



Indiana Department of Transportation

2015 Self-Evaluation and Updated ADA Transition Plan

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5/18/2015

A quantitative and qualitative analysis of all the programs and services offered by the Indiana Department of Transportation in accordance with the Americans with Disabilities Act of 1990, as amended (ADA).



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Commissioner's Forward:

It is my pleasure as Commissioner of the Indiana Department of Transportation to adopt and present this ADA Transition Plan which represents years of dedication and effort on the part of our committed staff to the People of the State of Indiana. On this 25th anniversary of the American's with Disabilities Act, the Indiana Department of Transportation presents to the citizens and patrons of Indiana its commitment to the continued improvement of our facilities and programs toward the goal of accessibility for all regardless of ability.

This updated Transition Plan is demonstrative of that commitment, and includes an evaluation of ADA assets, programs, and facilities under INDOT's control. This plan also presents a schedule for improvement of those assets, programs and facilities together with a dedicated budget for those improvements. As always, we welcome any and all public comments about this plan. Public comments may be submitted to our Title VI and ADA Program Manager, Erin L. Hall, at Ehall2@indot.in.gov or by mail at 100 N. Senate Avenue, Room 750, Indianapolis, Indiana 46204 and by phone at (317) 234-6142.

Adoption of this Transition Plan Update by the Indiana Department of Transportation on this 5th day of June, 2015 is made official by the undersigned Commissioner of the Department, Brandye L. Hendrickson.



Brandye L. Hendrickson,
Commissioner, Indiana Department of Transportation

I. Introduction

In August of 1992, the Indiana Department of Transportation (INDOT) completed its initial ADA Transition Plan and review of its facilities. The evaluation included a review of INDOT's equal employment opportunity statement and its employment practices and buildings. The 1992 Transition Plan did not include an evaluation of the State of Indiana's public rights-of-way.

In 2009, INDOT commenced a self-evaluation of its public rights-of-way and completed an initial phase of inventory collection in 2012. In 2012, INDOT also published its first ADA Transition Plan that included a preliminary review of its public rights-of-way, a five-phase plan for completing the remaining inventory of its public rights of way and implementing its plan. An updated 2013 updated ADA Transition Plan reflected INDOT's good faith efforts to continue to strive toward coming into compliance with Title II of the Americans with Disabilities Act (ADA) and its implementation regulations.

In 2014, INDOT conducted a full-scale data analysis, verification and prioritization project aimed at prioritizing ADA asset improvement for assets identified for ADA upgrades in over 5,000 of the 7500 + intersections in INDOT's jurisdiction. The purpose of the self-evaluation was to examine INDOT's current facilities, policies and practices to identify and correct those items that create artificial access barriers for persons with disabilities. This 2014-15 effort involved analyzing and completing a database and GIS layer, verifying the information entered as valid data, and analyzing valid data for ADA compliance. This 2015 ADA Transition Plan includes a prioritization schedule for the entire weighted asset database and a more specific prioritization schedule and budget for the remediation of assets to be improved in the upcoming years.

This Transition Plan details the methods and procedures INDOT is developing and putting into place to monitor its activities and facilities for compliance with the ADA. INDOT's use of this plan includes determination of changes it needs to make to its programs and/or the design and construction of its facilities to ensure persons with disabilities are not excluded from programs, services and activities because the programs or facilities are inaccessible.

INDOT recognizes that its ADA self-evaluation and prioritization schedule are integral to both its Transition Plan and business processes. While a snapshot of the data will be taken and included in INDOT's Transition Plan each time the plan is updated or at necessary intervals in between, the underlying database is a living tool that will be updated and maintained as assets are constructed, remediated or maintained. Use of the weighted asset database may include:

- Prioritizing ADA asset maintenance projects
- Budgeting for standalone ADA asset projects
- Developing maintenance schedules and budgets

- Quantifying the extent of work required to improve ADA assets
- Adding ADA asset information to Geographic Information System (GIS) maps.
- Scoping, planning, and development of all types of construction projects that will address ADA assets.

INDOT will review and update its prioritization schedule together with its transition plan every three (3) years with the next periodic review scheduled to occur in June 2018. Prior to periodic updates, the Title VI/ADA Program Manager and ADA Liaisons will coordinate ADA reviews of INDOT's core program areas and facilities. The self-inventory in each updated plan will include a discussion of the completion or status of the improvements prioritized during the last plan update and identify new goals to be addressed during the current plan period. A broad prioritization picture of the overall status will be included in each plan.

II. Purpose

The purpose of this plan shall be to:

1. Comply with the administrative requirements of the ADA and Section 504 of the Rehabilitation Act of 1973; and
2. Serve as an informational document for any persons interested in INDOT's ADA improvement efforts.

III. INDOT's Mission Statement

INDOT will plan, build, maintain and operate a superior transportation system enhancing safety, mobility and economic growth.

IV. INDOT's Responsibilities

INDOT's many responsibilities include maintenance of all interstates, U.S. routes and state roads that are in or cross through the state, including overpasses and ramps on these roadways. Construction of these roads is also INDOT's responsibility along with traffic control devices along these roadways, including signs and traffic signals.

INDOT is not responsible for the maintenance of county, city or town roads or sidewalks except in special circumstances.¹ Local cities, counties and towns are responsible for all other roadways that are not a state road, interstate or U.S. route.

INDOT maintains 11,100 centerline and 28,500 total lane miles. The Indiana Toll Road is 157 miles in length. Indiana currently has 14 interstate highways; they are: I-64, I-65, I-69, I-70, I-74, I-80, I-90, I-94, I-164, I-265, I-275, I-465, I-469 and I-865. INDOT is responsible for maintaining nearly 6,000 bridges across the state. Additionally, INDOT also regulates approximately 4,500 rail miles. Furthermore, INDOT regulates more than 110 public access airports and more than 560 private access airports across the state.

INDOT has six district offices across the state that handle day-to-day operations such as construction and detours, traffic signal operations, permits and maintenance operations (for example, filling potholes and plowing snow) along with various other responsibilities. These districts are further divided into sub-districts and units.

INDOT employs approximately 3,400 employees (not counting seasonal employees and interns) across the state, making it one of the state's largest agencies.

¹ See Indiana Code § 8-23-1-16 and Indiana Code § 8-23-1-17.

V. ADA Compliance Responsibilities

Commissioner

The Governor appoints INDOT's Commissioner. The Commissioner is responsible for organizing and administering INDOT. (See Indiana Code § 8-23-2-2.0)

INDOT Deputy Commissioner and Chief Legal Counsel

The Deputy Commissioner manages and provides leadership to the Economic Opportunity Division, Prequalification Division, Contracts Administration, and Legal Services and Litigation and Appeals Divisions of INDOT. As Chief Legal Counsel for the department, the Deputy Commissioner's responsibilities include providing counsel and assisting with policy development in conjunction with the Executive Staff, and providing control and oversight of the financial and administrative functions of the Agency.

Economic Opportunity Division Director

The Economic Opportunity Division Director is responsible for overseeing all aspects of INDOT's Disadvantaged Business Enterprise (DBE) certification services, contract compliance efforts and its Title VI/ADA program. The Director works toward maximizing contracting opportunities for disadvantaged businesses on INDOT contracts and ensures compliance with the Equal Employment Opportunity (EEO) provisions as required by INDOT contract and federal law. The Director's responsibilities include ensuring INDOT's compliance with the ADA and Section 504. The Director ensures that appropriate managerial and technical assistance is provided to DBE firms.

Title VI/ADA Program Manager

The Title VI/ADA Program Manager is responsible for the oversight and coordination of INDOT's compliance with Title VI of the Civil Rights Act of 1964 (Title VI), the ADA and Section 504 and all related statutes, regulations, and directives. While the Title VI/ADA Program Manager reports directly to the Economic Opportunity Division Director, this Program Manager also has independent access to INDOT's Chief Legal Counsel / Deputy Commissioner and Commissioner. General responsibilities of the Title VI/ADA Program Manager include:

1. Implementing and maintaining INDOT's Title VI Implementation Plan and ADA Transition Plan and other related or component agency plans;
2. Developing processes and procedures for the investigation of complaints filed under Title VI and the ADA;

3. Administering and participation in several internal and community advisory groups including but not limited to the ADA Community Working Group and the INDOT Technical Advisory Committee;
4. Preparing required and requested reports;
5. Participating in the design, development and dissemination of ADA information to the public; and
6. Monitoring subrecipients for compliance.

Title VI/ADA Compliance Specialist

The Title VI/ADA Compliance Specialist reports directly to the Title VI/ADA Program Manager and assists the Title VI/ADA Program Manager in monitoring INDOT'S civil rights compliance efforts. The primary objective of the Compliance Specialist is to assist the Program Manager in subrecipient monitoring and outreach efforts.

VI. INDOT TITLE VI/ADA Interdisciplinary Team (Liaisons)

A. Mission

The interdisciplinary team has a four-part mission, which includes the following:

- To use an interdisciplinary team approach to ensure compliance with Title VI and related nondiscrimination laws in the implementation of INDOT's programs and activities, under which persons with disabilities are considered protected from discrimination;
- To remove programmatic and architectural barriers from INDOT's programs and activities in accordance with the above-listed nondiscrimination laws;
- To ensure meaningful access to INDOT's services and programs for all
- To develop, continually review and update effective Title VI, ADA and LEP implementation plans for INDOT.

B. Methodology and Implementation

The Title VI/ADA Program Manager actively solicits input and participation directly from INDOT division program area contacts who serve as designated Title VI/ADA Liaisons on an interdisciplinary team focused on ensuring nondiscrimination in all of INDOT's programs and activities. The Program Manager may contact Liaisons individually or assemble a team or group for the purpose of achieving program goals and meeting regulatory requirements.

In 2014, INDOT conducted a review of its liaison team to determine whether the proper individual was assigned the role in each division and district. In some cases it was determined it would be more effective to the Title VI liaison responsibilities from the ADA responsibilities. Moreover, for the completion of the transition plan, each district's Technical Services Director (TSD) was assigned the lead role during the inventory project and each TSD built a district specific team dedicated to the completion of INDOT's ADA asset inventory and prioritization schedule.

C. Title VI Liaison Responsibilities

The Title VI Liaisons shall:

- Foster awareness of INDOT's responsibilities under the ADA (and Title VI);
- Assist with conducting ADA (and/ or Title VI) evaluations of division program areas;

- Develop and maintain division procedures for the collection of data of participants in, and beneficiaries of INDOT programs, i.e. relocates, impacted citizens and affected communities;
- Participate in the development, revision and implementation of the self-evaluations and transition plan;
- Complete an annual division risk assessment for their respective division that identifies and prioritizes risk areas and the need to formulate mitigation strategies; and
- Prepare a yearly report of accomplishments within the division for the past year and state goals for the next year. The report shall be submitted to the Title VI/ADA Program Manager by August 30 for each federal fiscal year.

D. Current Interdisciplinary Team Members

District Liaisons:

Name	District	Title	Phone	Email
Kennedy, Heather	Crawfordsville District	Capital Program Management Director	765-361-5242	hkennedy@indot.in.gov
Vanes, Steve	Laporte District	Highway Assessment Engineer	219-325-7428	svanes@indot.in.gov
Poturalski, Jim	Greenfield District	Acting Deputy Commissioner and Director of Technical Services	317-467-3446	jpoturalski@indot.in.gov
Kaiser, Jason	Fort Wayne District	Technical Services Director	260-969-8232	jasonkaiser@indot.in.gov
Stoops, Ernie	Vincennes District	Design & Environmental Manager	812-895-7390	estoops@indot.in.gov
Ude, Jim	Seymour District	Special Projects Engineer	812-524-3729	jude@indot.in.gov

Division Liaisons:

Name	Program Area	Title	Phone	Email
Jett, Michael	Real Estate Division	Division Director	317-232-5081	mjett@indot.in.gov
Cales, Michael	LPA/MPO Division	Grant	317-232-5021	mcales@indot.in.gov

		Administrator		
Buckel, Larry	Multi-Modal Planning & Policy/Transit	Transit Office Manager	317-232-5292	lbuckel@indot.in.gov
Cales, Robert	Legal/Contract Administration Division	Division Director	317-233-4794	rcales@indot.in.gov
Giller, Teresa	Legal Division	Attorney	317-232-6734	tgiller@indot.in.gov
Bales, Ron	Environmental Services	NEPA Specialist	317-234-4916	rbales@indot.in.gov
Clark, Rickie	Communications Division	Public Hearings Manager	317-232-6601	rclark@indot.in.gov
Miller, Mark	Construction Mgmt Division & District Support	Director & Chief Engineer	317-232-5456	mmiller@indot.in.gov
Phillips, Mary	Research & Development/JTRP	Business Administrator	765-463-1521 x222	mphillips@indot.in.gov
Wright, John	Highway Design Division & Technical Support	Division Director	317-232-5147	jwright@indot.in.gov
Devocelle, Heather	Talent Management Division	Director	317-234-3848	Hdevocelle@indot.in.gov
Shattuck, Brian	Facilities / Operations	Engineer	317-847-3969	bshattuck@indot.in.gov
Ortiz, Eddy	Human Resources	Director	317-234-8558	eortiz@indot.in.gov

E. Title VI/ADA Liaison Working Groups

The working groups are subcommittees created as needed by the Program Manager consisting of members of the Title VI/ADA interdisciplinary group to assist with the actual implementation of INDOT's Title VI/ADA Program goals within their respective districts, divisions and departments.

The working group members may also participate in resolving Title VI, ADA and Section 504 issues. Additionally, they may occasionally complete Title VI and/or ADA surveys for their respective program areas and projects.

1. ADA Technical Advisory Committee

The ADA Technical Advisory Committee (TAC) is an example of the type of working groups INDOT uses to address ADA issues. The current Technical Advisory Group consists of the following members: John Wright, Director of Highway and Technical Support; Russ Brittain, Supervisor Roadway Engineer Review; and Kathryn Smutzer, Senior Standards Engineer.

The Technical Advisory Committee has a standing monthly meeting but also meets as needed to review and address technical questions regarding ADA issues that arise on INDOT projects. The Technical Advisory Committee periodically consults other

INDOT staff as needed in resolving ADA design questions. Additionally, the Technical Advisory Committee recognizes the value of seeking input from the Indiana Division Office of the FHWA. As such, the group occasionally meets with and consults the FHWA for advice on resolving complex ADA issues in design.

In 2015 the TAC launched an internal webs site for the submission, review and dissemination of its opinions by topic and by district. It also formalized its submission procedures and developed a task completion form to better serve the agency in providing feedback on design and construction issues involving the ADA.

2. ADA Transition Plan Inventory and Prioritization Schedule Team

For the completion of the transition plan, each District's Technical Services Director (TSD) was assigned the lead role during the inventory project and each built a district specific team dedicated to the completion of INDOT's ADA asset inventory and prioritization schedule. In addition, key internal divisions designated individuals to participate in the development of the transition plan. In many cases this was the division director, but the team also included subject matter experts across the board to ensure INDOT's resulting inventory database and resulting prioritization schedule were fully developed. This team will continue its work into 2016 further honing INDOT's business processes and practices to ensure the sustainability of its transition plan. Over fifty (50) individuals participated in the development of this Transition Plan, many in addition to their daily work.

F. ADA Community Advisory Working Group

In June 2012, INDOT chartered an external community-based statewide ADA Community Advisory Working Group (ADA Working Group) composed of the Title VI/ADA Program Manager and individuals with disabilities, disability advocates and those who provide services to persons with disabilities.

INDOT chartered the ADA Working Group with ten inaugural members. INDOT selected its inaugural members from a pool of 20 applicants who submitted letters of interest. INDOT made a good faith effort to ensure geographic diversity in the selection of working group members by selecting at least one member from each of the six INDOT districts.

Under the charter, membership is open to any individual; however, INDOT strongly encourages individuals with disabilities, disability rights advocates and organizations that service individuals with disabilities to consider submitting a letter of interest.

The duties of the ADA Working Group include the following:

- Reviewing and providing specific input regarding INDOT's ADA Self-Evaluation and Transition Plan;

- Recommending means and methods for INDOT to increase the public involvement of persons with disabilities in transportation planning;
- Providing specific information, input and recommendations regarding community accessibility concerns as they relate to transportation projects and pedestrian facilities within INDOT's jurisdiction; and
- Serving as a liaison between INDOT and the community.

The ADA Working Group plays an important voluntary consultative role in helping INDOT comply with the ADA. INDOT will maintain ultimate authority and control over decisions regarding its ADA compliance efforts.

The Title VI/ADA Program Manager and Compliance Specialist are responsible for soliciting members throughout the state.

Selected ADA Community Working Group members serve for a term of two years and up to two consecutive terms. The ADA Working Group meets at least quarterly in locations throughout the state. The ADA Working Group meetings last approximately two hours. INDOT will coordinate and facilitate each meeting. Furthermore, to facilitate transparency and document its public involvement efforts, INDOT will follow Indiana's Open Door Law, keep the minutes of each meeting and make the meeting minutes available for public inspection and comment.

Additionally, INDOT may include comments submitted by the ADA Working Group in subsequent revisions to its ADA Transition Plan.

Information regarding the ADA Working Group meeting agendas, locations and minutes are available on the INDOT website at: <http://www.in.gov/indot/3128.htm>. The charter and press releases are also available on the website. A copy of the ADA Working Group Charter is included in the Appendix.

The Title VI/ADA Program Manager coordinates with the Communications Division to disseminate press releases announcing each quarterly meeting of the ADA Working Group. The Office of Public Information (OPI), which the Communications Division manages, posts information regarding the quarterly ADA Working Group meetings on its website and the Title VI/ADA Program Staff regularly sends written correspondence to known disability rights advocates and organizations, service providers and interested persons regarding upcoming meetings.

VII. Standard and Methodology Used for ADA Field Evaluations

A. Overview

1. Applicable Reference Codes, Standards and Guidance

a) Public Rights of Way

- Indiana Code
- INDOT Design Manual
- INDOT Standard Specifications based on ADAAG and PROWAG
- General Instructions for Field Employees (2009 Interim Edition)

b) Buildings and Related Site Elements

- INDOT's Facility Management Guidelines

c) Communications (includes public involvement)

- Indiana's Section 508 Web Accessibility Coding Solutions and Requirements
- Section 508 of the Rehabilitation Act of 1973 as amended by 1998 the Work Force Investment Act (section 1194.22 and its subsequent amendments) as minimum requirements for web accessibility
- INDOT Public Involvement Procedures Manual
- Environmental Services Procedural Manual for preparing environmental documents
- INDOT Traffic Noise Policy Manual
- Federal Highway Administration (FHWA) Public Involvement Techniques for Transportation Decision-Making Document
- FHWA Environmental Justice Guidance Document

2. Self-Evaluation

INDOT's completed self-evaluation includes an analysis of all its programs and services, including communications, employment and its facilities. INDOT completed its self-evaluation in five phases.

A. Phase I Internal Program Evaluations

Status: Continuous and Ongoing

INDOT conducts reviews of its major programs areas on an annual basis. The Title VI/ADA Program Manager reviews each program area assessment submitted by the Title VI/ADA Liaisons and consults the various Title

VI/ADA Liaisons to discuss options for improving INDOT's policies, programs and procedures. By its nature, this program evaluation is ongoing and now includes quarterly discussions with liaisons to ensure next steps for each division remain on track.

The 2014 internal reviews revealed that there is a continued need for internal training regarding the nondiscrimination requirements and data collection techniques to verify that INDOT is proactively preventing discriminatory outcomes in the delivery of its services and/or otherwise eliminating discrimination in its programs and activities. It also revealed a good deal of progress made since 2012 with regard to data collection and implementation of processes and procedures to ensure discrimination does not occur and that programs and facilities are developed and maintained in an accessible manner.

The Title VI/Program Manager will continue to meet with the Title VI/ADA Liaisons and Interdisciplinary Team members to coordinate implementing the recommendations outlined in this Transition Plan. Furthermore, the Title VI/ADA Coordinator will continue to assist the Title VI/ADA Liaisons and Interdisciplinary Team members in revising their policies, documenting their compliance efforts and collecting qualitative and quantitative data.

B. Phase II Field Evaluations

Status: Completed

INDOT completed its initial self-inventory of its public rights-of-way in 2013. In 2013 new guidance included resurfacing in the category of an alteration and required ADA upgrades at the time of resurfacing. (See Below)



INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

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 Room N901
 Indianapolis, Indiana 46204

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Michael R. Pence, Governor
Karl B. Browning, Commissioner

DATE: September 27, 2013

TO: District Deputy Commissioners
 District Highway Maintenance Directors
 District Technical Services Directors
 Deputy Commissioner, Operations

OPERATIONS
 MEMORANDUM 13-05
 MAINTENANCE

FROM: Jason L. Jones,
 Director, Division of Maintenance Management and District Support

SUBJECT: Compliance with the Americans with Disabilities Act (ADA) for Maintenance Projects

Background:

The purpose of this procedure is to address the definition of ADA Maintenance projects and ADA Alteration projects. On June 28, 2013, the "Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act issued guidance for projects to provide curb ramps when streets, roads, or highways are altered through "Resurfacing." As a result of this action, projects deemed as Alterations must include curb ramps within the scope of the project.

The following table clarifies different types of work that are considered Alterations and Maintenance. Alterations warrant curb ramp installation at the current standard.

Alterations	Maintenance
Open-graded surface course	Crack Sealing & Filling
Mill & Fill / Mill & Overlay	Surface Sealing
Hot in place Recycling	Chip Seals
Microsurfacing / Thin Lift Overlay	Slurry Seals
Addition of New Layer of Asphalt	Fog Seals
Asphalt & Concrete Rehab & Reconstruction	Scrub Sealing
New Construction	Joint Crack Seals
	Joint Repairs
	Dowel Bar Retrofit
	Spot High – Friction Treatments
	Diamond Grinding
	Pavement Patching*

*See definition of "Maintenance Patching" in next section

Procedure:

The maintenance roadway activities that constitute an Alteration include any full depth patching greater than 100 feet continuous length or spot paving (with or without milling) greater than 100 feet continuous length. These would include Activities 2030 and 2991.

Effective immediately, maintenance roadway projects of these activities in the immediate vicinity where sidewalks and/or curbs are present will need to be reviewed by District Technical Services to determine compliance with the joint technical assistance and this memorandum. These projects may require curb ramp upgrades/installation and will need Central Office approval before proceeding.

Supplemental Information:

The links below give the actual code and FHWA's briefing memo.

Civil Rights Policy Link: <http://www.fhwa.dot.gov/civilrights/programs/ada.cfm>

Briefing Memo Link: http://www.acec.org/userfiles/file/20130730_BRIEF_ADA_Resurfacing_Technical_Assistance.pdf

JLJ/brt

cc: Melody Coleman, Jeff Parker, Ed King, John Wright, Dave Holtz, Latosha Higgins

In 2014 INDOT completed the entry of the initial inventory into its current asset management database and further included all work completed since the last assessment period. Any construction considered an alteration and more than mere maintenance was now included in the inventory database. Efforts were made to include new construction data and fill in gaps and fix validity issues in existing data.

C. Phase III Review of Sub-recipients for ADA Compliance via Annual Pre-Award Certification

Status: Implemented but Ongoing by its Nature

In March 2012, INDOT began requiring Local Public Agencies (LPAs) to complete the INDOT Pre-Award Annual Certification and Assurance (Pre-Award Certification) by June 30 for the following federal fiscal year (FFY) (October 1 –September 30). INDOT requires that LPAs complete the survey as a condition of being awarded federal financial assistance. The LPA must certify that it will provide information when required, and where applicable, it will conduct its programs and operate its facilities in compliance with all requirements imposed by or pursuant to 42 USC 2000d to 2000d-4, 49 CFR Part 21, 23 CFR 200, 49 CFR 27, 28 CFR Part 35, and 42 USC 12101-12213.

LPAs complete the Pre-Award Certification by registering for a User ID and Password for the INDOT Technical Application Pathway (ITAP). The Pre-Award Certification is a self-reporting tool accessible online via the following link: <https://itap.indot.in.gov/>.

INDOT uses the information the LPAs report via the Pre-Award Certification as an assessment tool to determine whether an LPA is in compliance with Title VI, the ADA and Section 504. INDOT analyzes the responses and use the information provided to ascertain instances where INDOT may be able to provide technical assistance to help LPAs fulfill their Title VI, ADA and Section 504 obligations and maintain compliance.

Based on the information received, INDOT selects LPAs who fail to complete the LPA Annual Pre-Award Certification & Assurance or who are otherwise in noncompliance for compliance reviews.

Additionally, INDOT will utilize the information provided to screen LPAs before letting to ensure that the LPAs have a complete self-inventory for their public facilities and if applicable, an ADA Transition Plan.

INDOT's Title VI/ADA Program Manager will continue to coordinate with the LPA/MPO Grant Administration Division to monitor LPA compliance.

