Attn: ADA Policy Engineer  
 2300 South Dirksen Parkway, Room 330  
 Springfield, IL 62764

Public comments may also be submitted via email to [dot.ada.complaint@illinois.gov](mailto:dot.ada.complaint@illinois.gov). Any person with a disability or their representative may request to submit their input to the Transition Plan using an alternative format.

IDOT will maintain a record of and make available for public inspection the following:

- A list of persons or organizations consulted during public outreach (Appendix C)
- An inventory of non-compliant areas identified through the inventory process and public outreach, along with problems identified, and modifications made or proposed.

## Complaint Procedure

The American with Disabilities Act of 1990 and the Rehabilitation Act of 1973 prohibit a public entity from discriminating against persons with disabilities in access to facilities and services that the public entity provides. If users of IDOT facilities and services believe IDOT has not provided reasonable accommodation in the public right-of-way, they have the right to file a complaint. In accordance with 28 C.F.R § 35.107(b), IDOT has developed a complaint procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances.

### Who May File a Complaint

Any person who believes that they have been excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any IDOT service, program, activity, or facility may file a complaint. A complaint may also be filed by a representative on behalf of such a person.

### How to File a Complaint

A complainant may file his or her complaint by using the *Americans with Disabilities Act (ADA) Accessibility Complaint form EEO 2546* submitted via mail to the following address:

Illinois Department of Transportation  
Bureau of Design and Environment  
Attn: ADA Policy Engineer  
2300 South Dirksen Parkway, Room 330  
Springfield, IL 62764

The complaint form may also be submitted via email to [dot.ada.complaint@illinois.gov](mailto:dot.ada.complaint@illinois.gov). A copy of ADA Accessibility Complaint form EEO 2546 is attached as Appendix D. Any person with a disability or their representative may request to file his or her complaint using an alternative format.

### Complaint Processing

IDOT will acknowledge complaints received and will process them once the identity of the complainant is established. If the complaint filed does not concern an IDOT facility, it will be forwarded to the appropriate government or private entity and the complainant will be notified.

Within 60 calendar days of receipt, IDOT will conduct the investigation necessary to determine the validity of the alleged violation. If appropriate, IDOT will arrange to meet

with the complainant to discuss the matter and attempt to reach a resolution of the complaint.

If a resolution of the complaint is not reached, a written determination of the complaint shall be issued by IDOT and a copy forwarded to the complainant.

The resolution of any specific complaint will require consideration of varying circumstances, such as:

- ❖ The nature of the access to services, programs, or facilities at issue and the essential eligibility requirements for participation
- ❖ The health and safety of the general public
- ❖ The degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause undue hardship to IDOT.

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

### **ADA Complaint Record Retention**

The Bureau of Civil Rights office shall keep a record of all complaints filed for non-compliance with ADA and Section 504 of the Rehabilitation Act of 1973 for a minimum of three (3) years following the date of case closure. Electronic records will be retained for an additional eight (8) years, then deleted from the system, provided all audits have been completed, and no litigation is pending or anticipated.

## Appendices

- A. Glossary of Terms
- B. Contact Information
- C. Public Outreach
- D. Americans with Disabilities Act (ADA) Accessibility Complaint form EEO 2546
- E. Self-Evaluation Inventory
- F. Public Comment Form

## Appendix A: Glossary of Terms

**Accessible:** Describes a facility in the public right-of-way that provides ADA compliant access for people with disabilities.

**Accessible Pedestrian Signal (APS):** A device that communicates information about the WALK phase in audible and vibrotactile formats.

**Alteration:** A change to a facility in the public right-of-way that affects or could affect pedestrian access, circulation, or use.

**Americans with Disabilities Act (ADA):** Federal civil rights legislation passed in 1990 and effective July 1992 (42 USC 12131). The ADA prohibits discrimination and ensures equal opportunity for persons with disabilities.