INDOT may use its 18-month letting list and other information to identify LPAs that fail to complete the Pre-Award Certification or do not have an ADA Transition Plan or inventory. LPAs identified as out of compliance will receive written notification of the need to come into compliance from the Title VI/ADA Program Manager. LPAs are provided a deadline within which to submit their Pre-Award Certification and demonstrate their good faith effort to comply with the ADA and other related nondiscrimination laws. An in person meeting or compliance conference may also be scheduled at the Program Manager's discretion to ensure the LPA understands what is required for compliance. LPAs that fail to voluntarily comply through this process or show a documented good faith effort to comply may receive a final determination of noncompliance, a copy of which the Title VI/ADA Program Manager will forward to the Indiana Division Office of the FHWA. Additionally, INDOT will defer the projects of LPAs that fail to comply pending the LPA coming into compliance.

The Title VI/ADA Program Manager will review the documentation submitted by the LPA and evaluate whether the LPA provided substantive evidence of making a good faith effort to comply with the nondiscrimination laws based on the following factors:

- Whether the LPA has a Title VI Coordinator who oversees the LPAs compliance with Title VI of the Civil Rights Act of 1964, and, if applicable, an ADA coordinator, responsible for overseeing compliance with the nondiscrimination laws as they relate to persons with a disability;
- Whether the LPA disseminates to participants, applicants, employees, unions and contractors/consultants a nondiscrimination policy statement that states that the LPA does not discriminate on the basis of disability in admission or access to, treatment or employment in its programs or activities;
- Whether the LPA notifies the public and other interested parties that the LPA will provide auxiliary aids, upon request;
- Whether the LPA has a grievance or complaint procedure that provides for prompt and equitable resolution of complaints (if applicable);
- Whether the LPA has developed and/or adopted accessibility standards, specifications and design details;

- Whether the LPA has a complete self-evaluation and inventory of all of its facilities, programs, policies and activities to evaluate whether there access barriers for persons with disabilities; and
- Whether the LPA has a plan for removing the access barriers identified in its inventory that includes a budget and schedule for improvements.

Beginning in 2013, INDOT commenced compliance reviews of its LPAs throughout the state. INDOT selects LPAs for review giving priority to conducting compliance reviews with LPAs who have transportation projects with the greatest potential impact on those groups covered under Title VI, the ADA and Section 504. Additionally, INDOT may select LPAs for review based on documented specific evidence of existing or suspected noncompliance or participate in review of LPAs selected by FHWA.

The LPA Annual Pre-Award Certification outlines the basic requirements to ensure nondiscrimination in LPA transportation projects and is a preview of the process, procedures and policies and that INDOT expects an LPA to follow in the event INDOT selects an LPA for a compliance review. INDOT will report the information collected to the FHWA. In 2014 more than 200 Indiana communities completed the precertification survey and indicated they had a transition plan.

D. Phase IV Review and Map Upcoming Projects to Incorporate ADA Compliance into the Early Stages of INDOT Projects

Status: Implemented and Ongoing by its Nature

The Title VI/ADA Program Manager consults with INDOT divisions to coordinate the inclusion of the self-inventory and ADA Transition Plan findings in the planning process. Furthermore, INDOT has developed and implemented a preliminary procedure to address the required ADA Transition Plan improvements through the asset management process while it undertakes a thorough review of its processes to determine ownership of project tasks and to ensure sustainability of its Transition Plan and requisite prioritization schedule and to ensure the weighted ADA asset inventory is updated on a regular basis.

E. Phase V Summary of Baseline Compliance

Status: Completed

When INDOT commenced its ADA self-inventory in 2011, the agency expected to complete the inventory of its public rights-of-way by the close of 2012; however, the scope of the statewide effort proved challenging and the initial inventory was not completed until 2013. In 2014-2015 the agency ensured all

data collected in 2013 and prior was entered into a database and worked to eliminate blanks and other errata and to verify the validity of the data entered. By early 2015, a massive district-level of participation was engaged in this process as well as ensuring all projects INDOT completed since 2013 (current construction) were entered into the database.

In early Spring 2015, with public participation as well as input from internal subject matter experts, INDOT developed a means of scoring and weighting the improvements needed in its ADA assets and developed a weighted asset database that reflected both the priority for remediation of ADA assets at an intersection and the estimated cost of remediating those assets. The overall cost of improving all ADA assets across the State drove both the determined scope and budget for the ADA transition plan. With the overall cost estimated at around 100 Million dollars to improve every feature of every identified ADA asset INDOT is responsible for, a 20 year scope was projected with at least Five million Dollars per year designated as ADA improvement funds. Of that Five million Dollars per year, Two million Dollars are reserved for the creation of standalone ADA improvement projects targeting the top tier of the weighted assets (those being most in need of improvement). Top tier projects will be developed taking into consideration information such as proximity to public facilities and major roadways as well as area demographics among other factors. The remaining Three million Dollars represents the minimum amount of anticipated spending to improve ADA assets as part of other projects INDOT completes.

The overall snapshot of the 20 year plan and the specific projects targeted within the two year window of this plan are included in this document's Appendix D.

B. Field Evaluations

1. Inventory Methodology

The purpose of the field evaluation of INDOT's facilities was to create a baseline of existing pedestrian facilities within the state.

2. Summary of Initial Areas Surveyed

a) Roadway Segments

Level 1

- Major roadways and intersections along arterials and thoroughfares with a minimum 80-foot wide right of way; and
- Intersections and roadway segments serving Level 1 buildings such as:
 - State owned buildings

- Schools (approximately ¼ mile radius for the main streets)
- Hospitals, health clinics and health centers
- Public housing and homeless shelters, including senior facilities and rehabilitation facilities
- Law enforcement facilities
- Transportation hubs (bus lines and transit stations)
- State parks
- Prisons

Level 2

- Streets with a minimum 60-foot wide right of way and other roadways and intersections along these highways; and
- Intersections and roadway segments serving Level 2 buildings such as:
 - Shopping malls, supermarket and strip retail centers
 - Major employments sites
 - Housing complexes, including apartments

Level 3

- Single family residential areas;
- Industrial areas; and
- Any area not classified as Priority Level 1 or 2

b) Buildings and Related Site Elements

INDOT conducts ongoing building assessments; however, this report may not include buildings that do not provide programs, services or activities to the public and are restricted to authorized personnel.

3. Public Rights-of Way ADA Field Evaluation

A completed ADA field evaluation consists of: (1) a detailed review of the project plan and design; (2) an onsite visit to the location; and (3) a team of trained ADA field evaluators using a detailed survey questionnaire to capture the measurements of specific elements to evaluate ADA compliance in accordance with the applicable design standards. A copy of the ADA field evaluation form used by INDOT is included in the Appendix.

INDOT completed the initial ADA field evaluation forms manually at the district level but aims to develop, given the availability of funds, an electronic submission form that can be uploaded at the point of measurement to improve the accuracy and availability of ADA asset data.

Electronic copies of the ADA evaluation forms are stored in SharePoint. The EOD staff and district personnel input information and findings into the asset

database. WMS (Work Management System) is INDOT's official inventory system used to record and monitor all of INDOT's assets exclusive of its fleet vehicles. INDOT's ADA assets are maintained in WMS and reflected in a GIS layer that assists INDOT in project planning.

As INDOT remedies the ADA deficiencies identified during the self-evaluation, INDOT will update its self-inventory keeping the database live and accurate. These processes exist but are being fine tuned and unified to ensure sustainability of the database.

INDOT's ADA field evaluation team members evaluated each facility under the requirements of the 2010 ADA standards and where the 2010 ADA standards were silent, as a best practice, they used the Proposed Accessibility Guidelines for pedestrian facilities in the Public Right of Way (PROWAG). Currently, the PROWAG is in the rulemaking stage; however, FHWA has indicated that that the PROWAG may be used as a best practice for areas not fully addressed by the ADAAG. The PROWAG is not the standard. It cannot become the standard until it is adopted by the U.S. Department of Justice and the U.S. Department of Transportation. The PROWAG is consistent with the ADA's requirement that all new facilities (and altered facilities to the maximum extent feasible) be designed and constructed to be accessible to and useable by people with disabilities. INDOT has updated its design standards to mostly reflect the substance of the PROWAG and is in the process of updating all tangential policies and processes before the new standards can be fully adopted.

As such, the Technical Advisory Committee (TAC) plays a critical role in ensuring ADA assets are constructed in the best manner possible in the field. The TAC provides feedback on about a dozen issues each month (more or less depending on the season). This input can be and is requested in all phases of project development from planning to design, construction to maintenance. All requests for input are treated as urgent and responses are typically provided in 24 hours to 10 days. These responses are documented on INDOT's internal Sharepoint site and available to all INDOT employees to better understand ADA implications in design and construction.

4. **ADA Data Collection Items**

The ADA field evaluation teams collected and analyzed the following data during the pilot project:

a) Roadway Segments

Crosswalks

- Whether crosswalks are present at any or all crossings

- If present, the width, type, islands and access for persons with disabilities

Curb Ramps

- Whether curb ramps are present at any of the corners within the intersection
- Whether truncated domes are present
- If truncated domes are present, the dome location, size, type and color
- Slopes (Running, Cross, Side, Transition)
- Whether or not the surface is slip resistant

- Width

Directional Corner of Intersection

- NE, SE, SW, NW (assigned within the nearest 45 degrees)

Intersection Geometry

- Whether the intersection is a standard right angle, T-shaped, Y-shaped, skewed or any other irregular geometry
- Whether there are pedestrian islands and right turn lanes

Islands

- If present, whether there are curb ramps and push buttons

Obstructions and Obstacles

- Whether there are abrupt changes in sidewalk level of greater than ½ inch, paving obstructions or accessibility obstacles immediately adjacent to the corner. Evaluators will record information regarding any obstacles near a corner (e.g. utility pole, traffic light pole, drain inlet, fire hydrant, street furniture and news stands.)

Pedestrian Signals

- Whether visual and accessible pedestrian signals are present
- If present, the type, size, height and location of the actuator buttons
- The location parameters
- Whether the pedestrian push button is parallel to the crosswalk alignment

Sidewalks

- Whether a sidewalk leading to and from the curb is present

- If present, the paved sidewalk width at the intersection

b) Buildings and Related Site Elements

Accessible Approach and Entrance

- Whether the route of travel (exterior path that a person with a disability must take to access the good and services) is accessible
- Whether the parking and drop off areas are accessible

5. Self-Evaluation Database

Upon completion of the updates to WMS, INDOT self-evaluation data shall be continue to be maintained using INDOT's official inventory and asset management system as well as GIS and derivative spreadsheets and workbooks developed for data analysis.

6. Field Evaluator Duties

The basic duties for sidewalks and intersections include:

- Traveling to the assigned project area;
- Visually inspecting, measuring and recording observations using a calibrated level (digital or electronic), a 25-50 foot tape measure and standard data collection form;
- Reporting to the Title VI/ADA Program Manager at regular intervals or when the assigned locations were completed, returning completed data forms and obtaining new assignments; and
- Exercising sound discretion and judgment consistent with the ADA and INDOT's policies when encountering unusual circumstances.

VIII. Summary of INDOT Self Evaluation Findings

Since 2010 FHWA has made the following recommendations to INDOT to bring the agency into compliance with the regulatory requirements:

- Establish specific timelines and actions needed to complete the task of completing an ADA Self-Inventory and Transition Plan;
- Coordinate with MPOs to clarify the requirements for ADA Transition Plans, update the local guidance document of procedures and ensure all public facilities, projects and programs are accessible to persons with disabilities;
- Draft and disseminate a 504/ADA nondiscrimination policy statement;
- Complete an ADA self-inventory of current services, policies and practices to determine if modifications are necessary to achieve/improve program accessibility;
- Complete an ADA Transition Plan; and
- Monitor sub-recipient ADA and Section 504 compliance.

INDOT has since undertaken an effort to improve its policies and practices in all areas outlined above as well as other areas it has identified for improvement since 2010. Of the recommendations included in the report, INDOT has completed the two recommendations identified as most important by the FHWA. The first recommendation was to complete an ADA Transition Plan. INDOT has now completed its plan and included a prioritization schedule based upon its self-inventory with a scope and dedicated budget. INDOT will make the plan available to the public following the concurrent review by Federal Highway and public involvement review. The second recommendation was to monitor and audit INDOT sub-recipients. As previously mentioned in this Transition Plan, INDOT commenced reviewing its LPAs for ADA and Section 504 compliance in 2012 and continues to review consultant and contractors. This review process continues to be refined with more resources available for reviews now that INDOT's Transition Plan is complete.

INDOT revisited the FHWA report and the Technical Assistance Tool used to gather data for the report in preparing this 2015 ADA Transition Plan Update. INDOT completed the ADA/Section 504 Technical Assistance Tool that appears in this plan using its own best judgment without consultation with the FHWA based on the results of its internal reviews of its core programs and activities. The following checklist is provided by Federal Highway and is a reporting tool used by INDOT to evaluate its ADA Compliance status:

State Transportation Agency (STA) Responsibilities

A. General Requirements (Subpart A and B):	Yes	No	?
1. Does the STA have a 504/ADA coordinator? (28 CFR 35.107(a) & 49 CFR 27.13(a))	✓		
2. Does the STA have an internal grievance procedure that allows for quick and prompt solutions for any complaints based on alleged noncompliance with 504/ADA? (Note: "Grievance procedure" refers to a process for external complaints) (28 CFR 35.107(b) & 49 CFR 27.13(b))	✓		
3. Does the STA keep on file for at least one year all complaints of noncompliance with ADA and 504 received? (49 CFR 27.121(b))	✓		
4. Has the STA drafted and disseminated to participants, applicants, employees, unions, and contractors/consultants a non-discrimination policy statement that states that the STA does not discriminate on the basis of disability in admission or access to, or treatment or employment in its programs or activities? (28 CFR 35.106 & 49 CFR 27.15)	✓		
5. Does the non-discrimination policy statement also identify the name, title, office address and office telephone number of the 504/ADA Coordinator? (28 CFR 35.107(a) & 49 CFR 27.15(a) and (b))	✓		
6. Has the STA conducted a self-evaluation of its current services, policies, and practices, and the effects thereof, to determine necessary modifications to achieve program accessibility? (28 CFR 35.105 & 49 CFR 27.11(c)(2)(i-v))	✓		
7. If so, did the STA provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the self-evaluation process by submitting comments? (28 CFR 35.105(b) & 49 CFR 27.11(c)(2))	✓		
8. Has the recipient established a system for periodically reviewing and updating the evaluation? (49 CFR 27.11 (c)(2)(v))	✓		
9. Does the STA maintain in operable working condition those features of facilities and equipment that are required to be readily accessible to and usable by persons with disabilities? (Note: includes STA buildings and public rights-of-way facilities such as sidewalks, curb ramps and accessible pedestrians signal) (28 CFR 35.133)	✓		
10. Does the STA monitor sub-recipients who receive STA assistance (local governments, contractors, consultants) to ensure compliance with Title II ADA and 504 with respect to STA funded (both Federal and State) projects and programs that the sub-recipients implement? (28 CFR 35.130 (b)(1)(v) & 49 CFR 27.7 (V))	✓		
11. Does the STA provide a written assurance to the FHWA that it will not discriminate on the basis of disability in the provision of its programs, services, activities, and facilities, and that it will be in compliance with Section 504 and all of its requirements? (Note: this can be included in the Title VI assurance to FHWA) (49 CFR 27.9)	✓		

B. Program and Facility Accessibility (Subpart D)		Yes	No	?
<i>Title II ADA Transition Plan Requirements</i>				
1.	Has the STA developed and implemented a Transition Plan that outlines which structural modifications must be made to those programs and services that are not accessible? (28 CFR 35.150(d) & 49 CFR 27.11)	✓		
2.	Has the STA also developed a curb ramp installation schedule as part of the Transition Plan for pedestrian facilities it owns, operates and/or maintains? (28 CFR 35.150(d)(2))	✓		
3.	If so, did the STA provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the Transition Plan process by submitting comments? (28 CFR 35.150(d)(1) & 49 CFR 27.11)(c)(2))	✓		
4.	Is the Transition Plan available for public inspection? (28 CFR 35.150(d)(1) & 49 CFR 27.11)	✓		
5.	Has the STA modified any policies or practices that do not meet Section 504 according to a schedule or sequence that includes milestones or measures of achievement? (49 CFR 27.11 (c)(2)(iii))	✓		
6.	Has the STA taken appropriate remedial steps to eliminate the effects of any discrimination that resulted from previous policies and practices? (49 CFR 27.11 (c)(2)(iv))	✓		
7.	Does the STA have a process to analyze an existing program, service or benefit for determinations of “undue” financial or administrative burdens, or fundamental alteration to the program, service or benefit that comports with the criteria for making such determinations in 28 CFR 35.150 (a)(3) and 28 CFR 35.164? (Note: A process to conduct undue burden determinations is not required but is a best practice. However, the documentation of an undue burden determination by an STA is required by these regulations)	✓		
8.	Does the STA build new facilities and alter existing ones (both pedestrian ROW and STA buildings) in accordance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and Appendix A of 49 CFR 37? (28 CFR 35.151 (c) and 49 CFR 27.3 (b))	✓		
9.	Does the STA have a process and procedure for the installation of accessible features on the pedestrian rights-of-way (curb ramps, accessible pedestrian signals, etc.)?	✓		
10.	Does the STA provide accessible highway rest areas and pedestrian underpasses, overpasses and ramps that are newly constructed or altered with Federal aid? (49 CFR 27.75)	✓		
11.	Does the STA have a process for making technical infeasibility determinations for new construction and alterations that comports with the criteria in ADAAG 4.1.1 (5) and 4.1.6(J)?	✓		
12.	Does the STA install curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway, when streets, roads, highways or crosswalks are newly constructed or altered, or when the crosswalk is constructed with Federal aid? (28 CFR 35.151 (e)(1)(2) and 49 CFR 27.75 (a)(2))	✓		
13.	Is the STA installing detectable warnings in the form of truncated domes in curb ramps when roadways with pedestrian facilities are altered? (ADAAG 4.29 and FHWA policy guidance (May 2002))	✓		

C. Communications (Subpart E)	Yes	No	?
1. Does the STA provide auxiliary aids (sign language interpreters, readers, Braille, large print text) upon request, to STA program participants with disabilities? (28 CFR 35.160 (b)(1) and 49 CFR 27.7(c))	✓		
2. Does the STA notify the public and other interested parties that auxiliary aids will be provided, upon request (e.g., via public meeting announcement)? (28 CFR 35.160 (a), 28 CFR 35.163 (a), and 49 CFR 27.7(c))	✓		
3. Is the STA website and all of its contents accessible to individuals with hearing or visual impairments? (28 CFR 35.160 (a), 28 CFR 35.163 (a), and 49 CFR 27.7(c))	✓		
4. Can hearing impaired individuals contact the STA via TTD/TTY phone line or an equally effective telecommunications system such as a relay service? (28 CFR 35.161 and 49 CFR 27.7(c))	✓		

INDOT continues to refine the assessment tool developed in 2011 to monitor its core program areas and assist the Title VI/ADA Program Manager and Directors in reporting their respective division compliance efforts.

As part of the assessment process, all core division and program areas meet with the Title VI / ADA Program Manager throughout the year and, where necessary, submit an annual report to the Title VI/ADA Program Manager to be used as an assessment tool to determine whether the division/program area is in compliance with the ADA and to ascertain instances where the Title VI/ADA Program Manager may provide training and technical assistance to help the division/program area achieve its goals and maintain compliance. Furthermore, the Title VI/ADA Program Manager periodically reviews the data collection procedures for each division/program area to ensure compliance with the ADA. Title VI/ADA Liaisons prepare and submit their respective reports annually by August 30 with assistance from the Program Manager. A summary of INDOT's findings for 2015 appears below.

A. ADA/504 Coordinator

The ADA/504 Coordinator is Erin L. Hall; Attorney, Title VI/ADA Program Manager. The ADA/504 Coordinator office is located at 100 N. Senate Avenue, N750, Indianapolis, IN 46204.

B. Assurances

INDOT's ADA Assurances are included in its Title VI Assurances. Under its Title VI Assurances, INDOT guarantees that it will comply with Title VI of the Civil Rights Act of 1964 and all related laws such that no person in the United States shall on the grounds of race, color, sex, sexual orientation, gender identity, national origin, age disability, religion, or income status be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which INDOT receives federal financial assistance from the United States Department of Transportation (DOT) including the FHWA. Additionally, INDOT's contracts and agreements with sub-recipients include a statement of written assurance by the sub-recipient that it will comply with the law and not discriminate based on disability in any of its programs, services, activities, or benefits extended to participants. State law extends these protections further to protect from discrimination those with status as a veteran and adds ancestry as a protected category.

To ensure sub-recipients are aware of their duty to comply with Section 504, INDOT offers training and workshops throughout the state at each district and at its central offices each calendar year and includes relevant information on its website and conducts periodic reviews of its contractors and sub-recipients. Toolkits have been developed and are being posted online as training modules continue to be developed.

The initial INDOT University Training module targeted towards INDOT audiences, has been finalized, and is being launched in June 2015.

C. Public Notice of Nondiscrimination

INDOT maintains and publishes its Notice of Nondiscrimination under the ADA and Section 504. INDOT's Title VI/ADA Program Manager will update the Notice of Nondiscrimination under the ADA and Section 504 as necessary to reflect a change in the Commissioner and/or Title VI/ADA Coordinator. It is INDOT's policy to update its notice of nondiscrimination if there is a change in the Commissioner, Title VI/ADA Program Manager or ADA/504 Coordinator. INDOT's notice of nondiscrimination is included below and available on its website at: <http://www.in.gov/indot/files/NondiscriminationNotice.pdf>.

Furthermore, INDOT provides a copy of its notice of nondiscrimination to all new hires. INDOT also distributes copies of the nondiscrimination notice at recruitment fairs, to scholarship applicants and to anyone who requests a copy. INDOT is constantly exploring new and varied ways to disseminate its notice of nondiscrimination.



INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

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Indianapolis, Indiana 46204

PHONE: (317) 233-4676
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Michael R. Pence, Governor
Brandye L. Hendrickson,
Commissioner

**NOTICE OF NONDISCRIMINATION UNDER
THE AMERICANS WITH DISABILITIES ACT AND
SECTION 504 OF THE REHABILITATION ACT OF 1973**

Pursuant to Title II of the Americans with Disabilities Act as amended (ADA) of 1990 (42 U.S. C. §§12101 et seq.) and Section 504 of the Rehabilitation Act of 1973, as amended (Section 504) (29 U.S.C. §794) and implementing regulations found in 28 CFR 35 and 49 CFR 27, the Indiana Department of Transportation (INDOT) does not discriminate against qualified individuals with disabilities in its policies, or in the admission of, access to, treatment of or employment in its programs, services or activities.

Upon request, INDOT will use its best efforts to provide appropriate auxiliary aids and services to facilitate effective communication for qualified persons with disabilities so that they have an equal opportunity to obtain the same result, to gain the same benefit or to reach the same level of achievement as provided to others. These efforts may include providing qualified sign language interpreters, Brailled documents, and other products and services to make communications accessible to individuals with speech, hearing and vision impairments.

Upon request, INDOT will make reasonable modifications to policies and programs to ensure that qualified individuals with disabilities have an equal opportunity to enjoy its programs and activities. INDOT is not required to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

INDOT will not place a surcharge on qualified individuals with disabilities to cover the cost of providing auxiliary aids, services or reasonable modifications of policies.

Inquires or complaints regarding Section 504 or the ADA should be directed to Erin Hall, Title VI/ADA Program Manager, Economic Opportunity Division, 100 N. Senate N750, Indianapolis, IN 46204, (317) 234-6142, EHall2@indot.in.gov. INDOT will investigate all complaints in accordance with INDOT's Title VI compliant process, which is also used for ADA complaints, and promptly take any remedial action deemed necessary to provide an equitable resolution to overcome the effects of a substantiated violation.

Brandye L. Hendrickson
Commissioner, Indiana Department of Transportation

6-3-2015

Date

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D. Complaint Process

INDOT's external complaint form and a brief description of the complaint procedures are available online and in print. INDOT's complaint process includes due process protections for the complainant and the respondent and provides for prompt and equitable resolution of complaints. During the 2014-15 Federal Fiscal Year INDOT received no complaints of discrimination including complaints of barriers to access for those with a disability.

Under its complaint policy, INDOT will promptly investigate all properly submitted complaints of alleged discrimination. INDOT will also attempt to resolve such complaints and take corrective action upon a finding of a substantiated complaint. INDOT will submit its final investigative report to FHWA within 60 days of receiving a complaint. INDOT's complaint process provides a procedure for appeal of all unsubstantiated claims of discrimination.