**ADAAG:** An acronym for the 2010 ADA Standards for Accessible Design (formerly called “ADA Accessibility Guidelines”). These standards contain scoping and technical requirements for accessibility to buildings and facility sites.

**Cross Slope:** The grade that is perpendicular to the direction of pedestrian travel.

**Curb Ramp:** A ramp that cuts through or is built up to the curb.

**Detectable Warning:** Surface consisting of truncated domes aligned in a square or radial grid pattern, and built in or applied to a walking surface.

**Element:** An architectural or mechanical component of a building, facility, space, site, or public right-of-way.

**Facility:** All or any portion of buildings, structures, improvements, elements, and pedestrian or vehicular routes located in the public right-of-way.

**Operable Part:** A component of an element used to insert or withdraw objects, or to activate, deactivate, or adjust the element.

**Pedestrian Access Route (PAR):** A continuous and unobstructed path of travel provided for pedestrians with disabilities within or coinciding with a pedestrian circulation path.

**Pedestrian Circulation Path:** A prepared exterior or interior surface provided for pedestrian travel in public right-of-way.

**PROWAG:** An acronym for the *Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way* (formerly called “Public Rights-of-Way Accessibility Guidelines”).

These guidelines, first issued in 2005 by the U. S. Access Board, have not yet been adopted by the U.S. Access Board but are recommended by the Federal Highway Administration as a best practice when working in the public right-of-way. This guidance addresses design practices related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

**Public Right-of-Way:** Public land or property, usually in interconnected corridors, that is acquired for or dedicated to transportation purposes.

**Qualified Historic Facility:** A facility that is listed in or eligible for listing in the National Register of Historic Places, or designated as historic under an appropriate state or local law.

**Running Slope:** The grade that is parallel to the direction of pedestrian travel.

**Vertical Surface Discontinuities:** Vertical differences in level between two adjacent surfaces.

## Appendix B – Contact Information

### ADA Policy Engineer

Juliet Shoultz, P.E  
2300 S. Dirksen Parkway  
Springfield, IL 62764  
Phone: 217-785-2148  
Fax: 217-524-9357  
E-mail: [Juliet.shoultz@illinois.gov](mailto:Juliet.shoultz@illinois.gov)

### Local Roads ADA Coordinator

Tim Peters, P.E  
2300 S. Dirksen Parkway  
Springfield, IL 62764  
E-mail: [Tim.Peters@illinois.gov](mailto:Tim.Peters@illinois.gov)

### District 1 ADA Coordinator

Pam Broviak, P.E  
201 West Center Court  
Schaumburg, IL 60196-1096  
E-mail: [Pamela.Broviak@illinois.gov](mailto:Pamela.Broviak@illinois.gov)

### District 2 ADA Coordinator

Jon McCormick, P.E  
819 Depot Avenue  
Dixon, IL 61021  
E-mail: [Jon.M.McCormick@illinois.gov](mailto:Jon.M.McCormick@illinois.gov)

### District 3 ADA Coordinator

Scott Ferguson, P.E  
700 East Norris Drive  
Ottawa, IL 61350  
E-mail: [Scott.Ferguson@illinois.gov](mailto:Scott.Ferguson@illinois.gov)

### District 4 ADA Coordinator

Kevin Horst  
401 Main Street  
Peoria, IL 61602  
E-mail: [Kevin.Horst@illinois.gov](mailto:Kevin.Horst@illinois.gov)

### District 5 ADA Coordinator

Scott Neihart, P.E  
13473 IL Hwy 133  
Paris, IL 61944  
E-mail: [Scott.Neihart@illinois.gov](mailto:Scott.Neihart@illinois.gov)

**District 6 ADA Coordinator**

Andrew Werner, P.E  
126 East Ash Street  
Springfield, IL 62704  
E-mail: [Andrew.Werner@illinois.gov](mailto:Andrew.Werner@illinois.gov)

**District 7 ADA Coordinator**

Rob Macklin, P.E  
400 West Wabash  
Effingham, IL 62401  
E-mail: [Rob.Macklin@illinois.gov](mailto:Rob.Macklin@illinois.gov)