1. Complaint Investigation Procedures

The Title VI/ADA Program Manager will make a determination to accept, reject or refer to the appropriate federal/state agency a complaint within seven calendar days of its receipt. INDOT will determine whether the person or entity purportedly engaged in the alleged discriminatory act is an INDOT sub-recipient (the legal entity to which a sub-award is made and which is accountable to INDOT for the use of the funds provided). If the complaint does not specifically mention that the alleged discriminatory actor is an INDOT sub-recipient, INDOT may presume so in deciding whether to accept the complaint for further processing.

These procedures apply to all complaints filed under Title VI of the Civil Rights Act of 1964 and its related statutes, regulations and directives, the ADA and Section 504. These procedures do not affect the right of the Complainant to file formal complaints with other state or federal agencies or to seek private counsel for complaints alleging discrimination. These procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the Complainant.

INDOT will make every effort to facilitate a voluntary early resolution of complaints at the lowest level possible. The option of informal resolution may be used at any stage of the process. The Title VI/ADA Program Manager will make every effort to pursue a resolution of the complaint.

The Title VI/ADA Program Manager will refer all complaints against INDOT to the FHWA or the appropriate Federal agency. From time to time unrelated comments or misdirected inquiries appear in the complaint inbox. These may or may not be reported at the discretion of the Title VI/ADA Program Manager.

2. Who May File a Complaint

Any person who believes that he or she has been excluded from participation in, denied the benefits of or otherwise subjected to discrimination under any INDOT service, program or activity whether federally funded or not, based on their race, color, sex, sexual orientation, gender identity, national origin, gender, age, disability, religion, ancestry, income status or Limited English Proficiency may file a complaint. A complaint may also be filed by a representative on behalf of such a person.

3. Timeliness of Complaints

For a complaint against INDOT or a sub-recipient to be considered timely, it must be filed within 180 calendar days after the alleged incident has occurred. INDOT may waive the 180-day time limit for good cause at its discretion.

The file date of a complaint is the earlier of the postmark or date received by INDOT.

INDOT will determine on a case-by-case basis whether to waive the time limit for good cause. Good cause for a waiver shall include the following instances:

F. Lack of Knowledge

- INDOT may waive the time limit in situations where the person on whose behalf the complaint was filed did not know of and could not have reasonably known of the violation during the 180-day time limit. The complaint must be filed within 60 days of complainant becoming knowledgeable of the violation.

G. Incapacitation

- INDOT may also waive the time limit in situations where the person on whose behalf the complaint was filed was incapacitated because of illness or other incapacitating circumstances. The Complainant must provide independent documentation of the purported incapacitation. The complaint must be filed within 60 days after the period of incapacity ends.

4. Location/Availability of Complaint Forms

INDOT will make complaint forms available online via the INDOT website, in all district offices and at all rest parks. Additionally, persons may contact the Title VI/ADA Program Manager to request a copy of the complaint form via email, facsimile or United States mail. INDOT's Title VI/ADA Program Manager shall provide copies of its complaint form in alternative formats upon request.

5. How to File a Complaint?

A complainant may file his or her complaint by mail, facsimile, or email. Any person with a disability may request to file his or her complaint using an alternative format. INDOT will acknowledge complaints received by fax or email and will process them once INDOT establishes the identity of the Complainant. Complainants must mail a signed, original copy of the fax or email transmittal to INDOT to begin the complaint process. INDOT does not require a Complainant to use the INDOT complaint form for submitting his or her complaint.

Title VI complaints should be directed to:

Erin L. Hall
Attorney, Title VI/ADA Program Manager
Economic Opportunity Division
Indiana Department of Transportation
100 N. Senate, Room N750
Indianapolis, IN 46204
ehall2@indot.in.gov
(317) 234-6142 (Phone)
(317) 233-0891 (Facsimile)

6. Elements of a Complete Complaint

A complete complaint is written and signed. INDOT must reduce verbal complaints to writing and provide them to the Complainant for confirmation, review and signature before processing. The complaint form is available for download from the INDOT website at: <http://www.in.gov/indot/2750.htm>.

Additionally, a complete complaint is filed within 180 calendar days of the alleged discriminatory act(s) and includes at minimum the following information:

- H. The full name and address of the Complainant;
- I. The full name and address of the Respondent (the individual, agency, department or program that allegedly discriminated against Complainant); and
- J. A description of the alleged discriminatory act(s) that violated Title VI (i.e., an act of intentional discrimination or one that has the effect of discriminating on the basis of race, color, national origin, sex, age or disability) and the date of occurrence.

The following items are not acceptable as a complete complaint unless accompanied by a signed cover letter that specifically requests INDOT take action concerning the allegations:

- K. Anonymous complaints
- L. Inquiries seeking advice or information
- M. Newspaper articles
- N. Courtesy copies of court pleadings
- O. Courtesy copies of complaints addressed to other agencies
- P. Courtesy copies of internal grievances
- Q. Oral complaints

The Title VI/ADA Program Manager shall notify the Complainant in writing if his or her complaint is incomplete and allot 15 calendar days for the Complainant to respond and provide the supplemental information needed to complete the complaint.

7. Processing Complaints

The Title VI/ADA Program Manager will process all complaints. The Title VI/ADA Program Manager is responsible for:

1. Maintaining a log of all complaints. The Title VI/ADA Program Manager will note the complaint in the log by sequential case number based on the year, month and order in which INDOT received the complaint. For example, if INDOT received its first complaint on March 4, 2013, the case number would be 2013-03-01.
2. Acknowledging receipt of the complaint and informing the Complainant of the action taken or proposed action to be taken to process the complaint in the form of an acknowledgement letter. The acknowledgement letter shall include a restatement of the complaint, brief statement of INDOT's jurisdiction over the sub-recipient, and contact information for the investigator assigned to conduct the investigation.
3. Providing written notice of the complaint to the FHWA within ten working days of receipt of the complaint.
4. Forwarding a notice via certified mail to the Respondent informing them of the allegations, requesting a position statement and providing the name and telephone number of the Title VI Program staff person assigned to investigate the complaint.

5. Informing the Complainant that he or she has a right: (1) to have a witness or representative present during any interviews and (2) to submit any documentation he or she perceives as relevant to proving the allegations contained in the complaint.
6. Providing the Respondent an opportunity to respond to all aspects of the Complainant's allegations.
7. Determining which witnesses will be contacted and interviewed.
8. Contacting the Complainant at the conclusion of the investigation to provide the Complainant an opportunity to provide additional information before INDOT prepares its final report to be forwarded to FHWA.
9. Writing a confidential investigative report (IR) and forwarding a copy of the same to the FHWA. The IR shall not be disclosed to the Complainant or Respondent. The IR shall include the following:
 - A summary of the written complaint;
 - A brief description of the standard of review/methodology used to investigate the complaint;
 - Summarized statements taken from witnesses;
 - Findings of fact and an analysis of the evidence gathered. The analysis should address each allegation in the complaint and Respondent's position;
 - A determination, based on the preponderance of evidence presented, of whether the complaint is substantiated or unsubstantiated; and
 - Proposed corrective action for substantiated cases.
10. Drafting a Letter of Findings (LOF) and mailing the LOF to the FHWA, Respondent and Complainant (by certified mail) within 60 calendar days of the date INDOT received the complaint. The LOF will include the following:

- A summary of the written complaint;
- A brief description of the standard of review/methodology used to investigate the complaint;
- Findings of fact and an analysis of the evidence gathered. The analysis should address each allegation in the complaint and Respondent's position;
- A determination, based on the preponderance of evidence presented, of whether the complaint is substantiated or unsubstantiated;
- Proposed corrective action for substantiated cases; and
- A notice of the right to appeal to the FHWA with an outline of the procedures for appeal.

8. Corrective Action

If INDOT recommends corrective action, INDOT will give the Respondent 30 calendar days to inform INDOT of the actions taken for compliance. The Title VI/ADA Program Manager shall monitor Respondent's corrective action compliance.

Corrective action may include actions that the Respondent will complete at a future date after the initial 30 days and must include the projected time in which the Respondent will complete the action.

If the Respondent has not taken the recommended corrective action within the 30-day period allowed, INDOT will find the Respondent to be in noncompliance with Title VI and its implementing regulations. Noncompliance not corrected by informal means as described above may be subject to sanctions as per 49 CFR § 21.13.

9. Pre-Investigative/Administrative Closures

It is the general practice of INDOT to investigate all complaints that are complete; however, INDOT may administratively close a complaint at its discretion. The types of complaints that may be administratively closed and will not be investigated include the following:

- Complaints that fail to state a claim or provide any substantial or coherent claim;
- Complaints that are outside the scope of INDOT's Title VI jurisdiction;

- Untimely complaints filed more than 180 days after the alleged discriminatory acts;
- Complaints voluntarily withdrawn by the Complainant;
- Complaints in which the investigation has been impaired by INDOT's inability to locate the Complainant;
- Complaints that are a continuation of a pattern of previously filed complaints involving the same or similar allegations against the same recipient or other recipients that repeatedly have been found factually or legally unsubstantiated by INDOT;
- Complaints containing the same allegations and issues that have been addressed in a recently closed complaint or compliance review conducted by INDOT;
- Complaints containing allegations that are foreclosed by previous decisions by the Federal courts, Department of Justice or INDOT policy determinations;
- Complaints filed for complainants or parties who refuse to cooperate with the investigation and whose lack of cooperation substantially impairs the completion of the investigation. In such circumstances, the Complainant should be contacted and advised that their lack of cooperation has hindered the investigation. Furthermore, the Complainant must be advised that continued failure to cooperate may result in an administrative closure of the complaint without further investigation;
- Complaints transferred to another agency for investigation; and
- Complaints where the death of a Complainant makes it impossible to investigate the allegations fully or the death of the Complainant forecloses the possibility of relief because the complaint involved potential relief solely for the Complainant or injured party.

INDOT shall notify Complainants in writing via certified mail when a determination is made to close a case administratively without further investigation. The notification shall include an explanation of the basis for the administrative closure.

10. Appeals Procedures

The Complainant has the right to appeal to the FHWA any determination that results in an unsubstantiated claim. INDOT will convey to the Complainant the

procedures for filing the appeal to the FHWA along with the Letter of Findings. The procedure for filing an appeal with FHWA is:

- a. Complainant must submit the appeal in writing to the Title VI/ADA Program Manager within 14 calendar days of receipt of INDOT's Letter of Findings.
- b. Complainant must cite in the appeal the specific portion(s) of the finding with which the Complainant disagrees and the reason(s) for the disagreement.
- c. INDOT will forward the appeal and the record within seven calendar days to FHWA for review.
- d. FHWA has 30 calendar days after the receipt of the appeal to complete its review.
- e. Written findings of FHWA are then sent to the Complainant and the INDOT Commissioner.

11. Confidentiality

In accordance with DOT Order 1000.12, the Complainant's identity shall be kept confidential except to the extent necessary for carrying out an investigation. If an investigator determines that it is necessary to disclose the Complainant's identity to the Respondent or a third party, the investigator must first obtain Complainant's written permission. Furthermore, Complainant's written consent must be obtained before a copy of the complaint may be provided to Respondent or a third party.

12. Records

INDOT's Title VI/ADA Program Manager shall maintain all records of an investigation in a locked cabinet for three years following last action on the file.

13. Additional Filing Options

A complaint may also be filed with one of the following offices:

Indianapolis District EEOC Office
101 West Ohio Street, Ste 1900
Indianapolis, IN 46204
Phone: (800) 669-4000
Fax: (317) 226-7953
TTY: 1 (800) 669-6820

Indiana Civil Rights Commission
100 N. Senate Ave., Room N103

Indianapolis, IN 46204
Toll Free: 1 (800) 628-2909
Phone: (317) 232-2600
Fax: (317) 232-6560
Hearing Impaired: 1 (800) 743-3336

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Room 254
Indianapolis, IN 46204

E. Employee Relations/Human Resources

1. Overview

The Human Resources Department, which is part of the Indiana State Personnel Department with staff embedded in INDOT, is responsible for recruiting a diverse pool of qualified candidates to fill INDOT vacancies. INDOT also provides ongoing staff training to ensure that all staff understands INDOT's policy of nondiscrimination based on disability. Additionally, during the application, interviewing, hiring and employment process, INDOT provides reasonable accommodation to applicants and employees with disabilities.

2. Policies and Procedures

A review of the Human Resources Department practices and policies revealed that the department has a policy that dictates information collected pursuant to a request for Family Medical Leave (FML) must be kept separate from personnel records or shared only in limited situations as authorized by the ADA and/or Section 504; however, there is not a written policy to require that all medical information, including pre and post-employment medical examinations and drug tests be kept separate. As a practice, the Human Resources Department keeps all medical information separate from personnel files.

The Human Resources Department does collect affirmative action data; however, the department's data collection efforts do not currently include collecting affirmative action data regarding disabilities as it is not a requirement under the law.

Information regarding INDOT's responsibilities under the ADA are discussed during New Employee Onboarding.

F. Public Involvement

1. Overview

The Communications Division manages INDOT's internal and external communications. Additionally, the Communications Division is a clearinghouse for all information supplied to the various media outlets and provides uniformity and control over all content. The Customer Service Center, which is part of the Communications Division, responds to, coordinates and manages all outside customer inquiries relating to Indiana transportation.

2. Policies and Procedures

INDOT's policies and procedures for providing reasonable accommodations for persons with disabilities are contained in its Public Involvement Procedures Policy Manual, which is available online at www.in.gov/indot/2366.htm. To accommodate individuals with hearing, speech, vision or mobility impairments, INDOT's requirements include:

- (1) Holding public meetings and hearings in places accessible to individuals in wheelchairs;
- (2) Upon advance request, assisting people with physical disabilities who wish to participate and give testimony in public meetings and hearings. Such assistance shall include: the use of sign language interpreters, listening assistance mechanisms, a telecommunications device for the deaf, recording devices, or providing documents in an alternative (e.g. large print, tape recordings, Braille or electronic formats, or individuals to explain the content of visual displays); and
- (3) Providing a contact person's telephone number in all meeting and hearing notices and advertisements for individuals to contact regarding any requests for assistance or reasonable accommodation.

3. Website

The Title VI/ADA Program Manager periodically updates the INDOT website as needed with information and resources concerning INDOT's ADA compliance efforts. The website includes a link to the complaint form, relevant laws, INDOT's nondiscrimination statement, training schedules and a sub-recipient toolbox. The sub-recipient toolbox includes sample forms and answers to frequently asked questions for organizations, agencies, contractors, consultants, etc. who receive federal funds from INDOT.

Additionally, the website includes INDOT's nondiscrimination statement, ADA Working Group charter, meeting schedule, agendas and meeting minutes. The website also includes a listing of the ADA Working Group members and copies of related press releases announcing the formation of the working group and meeting dates.

Each visitor using the INDOT website has the right to obtain information and services independently, conveniently and in an alternate format upon request.

In accordance with Indiana Code § 4-13.1-3, all state information, technology, equipment, software and systems used by the public or state employees complies with the accessibility standards of Section 50 of the Federal Rehabilitation Act of 1973 (Section 508).

With the guidance of the state's Assistive Technology Standards Group (ATSG) INDOT continues to work towards its commitment to ensure equal access to individuals with disabilities. INDOT's Communications Division, continually monitors the website content and makes modifications to remove accessibility barriers.

INDOT's website, which follows the standards set by the State of Indiana website [IN.gov](http://www.in.gov), includes a free screen reader and translation tool that requires a simple and secure download. Browsealoud by textHELP allows visually impaired users and foreign language speakers to use the [IN.gov](http://www.in.gov) website without difficulty by reading aloud the users' page content, including HTML, PDF and Word files. Users can choose the language, pronunciations and voice that will read the website.

G. Effective Communication and/Auxiliary Aids

1. Interpreters

The Communications Division addresses the needs of persons on a project specific basis. The Office of Communications coordinates with other agencies to identify people in the community who are able to provide translation and interpretation services.

2. Telecommunications

INDOT does not currently provide TDD/TTY phone services for its public services that use telephones; however, INDOT does provide TDD/TTY phone service for its employees who request a reasonable accommodation during their employment. IDOA also offers some language services on behalf of all State agencies pursuant to [QPA Number-13336](http://www.in.gov/idoa/). available at <http://www.in.gov/idoa/>

H. Buildings and Related Site Elements

1. Overview

According to the data collected by INDOT's Office of Facilities Management (Facilities Management), many of the older facilities that were compliant at the time of construction would require modifications to meet current ADA requirements; however, it is INDOT's practice to bring its facilities into compliance when renovating buildings or upon hiring a person with a disability who requires a reasonable accommodation.

INDOT has increased the accessibility of its public facilities including rest areas. INDOT will open new Fort Wayne District Administrative Office in 2013 and Aurora Sub-district building to replace the existing noncompliant facilities. Facilities Management did not receive any complaints regarding INDOT's facilities since the 2013 transition plan was submitted.

2. Policies and Procedures

Building assessment data is stored in the facilities module of WMS. INDOT does not use the ADA Accessibility Guidelines (ADAAG) in their entirety; however, INDOT does include the ADAAG in its assessments. INDOT developed its building assessment standards from facility management guidelines specific to INDOT facilities. Facilities Management reviews INDOT's building assessment criteria annually to ensure compliance with the current ADA requirements.

INDOT's Facilities Long Range Plan (Long Range Plan) includes building upgrades. INDOT's central office administers and implements the Long Range Plan with input from its districts. The Long Range Plan uses specific criteria based on structure type to prioritize facilities with the greatest need for replacement to become ADA compliant. The schedule for building replacements is included in the Long Range Plan. INDOT's building replacement schedule is a 30-year plan.

3. Funding

Ninety percent (90%) of INDOT's funding for weigh stations and rest areas comes from the FHWA. All other building improvements are 100% state funded, except weigh stations and rest areas.

I. Accessibility of Pedestrian Rights-of Way-Facilities (PROW)

Due to the size and nature of the database used to inventory, store and analyze INDOT's ADA pedestrian right of way facilities data collect activities, INDOT has determined the necessity to provide geographical summaries to represent the big picture of its ADA compliance while providing more specific information and greater detail with regard to those items on the prioritization schedule to be improved within the current plan cycle. In other words, the closer the inventory item is to being remediated, the more information this plan will provide while reasonable including enough information about all assets to be comprehensive.

J. Sub-recipients

In March 2012, INDOT began collecting data regarding the compliance efforts of LPAs doing business with the agency via ITAP. INDOT sent three separate written notifications to the LPAs via the Indiana Local Technical Assistance Program email distribution list regarding its newly created Annual Pre-Award Certification. Additionally, in the fall of 2012, INDOT's district customer service representatives followed up via telephone and email with the LPAs to confirm that each LPA received notice of the requirement to complete the Pre-Award Certification in order to continue to be eligible for receipt of federal financial assistance through INDOT. This survey process has been conducted every year since 2012.

When completing the Pre-Award Certification, the LPAs are required to answer the following questions regarding their efforts to comply with the ADA and Section 504:

- Is there a designated ADA/Section 504 Coordinator?
- Is there an internal grievance procedure?
- Is there a nondiscrimination policy that identifies the name, title, office address and telephone number of the ADA/Section 504 Coordinator?
- Do public meeting announcements provide notification that auxiliary aids are available upon request?
- Are website and telephone services accessible to individuals with sight and hearing impairments?
- Has a self-evaluation of current services, policies, practices and the effects thereof been completed to determine necessary modifications to achieve program accessibility as required by 28 CFR 35?
 - If so, when?
- Has the LPA developed and implemented a Transition Plan that outlines which structural modifications it must make to those programs and services that are not accessible?
 - If so, when was the Transition Plan last updated?
 - Where is the Transition Plan located?

INDOT's Title VI/ADA Program Manager will continue to consult with INDOT's Management Information Systems department to improve the survey process for INDOT and those completing the survey. Additionally, INDOT's Title VI/ADA Program Manager will work closely with the LPA/MPO Grant Administration Department to develop improved educational outreach opportunities to train LPAs on how to complete the Pre-Award Certification accurately. Several outreach events were attended in 2014-15 and the precertification survey is part of the training offered by the division throughout the state. In 2014/15 representatives from 48 cities, towns and metropolitan planning organizations attended Title VI and ADA Training hosted by INDOT. In addition more than 125 representatives from construction companies and consulting firms who do business with INDOT attended training.

IX. Accomplishments

Following the publication of its 2013 ADA Transition Plan, INDOT recognizes the following accomplishments:

A. Completion of the Self-inventory

INDOT completed the field evaluations of its public rights-of-way in January 2013. These were entered into WMS in 2014 with errata and invalid data cleaned up and new construction data entered by early 2015.

B. Development of a GIS layer for INDOT ADA assets

A GIS layer was initially created to help fix the location information related to the assets, but the Program Manager quickly recognized the utility of having this layer available to compare to current and future projects and to be able to see areas either not reflected in the data or areas with a high density of ADA assets in need of improvement.

C. Development of a Weighted ADA Asset Database and Derivative Prioritization Schedules.

The weighted asset database was developed with public input and is a tool that indicates intersections in most need of improvement which also provides a cost estimate for those improvements and assist INDOT in scoping, planning, budgeting, and constructing ADA compliant assets. This database is a “living database” which is constantly being updated as needed and on both ends as assets are identified (added to the list) and improved (removed from the list).

From this database INDOT produces its Roadway ADA Asset Improvement schedule (which includes an estimated timeframe and cost for **all** Roadway Assets needing improvement over the next 20 years), Prioritized Project Schedule (which includes more detail about current and upcoming projects, but only include the next few years’ worth of projects) in compliance with Title 28 CFR 35.150(d). These schedules are incorporated into INDOT’s Transition Plan and are included in the Appendix D.

Assets identified in the prioritization schedule as part of an existing project will be addressed when the project is constructed. Assets identified as part of a group of assets targeted for improvement during a particular year are assets each District has identified for improvement as standalone ADA projects. The scope of these projects will be further defined once these areas are inspected and surveyed, and the projects are scoped and developed. As such, the District intends to begin addressing them during the year indicated but factors such as environmental requirements and real estate acquisition may cause the resulting project to not be constructed immediately. Such factors are part of the required processes for INDOT to conduct business and all standing requirements will be adhered to and practices followed.

Assets identified in the Roadway ADA Asset Improvement Schedule which are not already part of a current or developing project are assigned targeted start dates by the use of a budget forecasting model that considers the estimated cost of improvement of assets in the weighted database from top (most in need of improvement) to bottom (least in need of improvement) and the available annual budget and forecasts when those assets will be improved.

INDOT reserves the right to make adjustments to any and all of its asset improvement schedules based upon new information received, projects developed that may address assets sooner than anticipated, changes in the scope of existing projects, grievances, and other factors that INDOT believes should cause a change in the schedule. The underlying weighted asset database will be maintained to reflect the current state of INDOT's ADA asset inventory and the Prioritization Schedules will be updated with each Transition Plan update or as otherwise deemed necessary by the agency or its Program Manager.

D. Adoption of an annual ADA budget.

INDOT anticipates spending a minimum of \$5,000,000.00 each year on ADA improvements with \$2,000,000.00 being used to create standalone ADA projects targeting the top tier of assets requiring improvement after considering proximity to public facilities such as school and hospitals, taking into account population considerations and determining whether or not it makes sense to group a certain number of geographically proximate locations to resolve economy of scale issues in improving ADA assets. This budget is based upon a 20 year improvement scope for ADA assets. It is anticipated that during the first few years of operation, additional assets may be recognized and added to the database resulting in a bell curve increase in assets identified for improvement that should taper off after the first several Transition Plan reporting cycles.

E. Improving the Operation of the Technical Advisory Committee

INDOT has a SharePoint site dedicated to the TAC for submission of questions and a review of determinations. This site is also host to many of the agency's ADA resources and training materials. INDOT staff can search by topic or district to review the committee's recommendations.

F. Improved and more frequent training opportunities

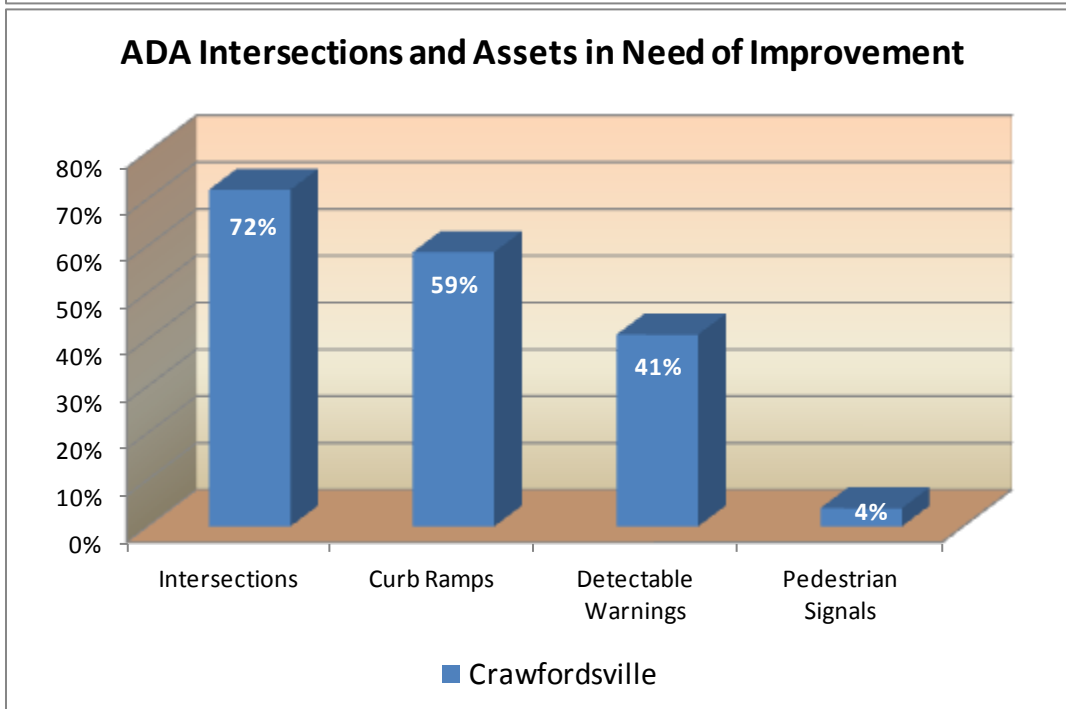
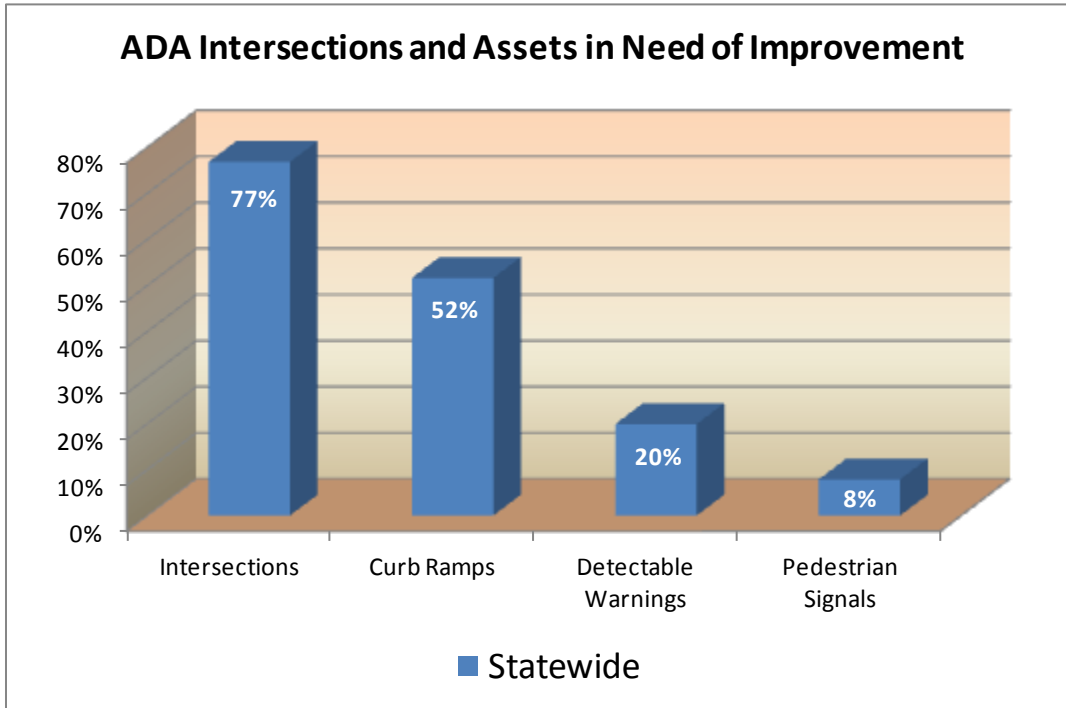
INDOT has conducted more Nondiscrimination and Accessibilities trainings in the 2014-15 program year than ever before. Six trainings dates containing three workshops each (INDOT employee training, Prime contractor and Consultant Training, and Training for Cities and Towns) have been conducted across the State in addition to participation at the 2015 Road School, Indiana Cities and Towns webinar, ADA Coordinator's association LEP training, Construction conference training in the districts, and division-specific training for all staff in the following divisions, district maintenance / operations personnel (3 districts complete), Contracts Division, LPA Division, EOD Division, and Environmental Services Division. INDOT has also developed and is launching its first INDOT University online course on ADA & Title VI Requirements (Nondiscrimination and Accessibility) for INDOT employees.

As a result INDOT Title VI / ADA Training has reached over 100 INDOT staff and over 200 subrecipients in 2014-15 including 48 communities and over 150 contractors.

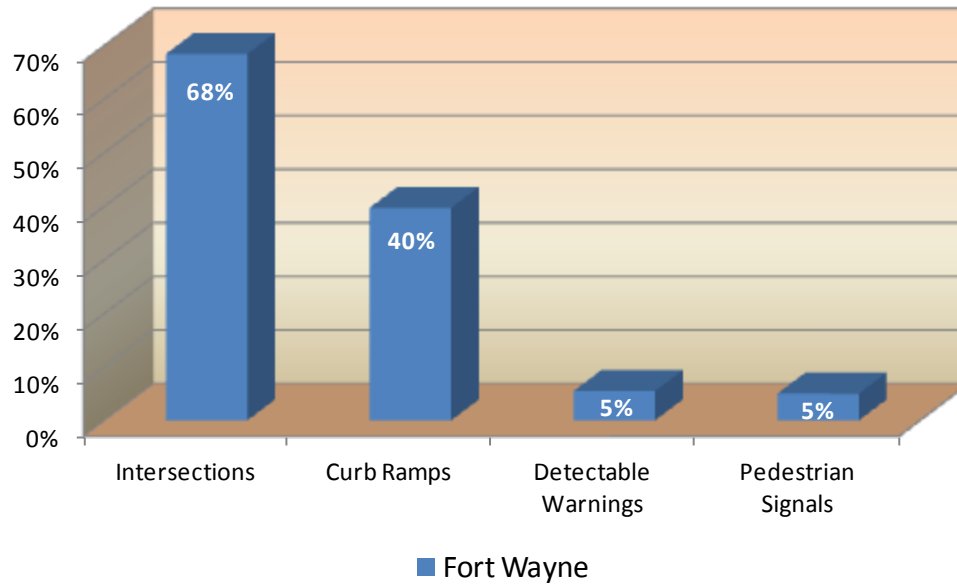
G. Common Paths Sidewalks Program.

Commissioner Hendrickson has proposed the development of a sidewalks program to consider additional ways INDOT can assist local communities. This program is in its infancy but the Title VI / ADA Program Manager is working in conjunction with the LPA / MPO division to put together a committee of subject matter experts necessary to develop this program.

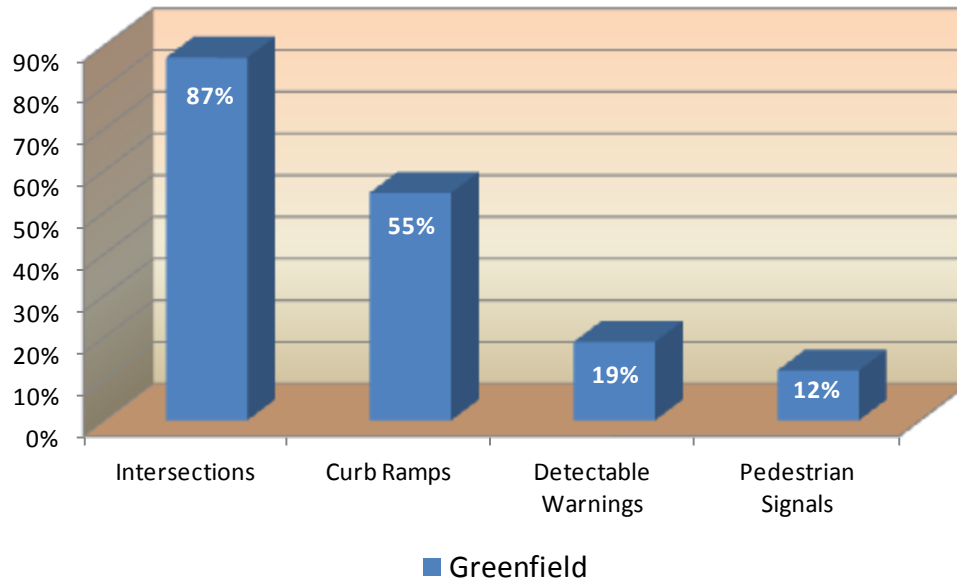
X. Summary of Asset Evaluation Results



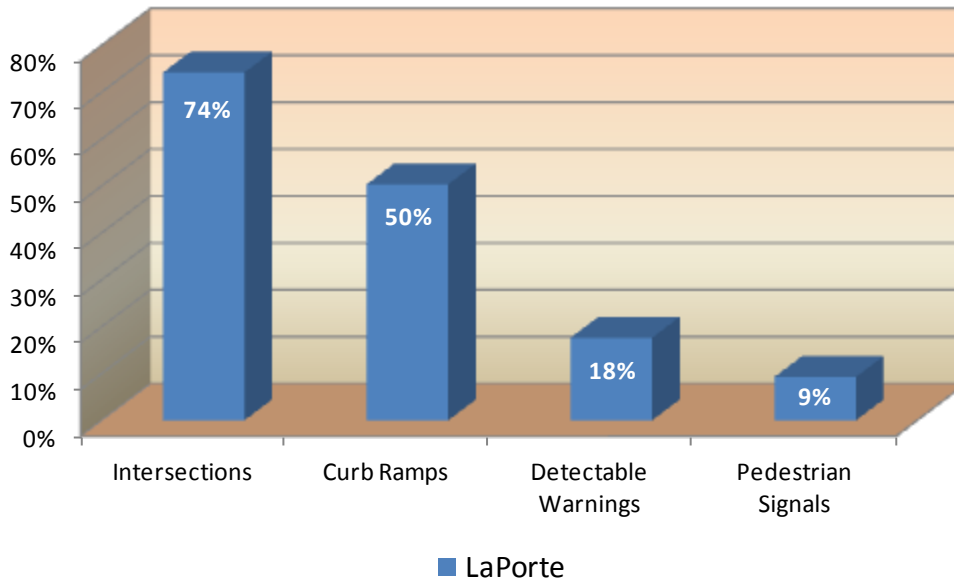
ADA Intersections and Assets in Need of Improvement



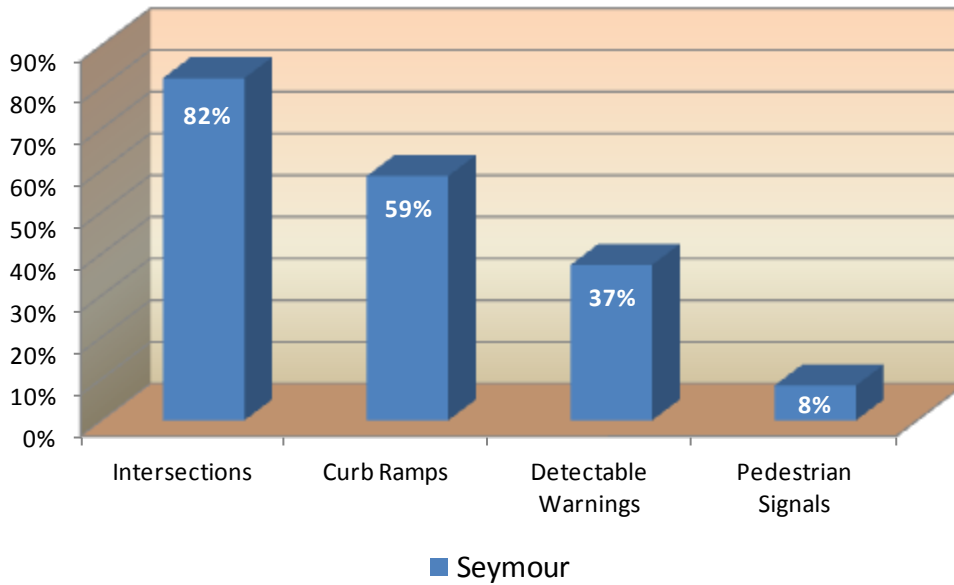
ADA Intersections and Assets in Need of Improvement



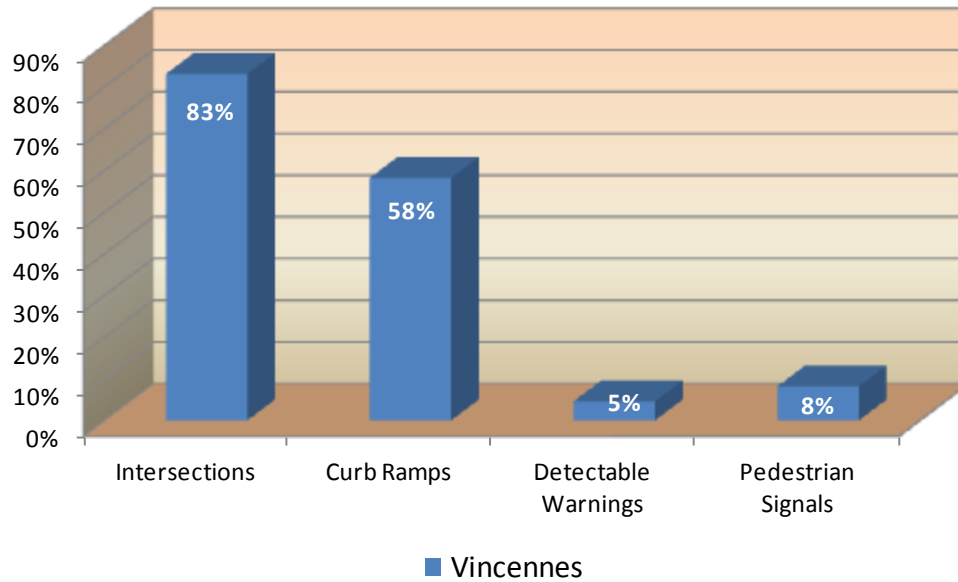
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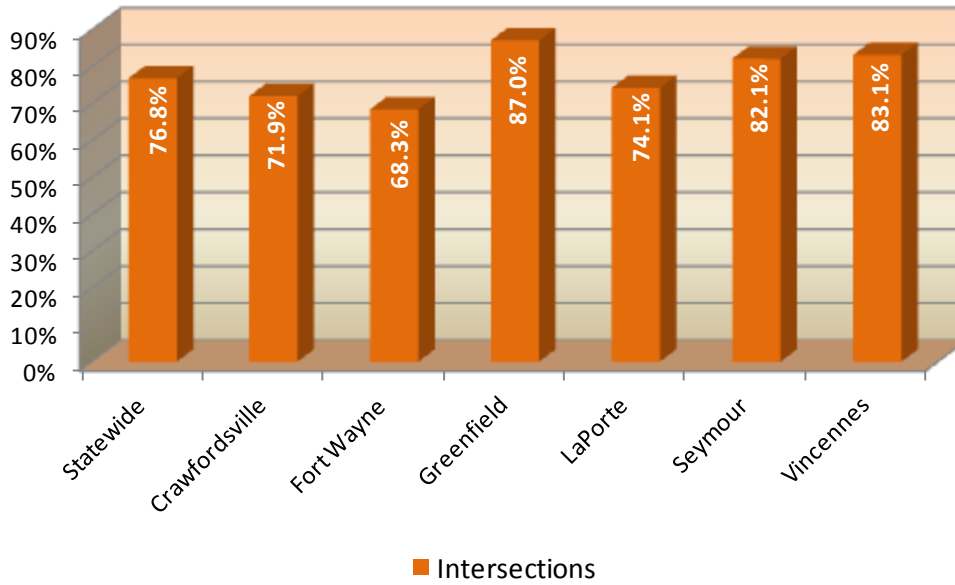
ADA Intersections and Assets in Need of Improvement



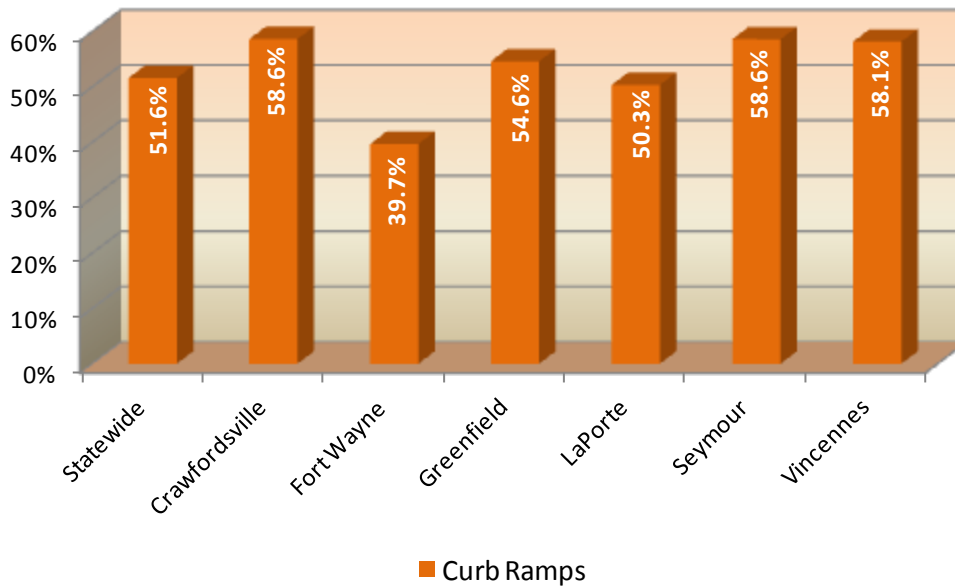
ADA Intersections and Assets in Need of Improvement



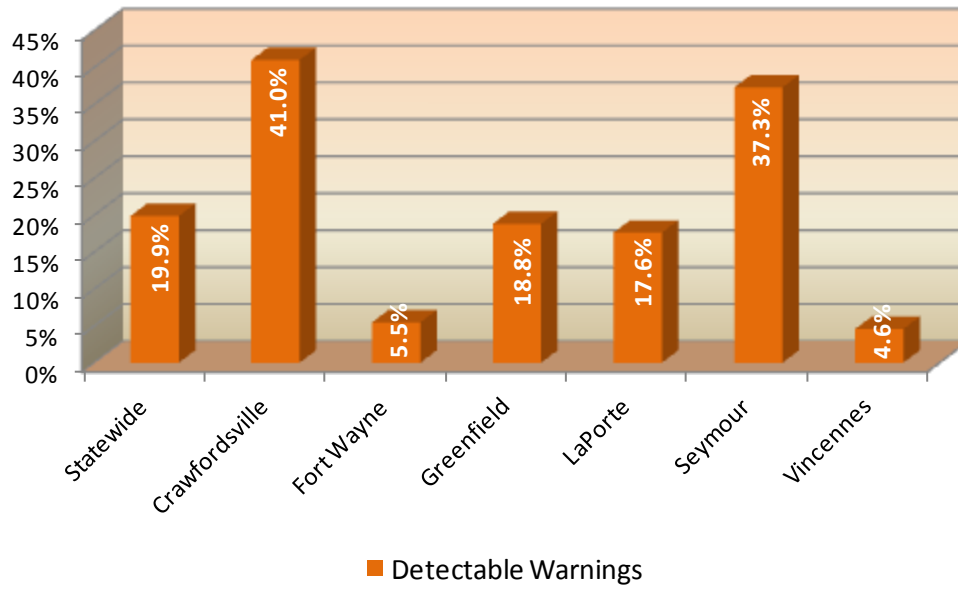
ADA Intersections and Assets in Need of Improvement



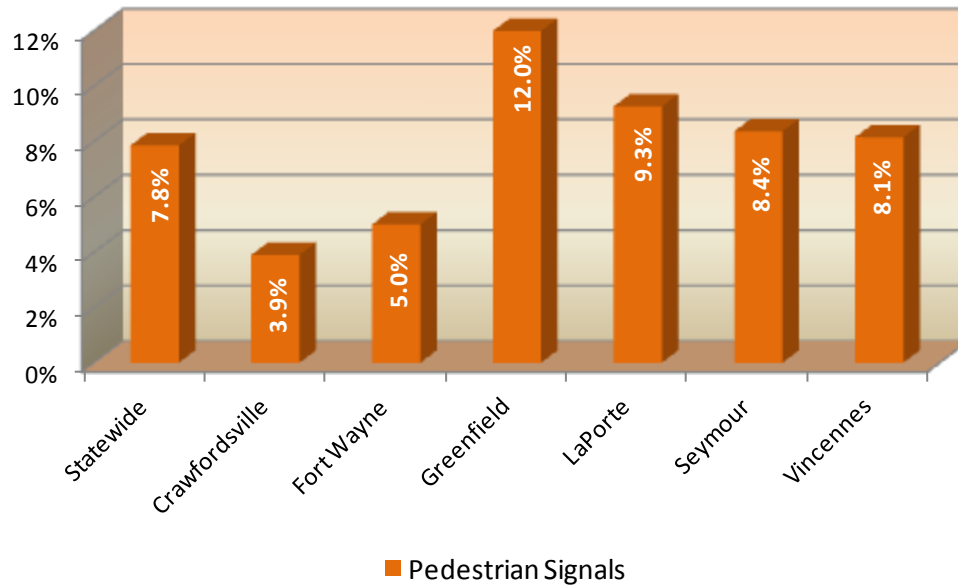
ADA Intersections and Assets in Need of Improvement



ADA Intersections and Assets in Need of Improvement



ADA Intersections and Assets in Need of Improvement



Buildings and Related Site Elements

INDOT replaced the Flat Creek Rest Area Building with the Auburn Rest Area Building. In 2013, INDOT opened a new Aurora sub-district building and Fort Wayne District Administrative Office. An overview of the facilities recently constructed (and constructed to meet ADA specifications) is provided below. A more comprehensive analysis of rest areas is included Appendix D.

Sullivan Unit
Aurora Sub-District
Brownstown Unit
Fort Wayne Admin
Fort Wayne Materials and Test
Westfield unit
Lebanon unit
West Lafayette Sub-District (Scheduled for Fall 2015).

District Buildings Overview

The EOD division conducted a self-evaluation of its rest areas and four of its District buildings in 2014-15. The Rest Area study is included in Appendix D. The districts evaluated included the Greenfield, Crawfordsville, Vincennes and Seymour Districts. It should be noted that INDOT's LaPorte District is constructed in the same layout as the Crawfordsville, Vincennes and Seymour Districts and that the Ft. Wayne District office was recently reconstructed to meet ADA requirements. An analysis of the districts visited and measured demonstrated that parking requirements were generally met with regard to the number of spaces and number, size and position of accessible parking spaces. In all cases curb ramps were provided from the accessible parking spaces to the sidewalk and the sidewalks were generally appropriate in slope and width.

Each district maintains an accessible entrance, though some pushbuttons have been disabled in order to create a secure entrance whereby front office staff must press a button to allow any person entry to the building. This system is being evaluated to determine if accessibility can be improved while security is maintained. The width of the entrances, transition through the door jambs and height and type of the buttons and handles all fall within specifications. There is sufficient area to navigate within the entrance and through the hallways of all District offices.

Elevators are likewise compliant, containing properly placed signage that includes Braille and is placed at the appropriate height. Buttons for elevator operation also meet the requirements; the size of the entry to the elevator and size of the elevator car is sufficient in each instance. The elevator doors, when activated, operate (open and close) within the specified parameters.

Drinking fountains are generally accessible, unobstructed and operable. Restrooms are generally accessible. In at least one location, a single restroom was not accessible, but an accessible

restroom was located in an equally convenient location. Additional signage would indicate the location of the accessible restroom. Door width and handles to enter the restrooms were appropriate. In some cases the restroom signs were not located on the proper side of the door, but in most cases this was due to a corner entrance and thus out of necessity. The counter height of the sinks, navigable area and depth, access to soap dispensers and hand dryers as well as mirrors was sufficient.

In many instances the coat hooks were hung too high on the doors of the accessible restrooms and some stall closures could be replaced with more accessible mechanisms. The toilets themselves were properly placed in appropriately sized stalls and the handrails were generally unobstructed and hung at the right height or very, very close to the right height. As such no major improvements are recommended to the District facilities. INDOT will continue to assess its other facilities as updates or replacements are scheduled and make minor adjustments to its existing District facilities to improve accessibility and work to ensure security provisions do not unnecessarily inhibit accessibility.