**District 8 ADA Coordinator**

Cecil Downing, P.E  
1102 Eastport Plaza Drive  
Collinsville, IL 62234  
E-mail: [Cecil.Downing@illinois.gov](mailto:Cecil.Downing@illinois.gov)

**District 9 ADA Coordinator**

Joe Zdankiewicz, P.E  
State Transportation Building  
P.O. Box 100  
Carbondale, IL 62903  
E-mail: [Joe.Zdankiewicz@illinois.gov](mailto:Joe.Zdankiewicz@illinois.gov)

## Appendix C – Public Outreach

### Transition Plan Mailing List

The Transition Plan was mailed to the following organizations for review and input:

Access Living of Metropolitan Chicago  
Access Services of Northern Illinois  
Advocates for Access  
Central Illinois Service Access  
Champaign County Regional Planning Commission  
The Chicago Lighthouse  
Citizens with Disabilities in Illinois  
Community Alternatives Unlimited  
Community Service Options  
Developmental Disability Services  
DuPage Center for Independent Living  
Equip for Equality  
Friedman Place  
Great Lakes ADA Center  
Great Rivers Service Coordination  
The Hadley School for the Blind  
The Hope School Learning Center  
IMPACT  
Illinois/Iowa Independent Living Center (IILC)  
Illinois School for the Visually Impaired  
Illinois Valley Center for Independent Living (IVCIL)  
Jacksonville Area Center for Independent Living (JACIL)  
Lake County Center for Independent Living (LCCIL)  
LIFE Center for Independent Living  
LINC. Inc.  
Mary Bryant Home for the Blind  
Northwestern Illinois Center for Independent Living (NICIL)  
Opportunities for Access Center for Independent Living (OFA CIL)  
Options Center for Independent Living  
PACE, Inc. Center for Independent Living  
Prairieland Service Coordination  
Progress Center for Independent Living  
RAMP  
Southern Illinois Center for Independent Living (SICIL)  
Soyland Access to Independent Living (SAIL)  
Sparc  
Statewide Independent Living Council of Illinois  
Stone-Hayes Center for Independent Living  
UCP of Illinois and affiliates  
West Central Illinois Center for Independent Living (WCICIL)  
Will-Grundy Center for Independent Living (WGCIL)

## 2014 Illinois State Fair Outreach

The Illinois Department of Transportation publicized the Transition Plan during the 2014 Illinois State Fair, August 8<sup>th</sup> 2014 through August 23, 2014. Exhibits and public comment forms were dispersed at several locations within the state fair grounds. Additionally, during this time period the Transition Plan was available online for public review and comment. The comment period for the state fair outreach ended August 25<sup>th</sup> 2014.

## Statewide Public Meetings

From September 8<sup>th</sup> 2014 through October 30<sup>th</sup> 2014, the department undertook the final phase of public outreach on the ADA Transition Plan through seventeen public meetings held statewide. The public meetings, which coincided with IDOT's Multi-Year Program Public Meetings, provided an opportunity for the general public to review and comment on the Transition Plan. The comment period for the statewide public meeting outreach ended November 14<sup>th</sup> 2014. The following is a listing of dates and locations of the seventeen public meetings:

<b>DISTRICT</b>	<b>DATE</b>	<b>LOCATION</b>
1	September 25th 2014	James R. Thompson Center 100 W Randolph Street Chicago, IL 60601
1	September 29th 2014	SSM&M Association 1904 W 174th Street East Hazel Crest, IL 60429
1	October 2nd 2014	Hilton- Lisle/Naperville 3003 Corporate West Drive Lisle, IL 60532
1	October 14th 2014	Crystal Lake City Hall 100 W Woodstock Street Crystal Lake, IL 60014
1	October 20th 2014	Doubletree - Libertyville/Mundelein 510 E Route 83 Mundelein, IL 60060
1	October 21st 2014	The Jacob Henry Mansion Estate 20 South Eastern Avenue Joliet, IL 60433
1	October 23rd 2014	Hilton Garden Inn - St. Charles 4070 E Main Street St. Charles, IL 60174