XI. Public Outreach

A. Availability of Transition Plan for Public Comment

Additionally, in June 2015, INDOT will make a good faith effort to place print copies of its ADA Transition Plan in the following libraries:

- Indiana State Library (ISL), 315 West Ohio Street, Indianapolis, IN 46202
- Indiana State Library (ISL), Digital Catalog Web
<http://www.in.gov/library/catalog.htm>
- Allen County Public Library, 900 Library Plaza, Fort Wayne, IN 46802
- Brown County Public Library, 205 Locust Lane, Nashville, Indiana 47448
- Jeffersonville Township Public Library, 211 East Court Avenue, Jeffersonville, Indiana 47130
- Michigan City Public Library, 100 East 4th Street, Michigan City, Indiana 46360
- East Chicago Public Library, 2401 East Columbus Drive, East Chicago, Indiana 46312
- West Lafayette Public Library, 208 West Colombia Street, West Lafayette, Indiana 47906
- Vigo County Public Library, One Library Square, Terre Haute, Indiana 47807

- Indianapolis Marion County Public Library, 40 East Saint Clair Street, Indianapolis, IN 46204

INDOT recognizes that not all residents have internet access. INDOT is committed to placing print copies in libraries in cities and towns that based on the 2010 Census had larger concentrations of minorities, low income and elderly persons to ensure that INDOT included traditionally underserved populations in the public involvement process.

Furthermore, INDOT will send out press releases notifying the public of the availability of its ADA Transition Plan for public inspection and comment. The Communications Department includes information regarding the availability of INDOT's ADA Transition Plan for public inspection and comment on INDOT social media websites. In addition, INDOT places a hard copy of its Transition Plan in each district office. INDOT also uploads its ADA Transition Plan to the web for public review and inspection.

B. ADA Working Group Outreach Efforts

To increase public attendance at the ADA Working Group meetings, the Title VI/ADA Program Manager contacted each of the working group members to get their recommendations for individuals to invite to the meetings, which are open to the public. Then, the Title VI/ADA Program manager contacted each of the individuals recommended personally via US Mail or electronic mail. Furthermore, the EOD staff researched the Internet and Yellow Pages Directory to identify disability rights organizations and service providers. The Title VI/ADA Program Manager also sent personal written invitations to each of those individuals inviting them to attend the ADA Working Group meetings. The Title VI/ADA Program Manager will continue to, with the assistance of the Program's compliance specialist, develop an internal database for INDOT to use to make ongoing contact with organizations and individuals interested in participating or obtaining additional information about INDOT's ADA compliance efforts.

Furthermore, INDOT is using the skills and resources of its ADA Working Group members to distribute information. INDOT also extends invitations to the LPAs and MPOs to attend the ADA Working Group meetings via the LTAP listserv and through coordination with the LPA/MPO Grants Administration Division.

The working group meetings average 6-7 of 10 members in attendance.

The ADA Working Group members and the public shared the following comments with INDOT's Title VI/ADA Program Manager regarding INDOT and its ADA transition plan:

- INDOT should work with disability rights advocacy groups for training opportunities for the public;
- INDOT should engage all members of the disability community;
- INDOT should contact agencies to assist in reaching a greater number of people;

- INDOT should advertise the working group meetings at specific agencies, such as cerebral palsy, ARC, Agency on Independent Living and caregiver groups;
- INDOT and the ADA Working Group should continue to work on and provide input on specific areas of the ADA transition plan;
- INDOT should publicize the ADA Working Group meeting dates as widely as possible;
- INDOT should focus on pedestrian traffic studies;
- INDOT should work more closely with the LPAs and MPOs;
- INDOT should inventory more than state routes. There were concerns that INDOT's inventory pilot project did not include new construction or US routes. New construction was included in the 2014-15 assessment;
- INDOT should continue to raise the awareness of some people who do not appear to be disabled or are in denial of their disability;
- INDOT should provide public access to its ADA asset information;
- INDOT should have someone from the hearing-impaired and visually impaired community on the Advisory Group at all times in order to have a better cross representation of persons with disabilities;
- INDOT should address issues involving roundabouts;

INDOT implemented the following changes based on the comments received from the working group:

- INDOT lengthened meeting times from an hour and a half to two hours;
- INDOT engaged in targeted outreach to disability rights organizations, individuals and service providers via email and US mail. The targeted outreach included a personal invitation from the Title VI/ADA Program Manager with a copy of the agenda for the ADA Working Group meeting;
- INDOT removed dark print from the charts and graphs used to report data;
- INDOT expanded the list of acronyms in the appendix and added more definitions to the glossary;

- INDOT included copies of the ADA self-evaluation forms used to collect data during the curb ramp field evaluations in the appendix;
- INDOT revamped its ADA Working Group meeting format to focus on specific issues in the transition plan;
- INDOT obtained public input on weighting its assets and plans to include a greater outreach effort for this input over time.

- **Training**

In August 2012, INDOT presented two 1 ½ day Designing Pedestrian Facilities for Accessibility (DPFA) trainings in Indiana in conjunction with a FHWA Resource Center Civil Rights Specialist and Indiana Division Office Transportation Engineer. The free course included video segments prepared by the US Access Board, as well as, a hands on component in which the participants traversed slopes in a manual wheelchair. This training has been repeated in 2014 with additional training developed for in-house use commencing in November 2014. The DPFA course content included the following eight modules:

- Module 1: Laws, Regulations and Pedestrian Characteristics
- Module 2: Pedestrian Access Route (PAR)
- Module 3: Curb Ramps and other Transitions
- Module 4: Detectable Warnings (truncated domes)
- Module 5: Pedestrian Crossings
- Module 6: Accessible Pedestrian Signals (APS)
- Module 7: Street Furniture and Parking
- Module 8: Work Zones and Maintenance

The course objectives included:

- Identifying applicable laws, regulations, guidelines and standards related to accessibility for persons with disabilities;
- Discussing the requirements for ensuring accessibility in existing facilities versus work in new construction and alterations;
- Identifying some of the challenges in the public right-of-way faced by persons with disabilities;
- Reviewing the design elements necessary for achieving accessibility in the public right of way; and
- Identifying best practices.

XII. Public Comments Regarding INDOT's Transition Plan

INDOT received one written comment regarding its ADA Transition Plan in August 2012. INDOT's Title VI/ADA Program Manager reviewed the comment and responded accordingly by acknowledging receipt of the comment, providing the information requested and expressing INDOT's intent to take all comments received into consideration when reviewing and revising its policies and practices. Additional input has been received via the working group. Further public comments may be submitted at any time to:

Erin L. Hall, Title VI & ADA Program Manager
100 N. Senate Avenue, Room 750
Indianapolis, IN 46204
Ehall2@INDOT.IN.gov
(317) 234-6142

The comment received included:

- A request for an actual link to the ADA Transition Plan in the body of the email notices that INDOT's Office of Public Involvement sends to the public;
- A request for location of the libraries carrying print copies of the ADA Transition Plan and information about where the materials could be found in the library (i.e. shelf placement); and
- A request for an overall review of INDOT's process for seeking public comment on its ADA Transition Plan.

XIII. Plan and Schedule for Improvements

Upon careful review of the ADA self-evaluation findings outlined above, INDOT proposes to make the following changes to its practices to improve the accessibility of its programs and facilities to persons with disabilities. INDOT will continue to review and evaluate its practices and facilities to identify other methods, means and resources for improving overall accessibility to ensure compliance with the ADA.

A. Planning

INDOT shall implement a process for public review of its ADA Transition Plan once published.

B. INDOT Design Manual

INDOT has updated its design manual to include the current ADA standards and additional guidance for contractors, consultants and LPAs but must update all dependent documents before the revisions can be published and adopted.

C. Public Rights of Way

INDOT has developed a weighted assets database from which its prioritization schedule has been developed giving additional consideration to the location of the assets and the demographics behind that location.

INDOT will determine actual ADA improvements by the condition of the facility at the time of the project. The absence of the facility from the inventory will not prohibit ADA improvement work from being completed if it is determined to be necessary at the time of inspection. The database serves as a tool indicating the likely extent of the improvements needed, but survey and inspection will be made to ensure the scope of the work portrayed by the dataset is accurate before work is commenced.

INDOT will continue to make ADA improvements in the public right-of-way in conjunction with any alteration or construction process.

Additionally, a person with a disability or his or her representative or any member of the public may make a request or complaint if necessary, concerning the accessibility of features of INDOT public rights of way (e.g. curb ramps). If INDOT receives a valid and meritorious request or complaint from a person about a substandard access ramp, then INDOT may at its discretion move that ramp up in priority on the improvement schedule or document if it is structurally impracticable to make the curb ramp fully compliant with the ADA. (See 28 CFR 35.151(a)(2)) If structurally impracticable to achieve full compliance, INDOT will make ADA improvements to the maximum extent possible.

D. Buildings and Related Site Elements

INDOT has 285 public buildings such as office buildings, district offices, sub-district buildings, district offices, sub-district buildings, unit buildings, rest area buildings, weigh stations and

weigh station inspection barns. Many of the buildings were not constructed to current ADA standards.

Facilities Management will continue to perform annual building assessments and will make physical modifications as necessary to ensure that parking, entrances, pedestrian access routes, customer service areas, public telephones, restrooms and drinking fountains are accessible.

E. Employment

INDOT will continue to monitor its employment policies and practices annually through Title VI/ADA assessment and implement changes as necessary to comply with the ADA.

F. Public Outreach

INDOT will continue to improve its system for collecting data regarding requests for reasonable accommodation. Currently, the Title VI/ADA Program Manager requests that each department monitor its ADA compliance activities using a public outreach matrix to capture information regarding requests for accommodation. Based on the most results of its internal assessments, there have been few if any requests for accommodation.

G. Training

INDOT's goal is to maintain a sufficient number of trained persons with technical knowledge and expertise to perform field evaluations of it public facilities and monitoring new construction and alteration inspections to collect complete and accurate information. Several such training materials were developed and provided in 2014-15. The SharePoint site is the current repository for ADA training materials which are available to all INDOT staff. In addition general nondiscrimination and accessibility training is going to made available to all INDOT employees via a new INDOT University online course. INDOT is conducting a business process audit which commences in the Spring of 2015 to improve processes that will help sustain this plan. INDOT continues to, with assistance from the FHWA, advocacy groups and educational institutions, identify needed training opportunities and to revise its curriculum for a regular and comprehensive training program to include additional training modules and programs.

XIV. Monitoring and Status Reporting

A. Introduction

INDOT will review and update its Transition Plan at least every three years (next update to be completed in 2018) and include an update of the status of its ongoing ADA Asset Improvements. If INDOT determines that it should add or remove items from the self-evaluation inventory, INDOT will update or correct the Transition Plan as needed and in accordance with the ADA. The Title VI/ADA Program Manager will monitor INDOT's active public facilities and major program areas through annual reviews to ensure satisfactory progress in accordance with this transition plan.

B. Field Inspections and Monitoring

In accordance with the INDOT Standards and Specifications, INDOT shall inspect all curb ramps and sidewalks using the following recommended procedures:

1. Visually inspecting the site and dimensions,
2. Using a tape measure to obtain dimensions as well as a smart level, and
3. Recording all measurements on the appropriate inspection form verifying that the project meets or exceeds the ADA standards, or
4. Documenting the need for improvements.

C. Computerized Tracking and Status Reporting

The Title VI/ADA Program Manager shall oversee the development, maintenance and updating of the computerized tracking and reporting database with the assistance of the interdisciplinary team members (Liaisons) as needed.

XV. List of Acronyms

ADAAG: Americans with Disabilities Act Accessibility Guidelines

ADA: Americans with Disabilities Act

APS: Accessible Pedestrian Signal

CFR: Code of Federal Regulations

EOD: The Economic Opportunity Division of the Indiana Department of Transportation

FHWA: Federal Highway Administration

GIS: Graphic Information System

ITAP: INDOT Technical Application Pathway

PROWAG: Proposed Accessibility Guidelines for pedestrian Facilities in the Public Right of Way

TRS: Telecommunications Relay Service

TDD: Telecommunications Device for the Deaf

TTY: Teletypewriter

WMS: Work Management System

XVI. Glossary of Terms

ADA Coordinator: An individual responsible for overseeing and coordinating the administrative requirements of a public entity's ADA compliance efforts and responding to complaints filed by the public.

ADA Transition Plan: INDOT's transportation system plan that identifies accessibility needs, and identifies the process to integrate accessibility improvements, and ensures all transportation facilities, services, programs and activities are accessible to all individuals.

Accessible: A facility that provides access to people with disabilities using the design requirements of the 2010 Standards. (PROWAG R106.5)

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibrotactile formats. (PROWAG R105.5)

Alteration: A change to a facility in the public right of way that affects or could affect access, circulation or use of the facility. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act of 1990, as amended sets design guidelines for accessibility to public facilities, including sidewalks and trails by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): The ADAAG contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the ADA.

ADA Transition Plan: An adopted listed of the physical barriers in a public entity's facilities that limit the accessibility of its programs, activities or services to individuals with disabilities; a detailed outline of the methods the public entity will use to remove the barriers identified and make the facilities accessible; the schedule for taking the necessary steps to achieve compliance. If the period for achieving compliance is longer than one year, the plan should identify the interim steps that the public entity will take during each year of the transition period. The plan includes the name of the official responsible for the plan's implementation.

Assurances: A statement of guarantee given in consideration of and for receiving federal-aid.

Auxiliary Aids and Services: Auxiliary aids and services includes—(1) Qualified interpreters on-site or through video remote interpreting (VRI) services; notetakers; real-time computer-aided transcription services; written materials; exchange of written notes; telephone handset amplifiers; assistive listening devices; assistive listening systems; telephones compatible with hearing aids; closed caption decoders; open and closed captioning, including real-time captioning; voice, text, and video-based telecommunications products and systems, including text telephones (TTYs), videophones, and captioned telephones, or equally effective telecommunications devices; videotext displays; accessible electronic and information technology; or other effective methods of making aurally delivered information available to individuals who are deaf or hard of hearing;

(2) Qualified readers; taped texts; audio recordings; Brailled materials and displays; screen reader software; magnification software; optical readers; secondary auditory programs (SAP); large print materials; accessible electronic and information technology; or other effective methods of making visually delivered materials available to individuals who are blind or have low vision;

(3) Acquisition or modification of equipment or devices; and

(4) Other similar services and actions.

(28 CFR §35.104)

Blended Curb or Transition: A curb ramp shallower than 1:20 (5%), where the sidewalk is blended into or is flush with the street.

Building: Any structure used or intended for supporting or sheltering any use or occupancy. (PROWAG R106.5)

Circulation Path: An exterior or interior way of passage provided for pedestrian travel including, walks, hallways, courtyards, elevators, platform lifts, ramps, stairways and landings.

Complete Complaint: A signed written statement that contains the complainant's name and address and describes the alleged discriminatory act in sufficient detail to inform INDOT of the nature and date of the alleged violation of Title VI of the Civil Rights Act of 1964, Vocational Rehabilitation Act or the Americans with Disabilities Act. The complaint must be signed by the complainant or an authorized representative of the complainant.

Complainant: The person filing a complaint.

Compliance: The satisfactory condition existing when a recipient has effectively complied with the current ADA standards.

Cross Slope: The slope that is perpendicular to the direction of accessible pedestrian travel. (PROWAG R105.5)

Crosswalk: The part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line or, in the absence of curbs, from the edges of the roadway or, in the absence of a sidewalk on one side of the roadway, the part of the roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline.

Curb Line: A line at the face of the curb that marks the transition from the roadway to a sidewalk or planting strip between the sidewalk and the gutter or roadway.

Curb Ramp: A short ramp cutting through a curb or built up to it. (PROWAG R106.5)

Detectable Warning: A surface feature built in or applied to walking surfaces or other elements to advise of an upcoming change from a pedestrian to a vehicular way. (PROWAG R405.5)

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

Entrance: Any access point to a building or facility used for entering including entry door or gate and hardware. (PROWAG R106.5)

Facility: All or any portion of structures, improvements, elements and pedestrian or vehicular routes located on a site or a public right-of-way.

Facility: All or any portion of buildings, structures, vehicles, equipment, roads, walks, parking lots, or other real or personal property or interest in such property. (49 CFR §27.5)

Federal Financial Assistance: Any grant, loan, contract (other than a procurement contract or a contract of insurance or guaranty), or any other arrangement by which the Department provides or otherwise makes available assistance in the form of:

(a) Funds;

(b) Services of Federal personnel; or

(c) Real or personal property or any interest in, or use of such property, including:

(1) Transfers or leases of such property for less than fair market value or for reduced consideration; and

(2) Proceeds from a subsequent transfer or lease of such property if the Federal share of its fair market value is not returned to the Federal Government. (49 CFR §27.5)

Flush Transition: See Blended Transition

Grade Break: The meeting line of two adjacent surfaces of different slope (grade).

Graphic Information System: A geographic information system (GIS) lets us visualize, question, analyze, interpret, and understand data to reveal relationships, patterns, and trends

Island: Curbed or painted area outside the vehicular path that is provided to separate and direct traffic movement, which also may serve as a refuge for pedestrians.

Marked Crosswalk: Any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Metropolitan Planning Organization: Each urbanized area in the United States with a population of 50,000 or more is required by the federal government to have a metropolitan planning organization (MPO). MPOs are responsible for the continuing, cooperative and comprehensive transportation planning process for their urbanized area

Parallel Curb Ramp: A system of two sloped ramps that run parallel to the curb line from a common lower landing that is approximately level with the street.

Pedestrian Access Route: A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility. (PROWAG R105.5)

Perpendicular Curb Ramp: A curb ramp with a main slope running perpendicular to the curb line and with one or more flared side slopes.

Projects: Any construction or maintenance project that disturbs the pavement by at least ¾ of an inch.

Public Right of Way: Land or property owned by a public entity and usually acquired for or devoted to transportation or pedestrian purposes.

Public Use: Interior or exterior, rooms, space or elements that are made available to the public.

Ramp: A walking surface that has a running slope steeper than 5%.

Right of Way: Denotes land, property or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

Running Slope: The slope that is parallel to the direction of travel expressed as a ratio of rise to run in the public right of way. This is usually called grade and is expressed as a percentage.

Section 504: Section 504 of the Rehabilitation Act of 1973, which prohibits discrimination in any program or activity receiving federal financial assistance.

Sidewalk: That portion of a public right of way between the curb line or lateral line of a roadway and the adjacent property line that is improved for use by pedestrians.

Sub-recipient: An entity or person that indirectly (usually through a grant or contract) receives federal financial assistance to implement a program or activity, which obligates them to comply with the Section 504 and its implementing regulations. Subrecipients include, but are not limited to, metropolitan planning organizations, local public agencies, and colleges/universities.

Street Furniture: Elements in the public right-of-way intended for use by pedestrians.

Technically Infeasible: An alteration that has little likelihood of being accomplished because existing structural conditions would require removing or altering a load bearing member that is an essential part of the structural frame or because other existing physical or site constraints prohibit modification or addition of elements, spaces or features that are in full strict compliance with the minimum requirements of the 2010 ADA Standards.

Vibrotactile: A vibrating surface, located on the accessible pedestrian signal button that communicates information through touch. (PROWAG R105.5)

XVII. Appendices

Appendix A: INDOT Notice of Nondiscrimination under the Americans with Disabilities Act and Section 504 of the Rehabilitation Act of 1973

Appendix B: Design Memoranda No. 14-03

Appendix C: INDOT ADA Self-Evaluation Sidewalk and Curb Ramp Inspection Form

Appendix D: ADA Asset Improvement Schedule

Appendix E: INDOT District Maps

Appendix F: ADA Advisory Working Group Charter

Appendix G: Technical Infeasibility policy

Appendix H: APS Request Policy

Appendix A: INDOT Notice of Nondiscrimination under the Americans with Disabilities Act and Section 504 of the Rehabilitation Act of 1973



INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

100 North Senate Avenue
Room N750
Indianapolis, Indiana 46204

PHONE: (317) 233-4676
FAX: (317) 232-5118

Michael R. Pence, Governor
Brandye L. Hendrickson,
Commissioner

**NOTICE OF NONDISCRIMINATION UNDER
THE AMERICANS WITH DISABILITIES ACT AND
SECTION 504 OF THE REHABILITATION ACT OF 1973**

Pursuant to Title II of the Americans with Disabilities Act as amended (ADA) of 1990 (42 U.S. C. §§12101 et seq.) and Section 504 of the Rehabilitation Act of 1973, as amended (Section 504) (29 U.S.C. §794) and implementing regulations found in 28 CFR 35 and 49 CFR 27, the Indiana Department of Transportation (INDOT) does not discriminate against qualified individuals with disabilities in its policies, or in the admission of, access to, treatment of or employment in its programs, services or activities.

Upon request, INDOT will use its best efforts to provide appropriate auxiliary aids and services to facilitate effective communication for qualified persons with disabilities so that they have an equal opportunity to obtain the same result, to gain the same benefit or to reach the same level of achievement as provided to others. These efforts may include providing qualified sign language interpreters, Brailed documents, and other products and services to make communications accessible to individuals with speech, hearing and vision impairments.

Upon request, INDOT will make reasonable modifications to policies and programs to ensure that qualified individuals with disabilities have an equal opportunity to enjoy its programs and activities. INDOT is not required to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

INDOT will not place a surcharge on qualified individuals with disabilities to cover the cost of providing auxiliary aids, services or reasonable modifications of policies.

Inquires or complaints regarding Section 504 or the ADA should be directed to Erin Hall, Title VI/ADA Program Manager, Economic Opportunity Division, 100 N. Senate N750, Indianapolis, IN 46204, (317) 234-6142, EHall2@indot.in.gov. INDOT will investigate all complaints in accordance with INDOT's Title VI compliant process, which is also used for ADA complaints, and promptly take any remedial action deemed necessary to provide an equitable resolution to overcome the effects of a substantiated violation.


Brandye L. Hendrickson
Commissioner, Indiana Department of Transportation

6-3-2015
Date

www.in.gov/dot/
An Equal Opportunity Employer

I. Appendix B: Design Memorandum No. 14-03



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Design Memorandum No. 14-03 Policy Change

February 21, 2014

TO: All Design, Operations, and District Personnel, and Consultants

FROM: /s/Elizabeth W. Phillips
Elizabeth W. Phillips
Manager, Office of Standards and Policy
Bridge Division

SUBJECT: Alterations Which Require American Disability Act (ADA) Curb Ramps

REVISES: *Indiana Design Manual* Sections 40-8.02(01), 40-8.04(01), 51-1.08, 56-2.0, 56-4.06(06), 56-4.09(01), 56-4.09(02), and Figures 51-1 I and 56-4F

SUPERSEDES: Design Memo 09-33

EFFECTIVE: Immediately

The purpose of this policy is to address the definition of ADA Maintenance projects and ADA Alteration projects. On June 28, 2013, the Department of Justice (DOJ)/Department of Transportation (DOT) Joint Technical Assistance on the Title II of the Americans with Disabilities Act issued guidance for projects to provide curb ramps when streets, roads, or highways are altered through resurfacing. The guidance represents a consistent interpretation by the Department of Justice and the US Department of Transportation of the activities that define an alteration and, as such, must include curb ramps within the scope of the project. Additional information is available http://www.acec.org/userfiles/file/20130730_BRIEF_ADA_Resurfacing_Technical_Assistance.pdf and <http://www.ada.gov/doj-fhwa-ta.htm>.

Activities defined as modifications in Design Memo Policy Advisory 09-33 are superseded by the DOJ/DOT Joint Technical Assistance. Alteration vs. Maintenance activities are summarized in the following table. It is important to note that the thickness of a surface treatment is no longer the deciding factor when categorizing a pavement treatment as an alteration or maintenance activity. Alterations require curb ramp installation or retrofit of existing curb ramps to ADA standards. Maintenance activities do not. However, in some instances two maintenance treatments combined may have the effect of an alteration. For example, a chip seal combined with a slurry seal would constitute an alteration, which would trigger the requirement to install curb ramps or retrofit existing curb ramps to meet ADA standards.

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Alterations	Maintenance
Open-Graded Surface Course	Crack Sealing & Filling
Mill & Fill / Mill & Overlay	Surface Sealing
Hot-In-Place Recycling	Chip Seals
Microsurfacing / Thin Lift Overlay	Slurry Seals
Addition of New Layer of Asphalt	Fog Seals
Asphalt & Concrete Rehab & Reconstruction	Scrub Sealing
New Construction	Joint Crack Seals
	Joint Repairs
	Dowel Bar Retrofit
	Spot High – Friction Treatments
	Diamond Grinding
	Pavement Patching

All projects must comply with the DOJ/DOT Joint Technical Assistance and this memorandum. Barriers or non-compliant curb ramps not addressed during alteration projects must be included as part of the owner-agency’s transition plan.

The referenced *Indiana Design Manual* sections have been revised to incorporate this policy and provide procedural guidance when compliance may be technically infeasible. The revised sections are attached to this memo.

III. Appendix C: INDOT ADA Self-Evaluation Sidewalk and Curb Ramp Inspection Form

**INDOT ADA SELF-EVALUATION
SIDEWALK & CURB RAMP INSPECTION FORM**

Please circle the correct response for each asset. If a measurement is required, record your measurements in the spaces provided in the units indicated. A circle around the letter "N" indicates a possible lack of compliance. You must include a recommendation if any item is marked as noncompliant. Do not circle or mark a response for any question you are directed to skip. When performing your inventory please refer to the accessibility measuring instructions, Location Plan for Sidewalk Curb Ramps and ADA compliance guide as needed. This survey is to help you identify some common barriers to access-not all barriers.

Under the ADA, all facilities designed, constructed, or altered, by or on behalf of, or for the use of a public entity must be readily accessible and usable by individuals with disabilities, if the construction or alteration began after January 26, 1992. Readily accessible means the facility must be in strict compliance with the applicable design standard. Please attach additional documentation if this form does not provide sufficient space.

Location/Intersection:

Between _____ and _____
(Street 1-North/South) (Street 2 East/West)

Location within three blocks of: Hospital or Retirement Home School Bus/Transit Stop Gov't Bldg., Public Park or Facility

Provide the latitude and longitude in decimal degree format with a minimum of six decimal places. The longitude value should be expressed in negative numbers to represent the western hemisphere of the globe.

Latitude _____ Longitude _____

Project DES # (if applicable): _____ Contract #: _____

County/City: _____ District: _____

Project Description: _____

Date(s) of Inspection: _____

Surveyor(s): _____

Check one:

New Construction/Reconstruction

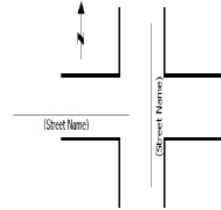
Resurface

Spot Improvement

Check one:

Constructed/Altered before 1/26/92

Constructed/Altered after 1/26/92



Please print the directional corner of each curb ramp inventoried (ex. NE, SE, NW, SW) in the above diagram. Please label the curb ramp using the following format, NW1, NW2, etc.

ADA.EVAL.10.11v2

Page 1 of 13

SECTION 1: CURB RAMPS

PROJECT DES/CONTRACT #:

Asset Description	Technical Requirement <i>Please read each question carefully and clearly mark your answer in the space provided.</i>	Please print the directional corner of each curb ramp inventoried (ex. NE, SE, NW, SW) in the space provided below. If multiple curb ramps are located on a corner, please label the ramp using the following format, NW1, NW2, etc. All corners should be identified by one of the compass points. If the street is not perfectly aligned north and south then the direction should be assigned to the nearest 45 degrees.															
		Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	
1. Curb Ramp Location	Is there a curb ramp wherever an accessible route crosses a curb? <i>If not, skip to Section 2.</i>	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
a.	Is the curb ramp located midblock? <i>If not, skip question 1b.</i>	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
b.	If the curb ramp is midblock, please provide the direction (ex. N, S, E, W) and distance from the intersection. <i>Please measure the distance in feet, ex 5.0 feet</i>																
2. Curb Ramp Type	List the curb ramp type (ex. perpendicular, parallel, combination, diagonal, or blended transition)																
3. Slope	What is the slope of the curb ramp? <i>(Please measure as a percentage, ex. 1.5%)</i>																
4. Transition	Is the transition from the curb ramp free of abrupt changes? <i>If not, record the height of any level changes in space provided below.</i>	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
a.	<i>(Record the height of any level changes in inches, ex. .75 inches)</i>																

ADA.EVAL.01.12.v4

Page 2 of 13

SECTION 1: CURB RAMPS

PROJECT DES/CONTRACT #:

Asset Description	Technical Requirement <i>Please read each question carefully and clearly mark your answer in the space provided.</i>	Please print the directional corner of each curb ramp inventoried (ex. NE, SE, NW, SW) in the space provided below. If multiple curb ramps are located on a corner, please label the ramp using the following format, NW1, NW2, etc. All corners should be identified by one of the compass points. If the street is not perfectly aligned north and south then the direction should be assigned to the nearest 45 degrees.															
		Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	
5. Counter Slope	What is the running slope of the road, gutter or accessible route adjoining the ramp? (Please measure as a percentage, ex. 1.5%)																
6. Cross Slope	What is the curb ramp cross slope? (Please measure as a percentage, ex. 1.5%)																
7. Width	What is the width of the curb ramp (not including the flared sides)? Please measure in inches, ex. 48 inches.																
8. Surface	Is the surface of the curb ramp stable, firm and slip resistant?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
9. Side Flares	Does the ramp have flared sides? If yes, answer one of the next two questions, if not skip to question 10.	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
a.	If the sidewalk at the top of the curb ramp is 48 inches or more, what is the slope of the flared side? (Please measure as a percentage, ex. 1.5%)																
b.	What is the slope of the flared sides where the space at the top of the ramp is less than 48 inches? (Please measure as a percentage, ex. 1.5%)																

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SECTION 1: CURB RAMPS

PROJECT DES/CONTRACT #:

Asset Description	Technical Requirement <i>Please read each question carefully and clearly mark your answer in the space provided.</i>	Please print the directional corner of each curb ramp inventoried (ex. NE, SE, NW, SW) in the space provided below. If multiple curb ramps are located on a corner, please label the ramp using the following format, NW1, NW2, etc. All corners should be identified by one of the compass points. If the street is not perfectly aligned north and south then the direction should be assigned to the nearest 45 degrees.															
		Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	
10. Returned Curbs	If no flared sides are present, is there any obstruction (ex. returned curb) or grass on each side of the curb ramp that discourages pedestrians from traveling across the ramp? Skip this question if the curb ramp has flared sides.	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
11. Built Up Curb Ramps	Are built-up curb ramps located so that they do not project into vehicular traffic lanes or parking access aisles? Skip this question if the curb ramp is not built up.	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
12. Crosswalk markings	Is the cross walk marked?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
a. Curb Ramps at Crosswalks	If so, are curb ramps at crosswalks wholly contained within the crosswalk lines, except for the flared sides?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
13. Diagonal Curb Ramps	If diagonal (or corner type) curb ramps have returned curbs or other well-defined edges, are these edges parallel to the direction of the pedestrian traffic flow?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No

ADA.EVAL.01.12.v4

SECTION 1: CURB RAMPS

PROJECT DES/CONTRACT #:

Asset Description	Technical Requirement Please read each question carefully and clearly mark your answer in the space provided.	Please print the directional corner of each curb ramp inventoried (ex. NE, SE, NW, SW) in the space provided below. If multiple curb ramps are located on a corner, please label the ramp using the following format, NW1, NW2, etc. All corners should be identified by one of the compass points. If the street is not perfectly aligned north and south then the direction should be assigned to the nearest 45 degrees.															
		Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp
a.	What is the length of the curb located on each side of the flares of the diagonal curb ramp within the marked crosswalk? Please measure in inches, ex. 24 inches. Skip this question if the crosswalk is not marked.																
14. Bottom Landing (Diagonal Ramps)	If present, what are the dimensions of the bottom landing? Please measure in inches (ex. 48 inches x 48 inches). Skip this question if curb ramp is not diagonal type.																
15. Top Landings	What are the dimensions of the top landing? Please measure in inches (ex. 48 inches x 48 inches).																
16. Grates	Are there any open grates located within the pedestrian access route being inventoried (i.e. the curb ramp landing, curb ramp, gutter, etc.)? If not, skip to question 18.	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
a. Direction of Grate Openings	If so, are the grate openings placed so that the long dimension is perpendicular to the direction of travel?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No

SECTION 1: CURB RAMPS

PROJECT DES/CONTRACT #:

Asset Description	Technical Requirement Please read each question carefully and clearly mark your answer in the space provided.	Please print the directional corner of each curb ramp inventoried (ex. NE, SE, NW, SW) in the space provided below. If multiple curb ramps are located on a corner, please label the ramp using the following format, NW1, NW2, etc. All corners should be identified by one of the compass points. If the street is not perfectly aligned north and south then the direction should be assigned to the nearest 45 degrees.															
		Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp
b. Width of Grate openings	What is the width of the maximum opening in the grate? Please measure in inches, ex. .25 inches)																
17. Parked Vehicles	Are curb ramps located or protected so that they are unobstructed by parked vehicles?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No

SECTION 2: DETECTABLE WARNINGS

PROJECT DES/CONTRACT #:

Asset Description	Technical Requirement Please read each question carefully and clearly mark your answer in the space provided.	Please print the directional corner of each curb ramp inventoried (ex. NE, SE, NW, SW) in the space provided below. If multiple curb ramps are located on a corner, please label the ramp using the following format, NW1, NW2, etc. All corners should be identified by one of the compass points. If the street is not perfectly aligned north and south then the direction should be assigned to the nearest 45 degrees.															
		Curb Ramp		Curb Ramp		Curb Ramp		Curb Ramp		Curb Ramp		Curb Ramp		Curb Ramp		Curb Ramp	
1. Detectable Warnings	What are the dimensions of the detectable warning? Please measure in inches, ex. 48 inches.																
2. Truncated Domes	Does the detectable warning consist of raised truncated domes?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
3. Visual Contrast	Does the detectable warning contrast visually with adjoining surfaces (ex. light on dark or dark on light)?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
4. Material	Is the material used to provide contrast an integral part of the walking surface?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No

SECTION 3: SIDEWALKS

PROJECT DES/CONTRACT #:

Asset Description	Technical Requirement Please read each question carefully and clearly mark your answer in the space provided.	Please print the directional corner of each curb ramp inventoried (ex. NE, SE, NW, SW) in the space provided below. If multiple curb ramps are located on a corner, please label the ramp using the following format, NW1, NW2, etc. All corners should be identified by one of the compass points. If the street is not perfectly aligned north and south then the direction should be assigned to the nearest 45 degrees.															
		Curb Ramp		Curb Ramp		Curb Ramp		Curb Ramp		Curb Ramp		Curb Ramp		Curb Ramp		Curb Ramp	
1. Sidewalk Obstructions	Is the pedestrian access route free of all obstacles such as signs, benches, trees and fire hydrants? (List obstructions below, if any)	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
2. Sidewalk Width	What is the width of the sidewalk (excluding the width of the curb)? Please measure in inches, ex. 48 inches.																
3. Sidewalk Passing Space	What are the dimensions of the pedestrian access route at passing spaces? Please measure in inches ex. 60 x 60.																
4. Sidewalk Cross Slope	What is the cross slope of the sidewalk? (Please measure as a percentage, ex. 1.5%)																

SECTION 4: PEDESTRIAN SIGNALS

PROJECT DES/CONTRACT #:

Asset Description	Technical Requirement <i>Please read each question carefully and clearly mark your answer in the space provided.</i>	<i>Please print the directional corner of each curb ramp inventoried (ex. NE, SE, NW, SW) in the space provided below. If multiple curb ramps are located on a corner, please label the ramp using the following format, NW1, NW2, etc. All corners should be identified by one of the compass points. If the street is not perfectly aligned north and south then the direction should be assigned to the nearest 45 degrees.</i>															
		Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp
1. Pedestrian Signals	Is there a pedestrian signal installed at the crosswalk?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
2. Signal: Location	Is the pedestrian signal located beside the crosswalk it controls?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
3. Signal: Landing	Is there a clear landing that is 48 x 48 at the button?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
4. Signal: Crossings	How far is the pedestrian signal from other pedestrian signals at the intersection? <i>Please measure in feet (ex. 10.0 feet).</i>																
5. Signal Height	What is the signal height? <i>Please measure in feet, ex. 7.0 feet.</i>																
6. Tactile Arrow	Is there a tactile arrow indicating the street crossing direction? <i>If not skip, question 7.</i>	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
7. Tactile Arrow Alignment	Is the tactile arrow in line with the crosswalk direction?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
8. Pedestrian Actuated Signals	Is there a pedestrian actuated signal? <i>If not, STOP. Do not answer the remaining questions for this section.</i>	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
a.	Does the pedestrian signal indication have a signal that includes audible and vibrotactile indication of the walk interval? <i>If not, skip question 8b.</i>	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
b.	Does the vibrotactile walk indicator work?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No

SECTION 4: PEDESTRIAN SIGNALS

PROJECT DES/CONTRACT #:

Asset Description	Technical Requirement <i>Please read each question carefully and clearly mark your answer in the space provided.</i>	<i>Please print the directional corner of each curb ramp inventoried (ex. NE, SE, NW, SW) in the space provided below. If multiple curb ramps are located on a corner, please label the ramp using the following format, NW1, NW2, etc. All corners should be identified by one of the compass points. If the street is not perfectly aligned north and south then the direction should be assigned to the nearest 45 degrees.</i>															
		Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp
c.	Is the audible walk indicator correct?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
9. Push Button height	What is the height of the push button? <i>Please measure in feet, ex. 4.0 feet.</i>																
10. Push Button Size:	Are pedestrian push buttons at least 2 inches across in diameter?																
11. Push Button: Obstructions	Is the push button unobstructed and adjacent to a level all weather surface?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No

SECTION 4: ISLANDS/MEDIANS

PROJECT DES/CONTRACT #:

Asset Description	Technical Requirement Please read each question carefully and clearly mark your answer in the space provided.	Please print the directional corner of each curb ramp inventoried (ex. NE, SE, NW, SW) in the space provided below. If multiple curb ramps are located on a corner, please label the ramp using the following format, NW1, NW2, etc. All corners should be identified by one of the compass points. If the street is not perfectly aligned north and south then the direction should be assigned to the nearest 45 degrees.															
1. Island	Is there a median/island?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
a.	If so, is the island or median designated as a pedestrian refuge?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
2. Island Location	Is the island cut through at street level where an accessible pathway crosses an island?	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
3. Island Curb Ramps	What is the distance between the curb ramps? Please measure in inches, (ex. 24 inches).																
4. Island Signals	What is the distance between signals on medians and islands? Please measure in feet, ex. 5.0 feet.																

SECTION 5: TECHNICAL INFEASIBILITY

PROJECT DES/CONTRACT #:

TECHNICAL INFEASIBILITY

Is there any technical infeasibility that would prevent this location from meeting the minimum ADA requirements?

Yes No

Justification for Technical Infeasibility:

- Limited Right-of-Way
- Existing Utilities
- Structures and Buildings
- Historic Area
- Environmental Area
- Grade Separations
- Other (Please explain. Use additional sheets, if necessary.)

Using the space below, please illustrate any non-typical ramp or sidewalk issues, not previously addressed by the above-listed questions; include measurements and a detailed explanation. Use additional sheets, if necessary.

SECTION 6: RECOMMENDATIONS

PROJECT DES/CONTRACT #:

- No Action Required.
- Monitor
- Construct
- Repair
- Reconstruct
- Maintenance (ex. Paint)
- Other (Please explain in the space below).

II. Appendix D: ADA Asset Improvement Prioritization Schedules

1. Current ADA Asset Improvement Projects for Roadway Assets
2. Roadway ADA Asset Improvement Schedule (Current & Future Projected Remediation)
3. Non-Roadway ADA Asset Self-Inventory & Improvements: Rest Areas

a. Current ADA Asset Improvement Projects for Roadway Assets

In 2014-15 INDOT made an agency-wide effort to complete its ADA Asset Inventory and its resulting database which contains records representing 7500+/- intersections. An intersection is created in the database by grouping together all curb ramp, detectable warning, sidewalk, pedestrian signal, and island records by latitude and longitude or by city and cross streets. Each asset type (sidewalk, curb ramps, etc.) is comprised of feature elements. For example, a curb ramp has a type, width, and slope. If any element of any feature needs improvement to meet current ADA standards and specifications, then that intersection will appear in the weighted asset database.

Each feature element is assigned an estimated cost to improve the same to current standards. As such, each intersection appearing in the weighted asset database has an estimated cost of improvement. Assets in the weighted database are weighted by a score that is assigned to each particular feature. This score was developed with public input and with the input of subject matter experts and may be so revised from time to time. It assigns a score that considers, for example: the width of a curb ramp is a greater problem than the slope since a wheelchair could not travel down a narrow ramp but could at least fit on a steep one. As such a curb ramp that is too narrow receives a greater score than a curb ramp that is too steep. Thus, each feature element is given a priority score, such that when that element needs improvement, it is weighted accordingly.

The Prioritization scoring for the Weighted ADA Asset Database at the time this plan was completed is represented below.

Compliance Element	Asset Type	Elements in Type	Asset Type Weight	Criteria Weight final
Curb Ramps at this Inter-section?	Curb Ramp	21	1	1
Curb Ramps without Types	Curb Ramp	21		n/a
Curb Ramps Slopes >8.33%	Curb Ramp	21		3
Curb Ramps Transition Has No Transition	Curb Ramp	21		6
Curb Ramps Transition Level < .25" or > .50"	Curb Ramp	21		10
Curb Ramps Counter Slope >5%	Curb Ramp	21		4
Curb Ramps Cross Slope >2%	Curb Ramp	21		5
Curb Ramps Width <48"	Curb Ramp	21		2
Curb Ramps Surface Not Compliant	Curb Ramp	21		9
Curb Ramps Right Side Flares >10%	Curb Ramp	21		13
Curb Ramps Left Side Flares >10%	Curb Ramp	21		13
Curb Ramps With Returned Curb	Curb Ramp	21		16
Curb Ramp within Crosswalk	Curb Ramp	21		9
Built-up Curb Ramp Protrudes	Curb Ramp	21		11
Curb Ramps Bottom Landing Length < 48"	Curb Ramp	21		17
Curb Ramps Bottom Landing Width < 48"	Curb Ramp	21		17
Curb Ramps Top Landing Length <48"	Curb Ramp	21		8
Curb Ramps Top Landing Width <48"	Curb Ramp	21		7
Curb Ramps has Open Grate, but Not	Curb Ramp	21		12

Perpendicular				
Curb Ramps Grate Is Perpendicular, but Opening >.5"	Curb Ramp	21		19
Curb Ramps Not Protected From parked Vehicles	Curb Ramp	21		15
Detectable Warnings Width <48"	Detectable Warnings	4	4	2
No Raised Truncated Dome	Detectable Warnings	4		1
Truncated Dome with No Visual Contrast	Detectable Warnings	4		3
Truncated Dome Material Integral w/Surface	Detectable Warnings	4		4
Sidewalks Obstacle Present	Sidewalks	4	2	2
Sidewalks Width <48 Inches	Sidewalks	4		1
Sidewalks Passing Zone Width <60"	Sidewalks	4		4
Sidewalks Cross Slope >2%	Sidewalks	4		3
Pedestrian Signals Presence	Pedestrian Signals	12	3	11
Pedestrian Signals Not Beside Crosswalk	Pedestrian Signals	12		10
Pedestrian Signals Landing Smaller Than 48"x48"	Pedestrian Signals	12		3
Pedestrian Signals Distance <10' from All Other Signals	Pedestrian Signals	12		7
Pedestrian Signals <7' High	Pedestrian Signals	12		6
Pedestrian Activated Signals Tactile Arrow Not In Line	Pedestrian Signals	12		9
Pedestrian Signals not Ped Activated	Pedestrian Signals	12		2
Pedestrian Activated Signals Vibro Not Operational	Pedestrian Signals	12		8
Pedestrian Activated Signals Not Audible	Pedestrian Signals	12		5
Pedestrian Activated Signals Button <= 2" Diameter	Pedestrian Signals	12		4
Pedestrian Activated Signals Button Obstructed	Pedestrian Signals	12		1
Islands Not Marked as Refugee	Islands	3		1
Islands w/n Accessible Path	Islands	3		2
Islands Signals <5' from All Other Signals	Islands	3		3

Once the Weighted ADA Asset Database was developed, each district then identified all ADA assets currently scheduled to be improved as part of existing projects appearing in that database. INDOT has committed to spend not less than \$3,000,000.00 per year improving ADA assets as part of scheduled projects.

From this point, each district has taken a look at all the remaining assets not currently scheduled for improvement as part of a broader construction project, and has grouped high-scoring (high-priority) assets together by location and taking into consideration proximity to public places, traffic, public input, and other factors, to compile groupings of targeted ADA assets for improvement within the next plan cycle.

For these groupings, INDOT plans to apply the \$2,000,000.00 annual budget to create projects to address these prioritized intersections. Factors such as real estate acquisition, environmental studies, and contracting procedures, among others, will determine when these assets are actually constructed or improved, but the agency will start the process of addressing the identified assets in the year indicated. Each subsequent plan will include an analysis of the work actually completed during a plan cycle and the amount of assets improved to ensure the 20 year scope is maintained for the improvement of these existing intersections.

INDOT reserves the right to make adjustments to any and all of its asset improvement schedules based upon new information received, projects developed that may address assets sooner than anticipated, changes in the scope of existing projects, grievances, and other factors that INDOT believes should cause a change in the schedule. The underlying weighted asset database will be maintained to reflect the current state of INDOT's ADA asset inventory and the Prioritization Schedules will be updated with each Transition Plan update or as otherwise deemed necessary by the agency or its Program Manager.

In addition the weighted asset database was developed based upon an inventory collection effort that spanned five (5) years, involved many employees and was collected on paper and subsequently entered into a database. INDOT had undertaken an agency-wide data validity effort and will continue to take steps to verify the accuracy of the information collected and entered as a result, but recognizes there may be some missing or inaccurate data which may lead to additional information being entered and revision of the existing data, especially during the first few years following June 2015 when this schedule is adopted. Regular wear and tear will also cause additional intersections to be added to this report. The following represents the best information available to INDOT at the time of this report regarding ALL roadway ADA assets for which INDOT is responsible to maintain, improve and develop.