<b>DISTRICT</b>	<b>DATE</b>	<b>LOCATION</b>
1	October 30th 2014	Doubletree - Arlington Heights 75 W Algonquin Road Arlington Heights, IL 60005
2	September 22nd 2014	IDOT District 2 Office 819 Depot Avenue Dixon, IL 61021
3	September 23rd 2014	IDOT District 3 Office 700 E Norris Drive Ottawa, IL 62350
4	October 7th 2014	IDOT District 4 Office 401 Main Street Peoria, IL 61602
5	October 16th 2014	Champaign County Highway Building 1605 E Main Street Urbana, IL 61802
6	October 22nd 2014	Lincoln Public Library 326 S 7th Street Springfield, IL 62701
7	September 17th 2014	Decatur Public Library 130 N Franklin Street Decatur, IL 62523
8	September 8th 2014	IDOT - District 8 Office 1102 Eastport Plaza Drive Collinsville, IL 62234
8	September 9th 2014	Clinton County Board Room 810 Franklin Carlyle, IL 62231
9	September 24th 2014	John A. Logan College Center for Business & Industry RM F118/F119 Logan College Road Carterville, IL 62918

# Appendix D – ADA Accessibility Complaint form EEO 2546



**Illinois Department  
of Transportation**

**Americans With Disabilities Act (ADA)  
Accessibility Complaint Form – Title II**

To submit an accessibility concern or complaint to the Illinois Department of Transportation, please print and complete this form, sign and mail to:

Illinois Department of Transportation  
Bureau of Design and Environment  
Attn: ADA Policy Engineer  
2300 South Dirksen Parkway, Room 330  
Springfield, Illinois 62764

or e-mail form as an attachment to [dot.ada.complaint@illinois.gov](mailto:dot.ada.complaint@illinois.gov)

## SECTION I

Complainant Name (or Third Party):	Address:	Apt. #:
City:	State:	Zip:
Phone #:	E-mail Address:	

## SECTION II

When did the discrimination incident occur?    Date(s):

Place where the discrimination occurred (Please include city, roadway name, intersection (if applicable), facility name and/or location if other than a roadway, i.e. rest area, pedestrian bridge, etc.):

Please describe in detail the nature of the complaint (include all parties that were involved): **Use additional page(s) if required and attach any documents you believe support your complaint.**

## Appendix D – ADA Accessibility Complaint form EEO 2546

### SECTION III

Has this complaint been filed with another private, federal, state, local agency, or legal entity?  Yes  No

If yes, please provide details below:

Complainant's Signature: \_\_\_\_\_  Date: \_\_\_\_\_

## Appendix E– Self-Evaluation Inventory

Departmental Policy D&E-25 Americans with Disabilities Act (ADA) Transition Plan was issued in October 2013 directing the Division of Highways to complete a self-evaluation and inventory of its pedestrian facilities as a first step in revising the departments ADA Transition Plan. All nine districts had an eighteen month timeframe from November 2013 to April 2015 to complete the inventory. The statewide ADA inventory as of April 2015 is as follows:

### Curb Ramps

95,977 Non-compliant

The determination of non-compliance was assigned based on an examination of the curb ramp elements below, or the absence of a curb ramp where warranted.

- Detectable Warning
- Width
- Cross Slope
- Running Slope
- Surface Condition

If a curb ramp was missing where warranted, the location was rated non-compliant. Similarly, if any one of the aforementioned curb ramp elements were found to be deficient, the curb ramp was rated non-compliant.

### Crosswalks

22,467 Non-compliant

### Pedestrian Signals

8,600. Non-compliant

### Rest Areas

IDOT secured the services of a consulting firm to complete the accessibility evaluation of the state's 53 rest areas. The rest area inventory is scheduled to be completed by summer 2015.