INDOT's Current ADA Asset Improvement Projects for Roadway Assets are identified below:

ADA Targets to be Improved with Existing Projects by District and City

DISTRICT	CITY/TOWN	# Intersections that will be improved within existing projects	Estimated year the first such intersection will be improved
	No City Name - LAPORTE	2	2016
CRAWFORDSVILLE	ATTICA	1	2018
CRAWFORDSVILLE	BRAZIL	14	2016
CRAWFORDSVILLE	BROOKSTON	7	2017
CRAWFORDSVILLE	BROWNSBURG	2	2016
CRAWFORDSVILLE	CLINTON	7	2016
CRAWFORDSVILLE	CLOVERDALE	2	2018
CRAWFORDSVILLE	CRAWFORDSVILLE	11	2019
CRAWFORDSVILLE	DANVILLE	5	2016
CRAWFORDSVILLE	FRANKFORT	7	2017
CRAWFORDSVILLE	GREENCASTLE	5	2017
CRAWFORDSVILLE	LEBANON	4	2016
CRAWFORDSVILLE	MONTEZUMA	1	2017
CRAWFORDSVILLE	MOORESVILLE	1	2016
CRAWFORDSVILLE	STILESVILLE	3	2016
CRAWFORDSVILLE	TERRE HAUTE	3	2016
CRAWFORDSVILLE	WEST TERRE HAUTE	6	2016
FORT WAYNE	AKRON	3	2016
FORT WAYNE	ANGOLA	9	2016
FORT WAYNE	BLUFFTON	24	2016
FORT WAYNE	BUNKER HILL	3	2016
FORT WAYNE	BUTLER	10	2016
FORT WAYNE	COLUMBIA CITY	8	2016
FORT WAYNE	FORT WAYNE	144	2017
FORT WAYNE	FREMONT	13	2016
FORT WAYNE	GOSHEN	19	2016
FORT WAYNE	HAMILTON	4	2016
FORT WAYNE	HELMER	1	2016
FORT WAYNE	HOWE	9	2017
FORT WAYNE	HUNTINGTON	51	2016

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ADA Targets to be Improved with Existing Projects by District and City

DISTRICT	CITY/TOWN	# Intersections that will be improved within existing projects	Estimated year the first such intersection will be improved
FORT WAYNE	LAGRANGE	20	2016
FORT WAYNE	LIGONIER	15	2016
FORT WAYNE	MARKLE	3	2016
FORT WAYNE	MONTPELIER	5	2016
FORT WAYNE	ORLAND	1	2016
FORT WAYNE	PERU	24	2016
FORT WAYNE	SPENCERVILLE	2	2017
FORT WAYNE	ST. JOE	3	2017
FORT WAYNE	SWAYZEE	1	2018
GREENFIELD	CICERO	8	2016
GREENFIELD	ELWOOD	30	2017
GREENFIELD	INDIANAPOLIS	1	2016
GREENFIELD	KENNARD	2	2017
GREENFIELD	LYNN	7	2020
GREENFIELD	NEW CASTLE	23	2017
GREENFIELD	NOBLESVILLE	9	2016
GREENFIELD	PENNVILLE	10	2019
GREENFIELD	PORTLAND	3	2016
GREENFIELD	RICHMOND	49	2016
GREENFIELD	SHELBYVILLE	14	2016
GREENFIELD	SULPHUR SPRINGS	5	2016
GREENFIELD	TIPTON	3	2018
LAPORTE	BREMEN	4	2016
LAPORTE	BROOKSTON	2	2017
LAPORTE	CROWN POINT	11	2016
LAPORTE	DELPHI	2	2016
LAPORTE	EAST CHICAGO	21	2016
LAPORTE	FLORA	11	2016
LAPORTE	GARY	26	2016
LAPORTE	GOODLAND	5	2016

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ADA Targets to be Improved with Existing Projects by District and City

DISTRICT	CITY/TOWN	# Intersections that will be improved within existing projects	Estimated year the first such intersection will be improved
LAPORTE	GRIFFITH	2	2016
LAPORTE	HAMMOND	4	2016
LAPORTE	HIGHLAND	4	2016
LAPORTE	HOBART	31	2017
LAPORTE	KOUTS	8	2016
LAPORTE	LA CROSSE	1	2016
LAPORTE	LAKE STATION	1	2017
LAPORTE	LOGANSPOUT	8	2016
LAPORTE	MERRILLVILLE	2	2017
LAPORTE	MISHAWAKA	3	2016
LAPORTE	MONON	2	2016
LAPORTE	MONTICELLO	11	2016
LAPORTE	OSCEOLA	13	2016
LAPORTE	PLYMOUTH	26	2017
LAPORTE	REMYNGTON	3	2016
LAPORTE	RENSSELAER	3	2016
LAPORTE	SCHERERVILLE	3	2016
LAPORTE	SOUTH BEND	68	2016
LAPORTE	WESTVILLE	5	2016
LAPORTE	WHITING	4	2016
LAPORTE	WINAMAC	2	2016
SEYMOUR	AURORA	12	2016
SEYMOUR	AUSTIN	11	2016
SEYMOUR	BATESVILLE	11	2016
SEYMOUR	BLOOMINGTON	10	2016
SEYMOUR	BROOKVILLE	19	2016
SEYMOUR	BROWNSTOWN	20	2016
SEYMOUR	CHARLESTOWN	13	2016
SEYMOUR	CLARKSVILLE	1	2016
SEYMOUR	COLUMBUS	31	2016

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ADA Targets to be Improved with Existing Projects by District and City

DISTRICT	CITY/TOWN	# Intersections that will be improved within existing projects	Estimated year the first such intersection will be improved
SEYMOUR	CORYDON	2	2016
SEYMOUR	CROTHERSVILLE	3	2016
SEYMOUR	DILLSBORO	2	2016
SEYMOUR	DUPONT	1	2016
SEYMOUR	EDINBURGH	3	2016
SEYMOUR	ELLETTSVILLE	32	2016
SEYMOUR	FLAT ROCK	2	2016
SEYMOUR	FRANKLIN	2	2016
SEYMOUR	FRIENDSHIP	2	2016
SEYMOUR	GEORGETOWN	10	2016
SEYMOUR	GREENSBURG	25	2016
SEYMOUR	GREENVILLE	1	2016
SEYMOUR	GREENWOOD	2	2016
SEYMOUR	HARTSVILLE	2	2016
SEYMOUR	HENRYVILLE	2	2016
SEYMOUR	HOPE	8	2016
SEYMOUR	LANESVILLE	1	2016
SEYMOUR	LEAVENWORTH	1	2016
SEYMOUR	LEXINGTON	1	2019
SEYMOUR	MADISON	13	2016
SEYMOUR	MORGANTOWN	3	2016
SEYMOUR	NASHVILLE	6	2016
SEYMOUR	NEW ALBANY	14	2016
SEYMOUR	NORTH VERNON	29	2016
SEYMOUR	OLDENBURG	1	2016
SEYMOUR	OSGOOD	19	2016
SEYMOUR	PALMYRA	5	2016
SEYMOUR	PATRIOT	3	2016
SEYMOUR	RISING SUN	4	2016
SEYMOUR	SALEM	16	2016

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ADA Targets to be Improved with Existing Projects by District and City

DISTRICT	CITY/TOWN	# Intersections that will be improved within existing projects	Estimated year the first such intersection will be improved
SEYMOUR	SCIPIO	1	2017
SEYMOUR	SCOTTSBURG	3	2016
SEYMOUR	SELLERSBURG	3	2016
SEYMOUR	SEYMOUR	37	2016
SEYMOUR	SPENCER	15	2016
SEYMOUR	SUNMAN	1	2019
SEYMOUR	VERSAILLES	2	2016
SEYMOUR	VEVAY	3	2016
VINCENNES	BLOOMFIELD	1	2017
VINCENNES	CARLISLE	6	2017
VINCENNES	GRANDVIEW	5	2017
VINCENNES	JASONVILLE	8	2016
VINCENNES	JASPER	18	2020
VINCENNES	LINTON	1	2016
VINCENNES	MOUNT VERNON	11	2018
VINCENNES	OAKLAND CITY	5	2016
VINCENNES	PAOLI	3	2016
VINCENNES	PETERSBURG	7	2016
VINCENNES	TELL CITY	1	2016
VINCENNES	WASHINGTON	2	2016
VINCENNES	WINSLOW	8	2016

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The following is a list of Additional ADA Asset targets INDOT plans to address with funds from the core two million dollar budget each year grouped together geographically. Since this is a new budget and project type, INDOT is working to establish processes to create projects from these targets. The next plan update will address progress made improving these prioritized assets.

The estimated year in which the first intersection will be improved is determined by the application of the \$2 million dollar per year budget to the weighted assets within the grouping. Once the annual budget is applied to the assets most in need of improvement considering their estimated cost, the intersections to be improved next on the list appear in the next program year and so on. As such the year the first intersection in the group will be addressed is an estimate based upon the application of the budget over time and subject to change as each INDOT District begins to schedule these assets for improvement.

ADA Compliance - Intersection Groupings by District and City

DISTRICT	CITY/TOWN	# Intersections that will be improved as part of a related grouping	Estimated year the first intersection in the group will be improved
FORT WAYNE	AKRON	1	2016
FORT WAYNE	AMBOY	7	2030
FORT WAYNE	ANDREWS	8	2021
FORT WAYNE	CONVERSE	5	2018
FORT WAYNE	DENVER	1	2028
FORT WAYNE	HARLAN	5	2023
FORT WAYNE	MONROEVILLE	12	2025
FORT WAYNE	NORTH MANCHESTER	7	2021
FORT WAYNE	NORTH WEBSTER	4	2024
FORT WAYNE	ROANN	1	2029
FORT WAYNE	WABASH	38	2018
GREENFIELD	CLERMONT	1	2017
GREENFIELD	CUMBERLAND	1	2019
GREENFIELD	EAST GERMANTOWN	1	2017
GREENFIELD	FORTVILLE	1	2018
GREENFIELD	GREENFIELD	5	2016
GREENFIELD	INDIANAPOLIS	2	2016
GREENFIELD	PORTLAND	6	2016
GREENFIELD	RICHMOND	2	2016
GREENFIELD	SHELBYVILLE	4	2016
SEYMOUR	AURORA	6	2016
SEYMOUR	AUSTIN	4	2016
SEYMOUR	BATESVILLE	10	2016
SEYMOUR	BLOCHER	2	2030
SEYMOUR	BLOOMINGTON	1	2016
SEYMOUR	BROOKVILLE	3	2016
SEYMOUR	BROWNSTOWN	2	2016
SEYMOUR	CHARLESTOWN	1	2016
SEYMOUR	COLUMBUS	26	2016
SEYMOUR	CORYDON	13	2016

ADA Compliance - Intersection Groupings by District and City

DISTRICT	CITY/TOWN	# Intersections that will be improved as part of a related grouping	Estimated year the first intersection in the group will be improved
SEYMOUR	DILLSBORO	2	2016
SEYMOUR	ELLETTSVILLE	5	2016
SEYMOUR	FRANKLIN	1	2016
SEYMOUR	FRIENDSHIP	1	2016
SEYMOUR	GEORGETOWN	1	2016
SEYMOUR	GREENSBURG	3	2016
SEYMOUR	HARTSVILLE	1	2016
SEYMOUR	HOPE	4	2016
SEYMOUR	LAWRENCEBURG	8	2017
SEYMOUR	LEXINGTON	1	2019
SEYMOUR	MOORESVILLE	1	2020
SEYMOUR	MORGANTOWN	2	2016
SEYMOUR	NAPOLEON	1	2025
SEYMOUR	NASHVILLE	1	2016
SEYMOUR	NEW ALBANY	7	2016
SEYMOUR	NORTH VERNON	4	2016
SEYMOUR	OLDENBURG	5	2016
SEYMOUR	OSGOOD	2	2016
SEYMOUR	PALMYRA	11	2016
SEYMOUR	PARAGON	7	2018
SEYMOUR	PATRIOT	1	2016
SEYMOUR	SALEM	6	2016
SEYMOUR	SCOTTSBURG	24	2016
SEYMOUR	SELLERSBURG	1	2016
SEYMOUR	SEYMOUR	9	2016
SEYMOUR	SPENCER	7	2016
SEYMOUR	SUNMAN	1	2019
SEYMOUR	VEVAY	20	2016
SEYMOUR	VIENNA	1	2030
VINCENNES	BEDFORD	43	2019

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ADA Compliance - Intersection Groupings by District and City

DISTRICT	CITY/TOWN	# Intersections that will be improved as part of a related grouping	Estimated year the first intersection in the group will be improved
VINCENNES	BLOOMFIELD	17	2017
VINCENNES	EVANSVILLE	18	2020
VINCENNES	FERDINAND	11	2016
VINCENNES	HUNTINGBURG	19	2016
VINCENNES	HYMERA	6	2029
VINCENNES	JASPER	6	2020
VINCENNES	LINTON	16	2016
VINCENNES	PETERSBURG	18	2016

b. Roadway ADA Asset Improvement Schedule (Current & Future Projected Remediation)

In this schedule, assets are assigned targeted start dates by the use of a budget forecasting model that considers the estimated cost of improvement of assets in the weighted database from top (most in need of improvement) to bottom (least in need of improvement) and the available annual budget and forecasts when those assets will be improved unless those assets are already part of a scheduled project, in which case the letting date drives the estimated start date.

The table on the next page identifies the number of intersections our weighted asset database has identified for improvement of ADA assets and features in each city or town in the State of Indiana. This information is sorted by district. The sum total cost estimate of improving all ADA assets in each town (those that INDOT is responsible for maintaining) is included in the fourth column in thousands. As such “62.0” in column four represents \$62,000.00. The estimated initiation year of the first intersection to be improved is identified based upon budget forecasting models. The estimated initiation year of work on the last intersection is also based upon the forecasting model. As you can see, most cities and towns have at least one asset that will not be constructed until the final year of this 20 year plan. This may change over time as other INDOT projects are developed which incorporate these assets and remove them from this list. This schedule will be updated with each version of the plan. Up-to-date information is maintained in INDOT’s Weighted ADA Asset Database and more specific information about assets in any indicated municipality can be obtained by contacting the Program Manager, Erin L. Hall, at ehall2@indot.in.gov or by phone at (317)234-6142 and making a request.

INDOT reserves the right to make adjustments to any and all of its asset improvement schedules based upon new information received, projects developed that may address assets sooner than anticipated, changes in the scope of existing projects, grievances, and other factors that INDOT believes should cause a change in the schedule. The underlying weighted asset database will be maintained to reflect the current state of INDOT’s ADA asset inventory and the Prioritization Schedules will be updated with each Transition Plan update or as otherwise deemed necessary by the agency or its Program Manager.

In addition the weighted asset database was developed based upon an inventory collection effort that spanned five (5) years, involved many employees and was collected on paper and subsequently entered into a database. INDOT had undertaken an agency-wide data validity effort and will continue to take steps to verify the accuracy of the information collected and entered as a result, but recognizes there may be some missing or inaccurate data which may lead to additional information being entered and revision of the existing data, especially during the first few years following June 2015 when this schedule is adopted. Regular wear and tear will also cause additional intersections to be added to this report. The following represents the best information available to INDOT at the time of this report regarding ALL roadway ADA assets for which INDOT is responsible to maintain, improve and develop.

ADA Compliance Remediation Summary by District and City

DISTRICT	CITY/TOWN	# Intersections in database slated for improvement	Estimated cost of improving identified assets in thousands of \$	Estimated initiation year of first intersection	Estimated completion year of last intersections
	+ No City Name+FORT WAYNE	7	39.2	2030	2031
	+ No City Name+LAPORTE	16	241.0	2016	2030
CRAWFORDSVILLE	ADVANCE	5	62.0	2023	2028
CRAWFORDSVILLE	AMBIA	5	153.4	2020	2029
CRAWFORDSVILLE	ATTICA	9	185.2	2018	2030
CRAWFORDSVILLE	AVON	9	34.4	2024	2031
CRAWFORDSVILLE	BAINBRIDGE	4	12.6	2026	2030
CRAWFORDSVILLE	BELLEVILLE	4	25.1	2024	2030
CRAWFORDSVILLE	BOSWELL	10	151.6	2020	2029
CRAWFORDSVILLE	BRAZIL	59	878.7	2016	2031
CRAWFORDSVILLE	BROOKSTON	11	278.8	2017	2030
CRAWFORDSVILLE	BROWNSBURG	8	157.3	2016	2031
CRAWFORDSVILLE	CLAY CITY	4	86.0	2025	2029
CRAWFORDSVILLE	CLAYTON	9	45.6	2026	2031
CRAWFORDSVILLE	CLERMONT	2	6.6	2030	2030
CRAWFORDSVILLE	CLINTON	8	339.6	2016	2029
CRAWFORDSVILLE	CLOVERDALE	7	104.6	2018	2026
CRAWFORDSVILLE	COVINGTON	9	231.3	2021	2029
CRAWFORDSVILLE	CRAWFORDSVILLE	31	777.7	2019	2031
CRAWFORDSVILLE	DANVILLE	22	235.5	2016	2031
CRAWFORDSVILLE	DAYTON	7	106.1	2021	2028
CRAWFORDSVILLE	EMINENCE	1	5.8	2028	2028
CRAWFORDSVILLE	FOWLER	7	142.2	2021	2029
CRAWFORDSVILLE	FRANKFORT	77	664.8	2017	2031
CRAWFORDSVILLE	GREENCASTLE	20	181.1	2017	2030
CRAWFORDSVILLE	HARMONY	7	105.9	2023	2027
CRAWFORDSVILLE	HILLSBORO	7	76.8	2026	2030
CRAWFORDSVILLE	JAMESTOWN	3	25.3	2025	2030
CRAWFORDSVILLE	KINGMAN	10	171.0	2022	2030
CRAWFORDSVILLE	KIRKLIN	11	95.7	2023	2030
CRAWFORDSVILLE	KNIGHTSVILLE	1	15.5	2026	2026
CRAWFORDSVILLE	LADOGA	4	49.2	2025	2030
CRAWFORDSVILLE	LAFAYETTE	15	176.6	2023	2031

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ADA Compliance Remediation Summary by District and City

DISTRICT	CITY/TOWN	# Intersections in database slated for improvement	Estimated cost of improving identified assets in thousands of \$	Estimated initiation year of first intersection	Estimated completion year of last intersections
CRAWFORDSVILLE	LEBANON	40	493.4	2016	2031
CRAWFORDSVILLE	MARSHALL	4	25.3	2027	2029
CRAWFORDSVILLE	MELLOTT	5	79.9	2022	2027
CRAWFORDSVILLE	MICHIGANTOWN	7	103.4	2023	2027
CRAWFORDSVILLE	MONROVIA	10	27.7	2027	2031
CRAWFORDSVILLE	MONTEZUMA	1	23.1	2017	2017
CRAWFORDSVILLE	MOORESVILLE	12	121.8	2016	2030
CRAWFORDSVILLE	MULBERRY	10	154.1	2023	2030
CRAWFORDSVILLE	NEWTOWN	6	110.9	2022	2030
CRAWFORDSVILLE	NORTH SALEM	5	71.2	2024	2029
CRAWFORDSVILLE	OXFORD	10	156.9	2022	2029
CRAWFORDSVILLE	PERRYSVILLE	4	92.1	2020	2029
CRAWFORDSVILLE	PINE VILLAGE	5	69.9	2024	2027
CRAWFORDSVILLE	PITTSBORO	11	149.3	2021	2030
CRAWFORDSVILLE	PLAINFIELD	40	375.0	2024	2031
CRAWFORDSVILLE	PUTNAMVILLE	2	6.6	2028	2030
CRAWFORDSVILLE	RILEY	4	120.9	2019	2030
CRAWFORDSVILLE	ROACHDALE	4	62.4	2024	2031
CRAWFORDSVILLE	ROCKVILLE	16	286.9	2017	2031
CRAWFORDSVILLE	ROSSVILLE	8	70.9	2027	2031
CRAWFORDSVILLE	STILESVILLE	5	72.3	2016	2031
CRAWFORDSVILLE	TERRE HAUTE	38	661.3	2016	2031
CRAWFORDSVILLE	THORNTOWN	10	147.0	2023	2029
CRAWFORDSVILLE	VEEDERSBURG	2	88.7	2016	2030
CRAWFORDSVILLE	WALLACE	1	5.8	2029	2029
CRAWFORDSVILLE	WAVELAND	4	60.5	2023	2030
CRAWFORDSVILLE	WAYNETOWN	4	40.0	2024	2029
CRAWFORDSVILLE	WEST LAFAYETTE	6	67.2	2023	2030
CRAWFORDSVILLE	WEST LEBANON	11	202.9	2023	2029
CRAWFORDSVILLE	WEST TERRE HAUTE	9	305.3	2016	2028
CRAWFORDSVILLE	WILLIAMSPORT	5	60.7	2024	2030
CRAWFORDSVILLE	WINGATE	2	40.8	2022	2025
CRAWFORDSVILLE	ZIONSVILLE	3	34.5	2024	2027

ADA Compliance Remediation Summary by District and City

DISTRICT	CITY/TOWN	# Intersections in database slated for improvement	Estimated cost of improving identified assets in thousands of \$	Estimated initiation year of first intersection	Estimated completion year of last intersections
FORT WAYNE	AKRON	4	107.2	2016	2018
FORT WAYNE	ALBION	23	201.7	2024	2031
FORT WAYNE	AMBOY	7	38.9	2030	2030
FORT WAYNE	ANDREWS	8	152.7	2021	2030
FORT WAYNE	ANGOLA	15	156.3	2016	2030
FORT WAYNE	ASHLEY	7	158.7	2022	2030
FORT WAYNE	AUBURN	24	608.8	2019	2030
FORT WAYNE	BERNE	14	181.2	2022	2030
FORT WAYNE	BLUFFTON	27	532.9	2016	2030
FORT WAYNE	BRISTOL	16	143.3	2026	2031
FORT WAYNE	BUNKER HILL	3	34.3	2016	2016
FORT WAYNE	BUTLER	25	399.9	2016	2031
FORT WAYNE	CHURUBUSCO	24	332.8	2021	2031
FORT WAYNE	COLUMBIA CITY	8	224.0	2016	2016
FORT WAYNE	CONVERSE	5	187.7	2018	2022
FORT WAYNE	CORUNNA	2	12.0	2030	2030
FORT WAYNE	CROMWELL	4	45.8	2029	2030
FORT WAYNE	DECATUR	29	803.4	2020	2030
FORT WAYNE	DENVER	1	5.8	2028	2028
FORT WAYNE	ELKHART	30	279.4	2021	2031
FORT WAYNE	FORT WAYNE	254	5093.1	2017	2031
FORT WAYNE	FREMONT	15	183.6	2016	2030
FORT WAYNE	GARRETT	20	192.1	2029	2030
FORT WAYNE	GAS CITY	9	99.6	2029	2030
FORT WAYNE	GENEVA	10	122.6	2023	2030
FORT WAYNE	GOSHEN	55	702.1	2016	2031
FORT WAYNE	HAMILTON	7	149.6	2016	2029
FORT WAYNE	HARLAN	5	114.1	2023	2029
FORT WAYNE	HARTFORD CITY	14	163.8	2025	2030
FORT WAYNE	HELMER	1	5.4	2016	2016
FORT WAYNE	HOWE	9	45.1	2017	2017
FORT WAYNE	HUNTINGTON	51	1260.1	2016	2016
FORT WAYNE	KENDALLVILLE	17	270.5	2022	2031

ADA Compliance Remediation Summary by District and City

DISTRICT	CITY/TOWN	# Intersections in database slated for improvement	Estimated cost of improving identified assets in thousands of \$	Estimated initiation year of first intersection	Estimated completion year of last intersections
FORT WAYNE	LAGRANGE	20	210.0	2016	2018
FORT WAYNE	LAGRO	1	46.2	2019	2019
FORT WAYNE	LEESBURG	2	12.6	2030	2030
FORT WAYNE	LEO-CEDARVILLE	1	7.8	2029	2029
FORT WAYNE	LIGONIER	15	90.1	2016	2016
FORT WAYNE	MARION	43	1086.0	2018	2030
FORT WAYNE	MARKLE	14	164.4	2016	2030
FORT WAYNE	MIDDLEBURY	14	193.2	2022	2031
FORT WAYNE	MILFORD	3	14.3	2030	2031
FORT WAYNE	MONROEVILLE	12	233.1	2025	2029
FORT WAYNE	MONTPELIER	13	325.4	2016	2030
FORT WAYNE	NAPPANEE	30	344.8	2025	2031
FORT WAYNE	NORTH MANCHESTER	7	118.8	2021	2030
FORT WAYNE	NORTH WEBSTER	4	60.5	2024	2030
FORT WAYNE	ORLAND	1	10.8	2016	2016
FORT WAYNE	OSSIAN	4	96.5	2022	2030
FORT WAYNE	PERU	24	1292.2	2016	2016
FORT WAYNE	PLEASANT MILLS	1	7.9	2030	2030
FORT WAYNE	ROANN	1	10.8	2029	2029
FORT WAYNE	ROME CITY	5	42.8	2028	2031
FORT WAYNE	SHIPSHEWANA	8	86.2	2024	2030
FORT WAYNE	SILVER LAKE	14	245.2	2019	2030
FORT WAYNE	SOUTH WHITLEY	8	210.6	2022	2030
FORT WAYNE	SPENCERVILLE	2	10.5	2017	2017
FORT WAYNE	ST. JOE	3	50.6	2017	2017
FORT WAYNE	SWAYZEE	12	132.1	2018	2031
FORT WAYNE	SYRACUSE	12	147.6	2017	2031
FORT WAYNE	UPLAND	15	136.6	2023	2030
FORT WAYNE	VAN BUREN	10	100.8	2027	2031
FORT WAYNE	WABASH	38	740.7	2018	2030
FORT WAYNE	WARREN	20	209.0	2026	2031
FORT WAYNE	WARSAW	25	638.3	2019	2031
FORT WAYNE	WATERLOO	9	85.6	2027	2031

ADA Compliance Remediation Summary by District and City

DISTRICT	CITY/TOWN	# Intersections in database slated for improvement	Estimated cost of improving identified assets in thousands of \$	Estimated initiation year of first intersection	Estimated completion year of last intersections
FORT WAYNE	WOLCOTTVILLE	12	66.3	2026	2031
FORT WAYNE	WOLF LAKE	3	15.0	2030	2030
FORT WAYNE	WOODBURN	7	61.2	2027	2030
GREENFIELD	ALBANY	11	94.4	2024	2031
GREENFIELD	ALEXANDRIA	1	10.8	2030	2030
GREENFIELD	ANDERSON	38	762.5	2018	2031
GREENFIELD	ARLINGTON	4	57.2	2023	2030
GREENFIELD	BOSTON	1	2.7	2030	2030
GREENFIELD	CADIZ	2	20.2	2027	2028
GREENFIELD	CAMBRIDGE CITY	16	580.7	2018	2030
GREENFIELD	CARMEL	12	218.8	2021	2027
GREENFIELD	CENTERVILLE	9	305.6	2018	2027
GREENFIELD	CHESTERFIELD	5	6.0	2030	2031
GREENFIELD	CICERO	8	59.0	2016	2016
GREENFIELD	CLERMONT	7	163.1	2017	2028
GREENFIELD	CONNERSVILLE	48	234.4	2023	2031
GREENFIELD	CUMBERLAND	13	228.1	2019	2031
GREENFIELD	DUBLIN	8	103.7	2022	2030
GREENFIELD	DUNKIRK	16	96.7	2023	2031
GREENFIELD	DUNREITH	4	28.2	2025	2031
GREENFIELD	EAST GERMANTOWN	6	110.9	2017	2029
GREENFIELD	ELWOOD	54	713.4	2017	2031
GREENFIELD	FARMLAND	6	5.6	2030	2031
GREENFIELD	FORTVILLE	8	135.2	2018	2030
GREENFIELD	FOUNTAIN CITY	8	83.5	2021	2031
GREENFIELD	FRANKTON	6	32.0	2028	2031
GREENFIELD	GLENWOOD	2	0.9	2031	2031
GREENFIELD	GREENFIELD	40	705.8	2016	2031
GREENFIELD	GREENS FORK	3	35.6	2026	2028
GREENFIELD	GREENTOWN	8	145.6	2021	2031
GREENFIELD	GREENWOOD	2	22.5	2027	2028
GREENFIELD	HAGERSTOWN	7	287.9	2021	2030
GREENFIELD	INDIANAPOLIS	38	787.8	2016	2031

ADA Compliance Remediation Summary by District and City

DISTRICT	CITY/TOWN	# Intersections in database slated for improvement	Estimated cost of improving identified assets in thousands of \$	Estimated initiation year of first intersection	Estimated completion year of last intersections
GREENFIELD	KENNARD	2	25.2	2017	2017
GREENFIELD	KNIGHTSTOWN	11	750.1	2017	2031
GREENFIELD	KOKOMO	46	541.4	2019	2031
GREENFIELD	LAPEL	10	38.5	2027	2031
GREENFIELD	LAUREL	6	43.8	2028	2030
GREENFIELD	LAWRENCE	32	391.9	2020	2031
GREENFIELD	LEWISVILLE	11	221.4	2019	2027
GREENFIELD	LIBERTY	19	291.6	2028	2030
GREENFIELD	LITTLE YORK	2	10.8	2030	2030
GREENFIELD	LYNN	7	133.5	2020	2020
GREENFIELD	MARKLEVILLE	10	87.0	2022	2031
GREENFIELD	MCCORDSVILLE	3	25.4	2029	2029
GREENFIELD	MECHANICSBURG	1	23.7	2026	2026
GREENFIELD	MIDDLETOWN	1	5.4	2030	2030
GREENFIELD	MILROY	10	103.0	2025	2031
GREENFIELD	MODOC	2	18.5	2027	2030
GREENFIELD	MORRISTOWN	10	105.0	2023	2031
GREENFIELD	MOUNT SUMMIT	4	82.7	2020	2029
GREENFIELD	MT. AUBURN	5	22.8	2029	2031
GREENFIELD	MUNCIE	96	2169.0	2017	2031
GREENFIELD	NEW CASTLE	45	502.8	2017	2031
GREENFIELD	NEW PALESTINE	25	259.6	2023	2031
GREENFIELD	NOBLESVILLE	21	456.7	2016	2031
GREENFIELD	PENDLETON	1	48.6	2024	2024
GREENFIELD	PENNVILLE	10	102.8	2019	2019
GREENFIELD	PORTLAND	45	835.4	2016	2031
GREENFIELD	REDKEY	11	5.5	2030	2031
GREENFIELD	RICHMOND	101	3897.5	2016	2031
GREENFIELD	RIDGEVILLE	9	54.8	2028	2030
GREENFIELD	RUSHVILLE	42	785.7	2019	2031
GREENFIELD	RUSSIAVILLE	3	2.3	2030	2031
GREENFIELD	SHELBYVILLE	50	1215.6	2016	2031
GREENFIELD	SHERIDAN	28	254.0	2021	2031

ADA Compliance Remediation Summary by District and City

DISTRICT	CITY/TOWN	# Intersections in database slated for improvement	Estimated cost of improving identified assets in thousands of \$	Estimated initiation year of first intersection	Estimated completion year of last intersections
GREENFIELD	SPRING GROVE	1	9.0	2029	2029
GREENFIELD	STRAUGHN	7	89.8	2024	2027
GREENFIELD	SULPHUR SPRINGS	5	86.9	2016	2016
GREENFIELD	TIPTON	19	207.4	2018	2031
GREENFIELD	UNION CITY	14	194.7	2021	2031
GREENFIELD	WEST COLLEGE CORNER	7	24.3	2028	2031
GREENFIELD	WESTFIELD	21	468.8	2020	2031
GREENFIELD	WILKINSON	8	2.9	2030	2031
GREENFIELD	WILLIAMSBURG	1	27.9	2023	2023
GREENFIELD	WINCHESTER	8	179.6	2022	2031
GREENFIELD	YORKTOWN	23	501.0	2019	2030
LAPORTE	AKRON	1	24.0	2022	2022
LAPORTE	BREMEN	6	51.1	2016	2030
LAPORTE	BROOK	10	181.6	2021	2029
LAPORTE	BROOKSTON	2	42.8	2017	2017
LAPORTE	BURLINGTON	4	16.8	2029	2031
LAPORTE	BURNETTSVILLE	2	39.7	2023	2028
LAPORTE	CAMDEN	10	222.3	2019	2027
LAPORTE	CROWN POINT	30	545.4	2016	2028
LAPORTE	DELPHI	4	48.7	2016	2030
LAPORTE	DEMOTTE	4	78.6	2026	2028
LAPORTE	DYER	8	125.8	2020	2031
LAPORTE	EAST CHICAGO	25	649.4	2016	2029
LAPORTE	FLORA	13	185.3	2016	2027
LAPORTE	GALVESTON	4	87.0	2020	2030
LAPORTE	GARY	77	1990.5	2016	2031
LAPORTE	GOODLAND	5	132.3	2016	2016
LAPORTE	GRANGER	27	482.7	2017	2031
LAPORTE	GRIFFITH	3	98.3	2016	2028
LAPORTE	HAMMOND	49	1353.7	2016	2031
LAPORTE	HEBRON	6	93.5	2025	2030
LAPORTE	HIGHLAND	8	174.3	2016	2028
LAPORTE	HOBART	32	665.6	2017	2030

ADA Compliance Remediation Summary by District and City

DISTRICT	CITY/TOWN	# Intersections in database slated for improvement	Estimated cost of improving identified assets in thousands of \$	Estimated initiation year of first intersection	Estimated completion year of last intersections
LAPORTE	KENTLAND	6	94.9	2022	2030
LAPORTE	KNOX	17	390.0	2018	2031
LAPORTE	KOUTS	12	242.1	2016	2027
LAPORTE	LA CROSSE	1	4.2	2016	2016
LAPORTE	LA PORTE	80	1355.7	2016	2031
LAPORTE	LAKE STATION	7	80.8	2017	2030
LAPORTE	LOGANSPOUT	42	1019.9	2016	2030
LAPORTE	LOWELL	18	339.8	2018	2031
LAPORTE	MERRILLVILLE	18	229.2	2017	2030
LAPORTE	MICHIGAN CITY	29	613.1	2016	2031
LAPORTE	MISHAWAKA	144	1593.4	2016	2031
LAPORTE	MONON	2	16.5	2016	2016
LAPORTE	MONTICELLO	20	873.6	2016	2024
LAPORTE	NAPPANEE	5	41.4	2029	2030
LAPORTE	NEW CARLISLE	7	141.0	2024	2031
LAPORTE	NORTH JUDSON	6	47.4	2023	2030
LAPORTE	NORTH LIBERTY	26	268.3	2020	2031
LAPORTE	OSCEOLA	17	135.0	2016	2030
LAPORTE	PLYMOUTH	26	521.8	2017	2017
LAPORTE	PORTAGE	15	178.4	2026	2030
LAPORTE	REMINGTON	6	76.1	2016	2027
LAPORTE	RENSSELAER	19	458.7	2016	2030
LAPORTE	REYNOLDS	12	200.3	2022	2030
LAPORTE	ROCHESTER	13	384.1	2021	2030
LAPORTE	ROSELAND	22	247.5	2017	2030
LAPORTE	ROSSVILLE	4	104.2	2021	2030
LAPORTE	ROYAL CENTER	4	80.9	2020	2030
LAPORTE	SCHERERVILLE	5	109.2	2016	2029
LAPORTE	SOUTH BEND	209	4851.5	2016	2031
LAPORTE	VALPARAISO	12	386.7	2017	2031
LAPORTE	WALKERTON	36	500.3	2019	2031
LAPORTE	WALTON	11	258.4	2019	2030
LAPORTE	WESTVILLE	5	115.3	2016	2016

ADA Compliance Remediation Summary by District and City

DISTRICT	CITY/TOWN	# Intersections in database slated for improvement	Estimated cost of improving identified assets in thousands of \$	Estimated initiation year of first intersection	Estimated completion year of last intersections
LAPORTE	WHEELER	1	1.3	2030	2030
LAPORTE	WHITING	8	136.5	2016	2030
LAPORTE	WINAMAC	17	191.2	2016	2031
LAPORTE	WOLCOTT	14	146.4	2026	2030
SEYMOUR	AURORA	19	391.7	2016	2028
SEYMOUR	AUSTIN	24	104.2	2016	2031
SEYMOUR	BATESVILLE	23	308.3	2016	2030
SEYMOUR	BLOCHER	4	6.3	2030	2030
SEYMOUR	BLOOMINGTON	38	678.3	2016	2030
SEYMOUR	BROOKVILLE	26	512.7	2016	2030
SEYMOUR	BROWNSTOWN	24	243.7	2016	2031
SEYMOUR	CHARLESTOWN	20	364.7	2016	2031
SEYMOUR	CLARKSVILLE	2	60.7	2016	2023
SEYMOUR	COLUMBUS	63	1327.2	2016	2031
SEYMOUR	CORYDON	23	468.1	2016	2031
SEYMOUR	CROTHERSVILLE	6	170.7	2016	2030
SEYMOUR	DILLSBORO	15	85.5	2016	2030
SEYMOUR	DUPONT	3	28.6	2016	2030
SEYMOUR	EDINBURGH	12	151.1	2016	2030
SEYMOUR	ELLETTSVILLE	42	717.1	2016	2031
SEYMOUR	FLAT ROCK	2	9.3	2016	2017
SEYMOUR	FRANKLIN	10	113.9	2016	2029
SEYMOUR	FRIENDSHIP	4	38.8	2016	2030
SEYMOUR	GEORGETOWN	12	205.4	2016	2028
SEYMOUR	GREENDALE	1	1.3	2029	2029
SEYMOUR	GREENSBURG	44	651.9	2016	2031
SEYMOUR	GREENVILLE	1	4.2	2016	2016
SEYMOUR	GREENWOOD	13	175.0	2016	2028
SEYMOUR	HARTSVILLE	11	74.2	2016	2031
SEYMOUR	HENRYVILLE	4	54.2	2016	2027
SEYMOUR	HOPE	15	140.3	2016	2031
SEYMOUR	JEFFERSONVILLE	1	17.9	2022	2022
SEYMOUR	LANESVILLE	9	54.2	2016	2030

ADA Compliance Remediation Summary by District and City

DISTRICT	CITY/TOWN	# Intersections in database slated for improvement	Estimated cost of improving identified assets in thousands of \$	Estimated initiation year of first intersection	Estimated completion year of last intersections
SEYMOUR	LAWRENCEBURG	9	227.5	2017	2029
SEYMOUR	LEAVENWORTH	2	9.9	2016	2030
SEYMOUR	LEXINGTON	2	2.5	2019	2030
SEYMOUR	LYONS	2	20.7	2025	2030
SEYMOUR	MADISON	19	841.6	2016	2031
SEYMOUR	MEDORA	2	75.8	2021	2021
SEYMOUR	MILAN	2	7.4	2029	2031
SEYMOUR	MOORESVILLE	1	48.6	2020	2020
SEYMOUR	MORGANTOWN	5	82.2	2016	2030
SEYMOUR	NAPOLEON	3	34.3	2025	2029
SEYMOUR	NASHVILLE	8	94.4	2016	2029
SEYMOUR	NEW ALBANY	24	583.9	2016	2031
SEYMOUR	NEW SALISBURY	1	4.2	2030	2030
SEYMOUR	NORTH VERNON	46	664.2	2016	2031
SEYMOUR	OLDENBURG	6	98.6	2016	2030
SEYMOUR	OLEAN	1	0.4	2031	2031
SEYMOUR	OSGOOD	23	285.6	2016	2031
SEYMOUR	PALMYRA	19	218.4	2016	2030
SEYMOUR	PARAGON	7	352.4	2018	2020
SEYMOUR	PATRIOT	7	120.6	2016	2031
SEYMOUR	RISING SUN	15	163.3	2016	2031
SEYMOUR	SALEM	31	650.0	2016	2031
SEYMOUR	SCIPPIO	1	4.2	2017	2017
SEYMOUR	SCOTTSBURG	31	544.7	2016	2031
SEYMOUR	SELLERSBURG	13	159.2	2016	2030
SEYMOUR	SEYMOUR	50	1253.2	2016	2031
SEYMOUR	SPENCER	25	551.9	2016	2031
SEYMOUR	SUNMAN	10	158.4	2019	2030
SEYMOUR	VERNON	5	66.5	2023	2026
SEYMOUR	VERSAILLES	8	102.9	2016	2031
SEYMOUR	VEVAY	23	543.5	2016	2029
SEYMOUR	VIENNA	2	2.5	2030	2031
VINCENNES	BEDFORD	43	743.9	2019	2031

ADA Compliance Remediation Summary by District and City

DISTRICT	CITY/TOWN	# Intersections in database slated for improvement	Estimated cost of improving identified assets in thousands of \$	Estimated initiation year of first intersection	Estimated completion year of last intersections
VINCENNES	BICKNELL	7	56.3	2020	2031
VINCENNES	BIRDSEYE	3	0.9	2030	2031
VINCENNES	BLOOMFIELD	18	163.3	2017	2030
VINCENNES	BOONVILLE	29	488.4	2022	2031
VINCENNES	BRUCEVILLE	8	86.1	2026	2030
VINCENNES	CARLISLE	6	56.0	2017	2017
VINCENNES	CHANDLER	4	67.1	2024	2030
VINCENNES	CHRISNEY	5	37.7	2024	2030
VINCENNES	CYNTHIANA	10	12.1	2030	2031
VINCENNES	DALE	9	37.0	2027	2031
VINCENNES	ELNORA	9	63.9	2029	2030
VINCENNES	ENGLISH	2	0.9	2031	2031
VINCENNES	EVANSVILLE	18	197.9	2020	2030
VINCENNES	FERDINAND	11	154.7	2016	2030
VINCENNES	FORT BRANCH	1	10.8	2028	2028
VINCENNES	FRANCISCO	6	17.7	2028	2031
VINCENNES	FREELANDVILLE	3	50.4	2020	2030
VINCENNES	FRENCH LICK	12	95.4	2019	2031
VINCENNES	GRANDVIEW	5	36.4	2017	2017
VINCENNES	GRAYSVILLE	1	0.8	2030	2030
VINCENNES	HARDINBURG	2	5.7	2030	2030
VINCENNES	HAZLETON	2	2.7	2030	2030
VINCENNES	HUNTINGBURG	19	278.2	2016	2030
VINCENNES	HYMERA	6	14.0	2029	2031
VINCENNES	IRELAND	1	5.4	2029	2029
VINCENNES	JASONVILLE	9	50.2	2016	2030
VINCENNES	JASPER	24	481.1	2020	2031
VINCENNES	LINTON	17	421.5	2016	2031
VINCENNES	LOOGOOTEE	4	78.2	2019	2031
VINCENNES	LYNNVILLE	3	19.2	2026	2030
VINCENNES	LYONS	8	61.9	2027	2031
VINCENNES	MARENGO	8	82.3	2025	2030
VINCENNES	MEROM	4	1.5	2030	2031

ADA Compliance Remediation Summary by District and City

DISTRICT	CITY/TOWN	# Intersections in database slated for improvement	Estimated cost of improving identified assets in thousands of \$	Estimated initiation year of first intersection	Estimated completion year of last intersections
VINCENNES	MONTGOMERY	5	13.9	2029	2031
VINCENNES	MOUNT VERNON	11	163.6	2018	2018
VINCENNES	NEW HARMONY	10	119.1	2025	2031
VINCENNES	NEWBURGH	1	13.8	2029	2029
VINCENNES	OAKLAND CITY	11	253.2	2016	2028
VINCENNES	ODON	5	29.7	2027	2030
VINCENNES	OWENSVILLE	4	44.9	2024	2030
VINCENNES	PAOLI	5	50.1	2016	2028
VINCENNES	PETERSBURG	25	236.4	2016	2030
VINCENNES	PLAINVILLE	4	30.8	2026	2031
VINCENNES	PRINCETON	18	590.6	2019	2031
VINCENNES	ROCKPORT	3	16.5	2030	2030
VINCENNES	SHOALS	3	29.9	2023	2031
VINCENNES	SPURGEON	10	5.5	2030	2030
VINCENNES	TELL CITY	12	235.9	2016	2031
VINCENNES	TENNYSON	4	27.9	2029	2030
VINCENNES	TROY	3	49.2	2026	2030
VINCENNES	VINCENNES	18	144.8	2020	2031
VINCENNES	WASHINGTON	18	499.6	2016	2031
VINCENNES	WEST BADEN SPRINGS	6	32.6	2029	2031
VINCENNES	WHEATLAND	1	0.3	2030	2030
VINCENNES	WINSLOW	8	52.1	2016	2016
VINCENNES	WORTHINGTON	8	78.1	2019	2030

c. Non-Roadway ADA Asset Self-Inventory & Improvements

INDOT District facilities have been included in the body of the Transition Plan. In this section of the Appendix you will find the Rest area analysis conducted by the Economic Opportunity Division Staff in 2014. The analysis depicts and identifies rest areas in need of improvement and the conclusions about what changes are recommended. These changes will be incorporated into the Facilities Division's improvement schedule. Most are minor adjustments that involve relocating features to better accommodate those with disabilities in our facilities.

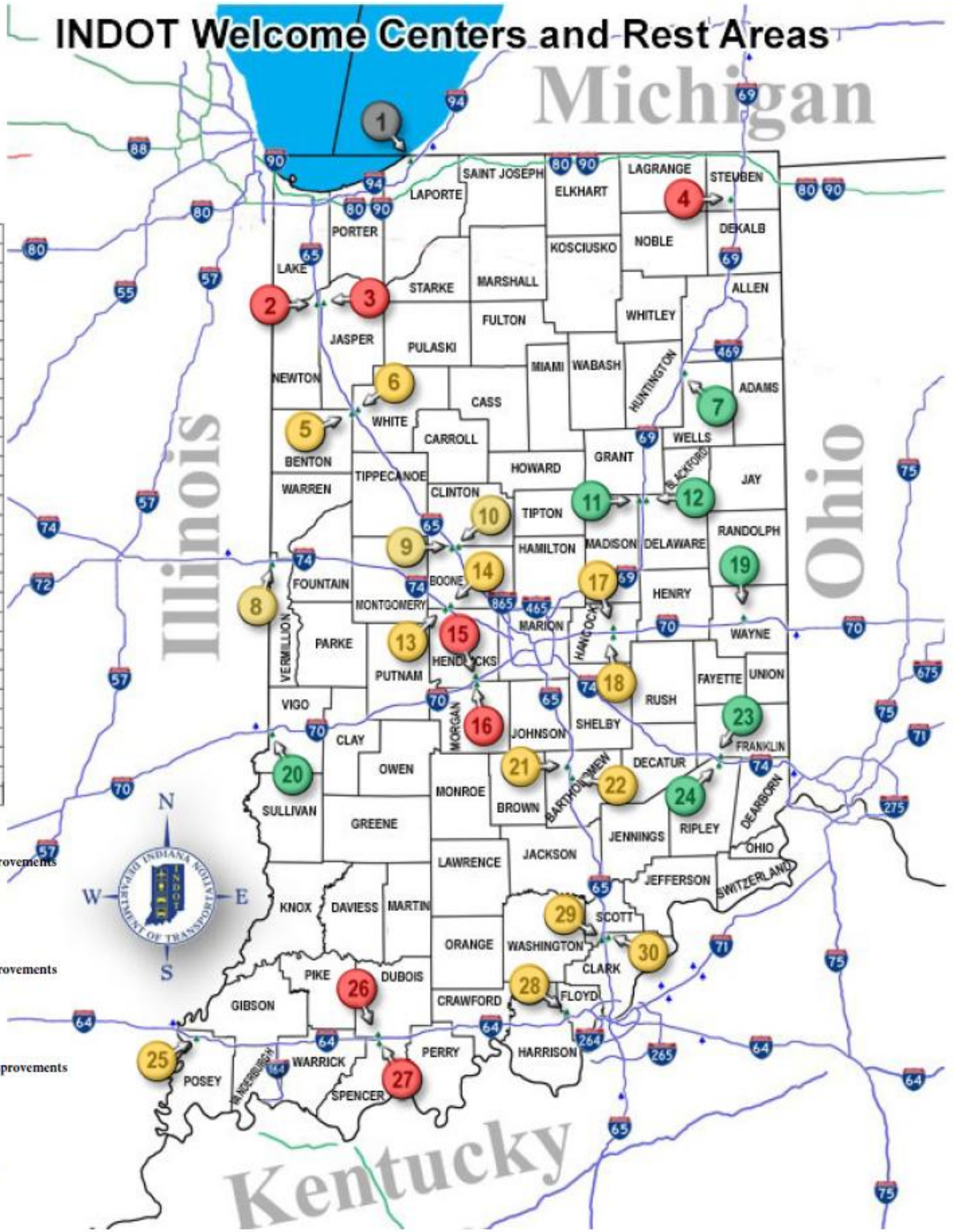
A color coded map is on the next page, followed by a chart that further defines the improvements identified.

INDOT Welcome Centers and Rest Areas

Michigan

01	Michigan City
02	Kankakee SB
03	Kankakee NB
04	Pigeon Creek
05	Wolcott SB
06	Wolcott NB
07	Flat Creek NB
08	Spring Creek
09	Lebanon SB
10	Lebanon NB
11	Pipe Creek SB
12	Pipe Creek NB
13	Lizton EB
14	Lizton WB
15	Plainfield WB
16	Plainfield EB
17	Greenfield WB
18	Greenfield EB
19	Centerville WB
20	Clear Creek
21	Taylorville SB
22	Taylorville NB
23	Batesville WB
24	Batesville EB
25	Black River
26	Nancy Hanks WB
27	Nancy Hanks EB
28	Lanesville
29	Henryville SB
30	Henryville NB

- Only minor improvements
- Needs some improvements
- Identified for improvements
- Not Evaluated



Improvement of Rest Area Accessibility				
Rest Area Facility	Location	Required Improvements	Recommendations	Rest Area Color and Number
Michigan City	I-94 N	Not Evaluated	Not Evaluated	N/A
Kankakee NB/SB	I-65 N/S	1) Accessible parking spaces are faded	1) Reconfigure by repainting lines. Need 1 more accessible space and 1 van accessible space	2, 3
		2) Abrupt transition from access route to curb ramp. No detectable warning	2) Regrade curb, install detectable warning	
		3) Telephone is too high and does not contain a TTY	3) Adjust telephone so that highest operable part is 48" from floor. Install TTY	
		4) Toilet compartment needs improvement	4) Widen compartment, add rear grab bar	
		5) Vending machine threshold needs improvement	5) Regrade threshold	
Pigeon Creek Welcome Center	I-69 S	1) No van accessible space. Signage too low to the ground	1) Reconfigure lines to include van accessible space. Raise sign	4
		2) No detectable warning at curb ramp	2) Install detectable warning	
		3) Automatic door closes after 3	3) Increase closing time	
		4) Circulation path within rest area contains potential obstruction	4) Remove weather radar and magazine rack	
		5) Telephone is too high and does not contain a TTY	5) Adjust telephone so that highest operable part is 48" from floor. Install TTY	
		6) Vending machine threshold needs improvement	6) Increase space between vending machines. Regrade threshold. Current slope to vending area is 7.1%	
		7) Restroom signage needs improvement	7) Include Braille signage on restrooms	
		8) Toilet compartment needs improvement	8) Widen compartment, add rear grab bar	

Wolcott NB/SB	I-65 N/S	1) No detectable warning at curb ramp	1) Install detectable warning	5,6
		2) Insufficient clear space underneath water fountain (NB only)	2) Remove obstructions	
		3) Telephone is too high and does not contain a TTY	3) Adjust telephone so that highest operable part is 48" from floor. Install TTY	
		4) Large seating area has potential to obstruct	4) Remove bench	
		5) No rear grab bar in accessible toilet compartment	5) Install rear grab bar	
Flat Creek NB (Now Auburn NB)	I-69 N	1) No van accessible space.	1) Reconfigure lines to include van accessible space	7
		2) Parking spaces not properly marked	2) Reconfigure by repainting lines	
		3) Telephone is too high and does not contain a TTY	3) Adjust telephone so that highest operable part is 48" from floor. Install TTY	
Spring Creek	I-74 W	1) Only operable telephone is located inside a small booth that one may find challenging to access	1) Place a telephone that is wheelchair accessible on the wall across from the booth.	8
Lebanon NB/SB	I-65 N/S	1) Van accessible sign obstructs the walking path of the sidewalk.	1) Remove van accessible sign from the sidewalk and place it in the grass area.	9,10
		2) Obstacles may block the circulation path	2) Move bench out of the circulation path.	
Pipe Creek NB/SB	I-69 N/S	1) No van accessible space.	1) Reconfigure lines to include van accessible space	11,12
		2) Automatic door opens too close to the accessible button	2) Move accessible button farther from swing of door	
		3) Obstacles block the circulation path	3) Move benches and potted plants out of circulation path	

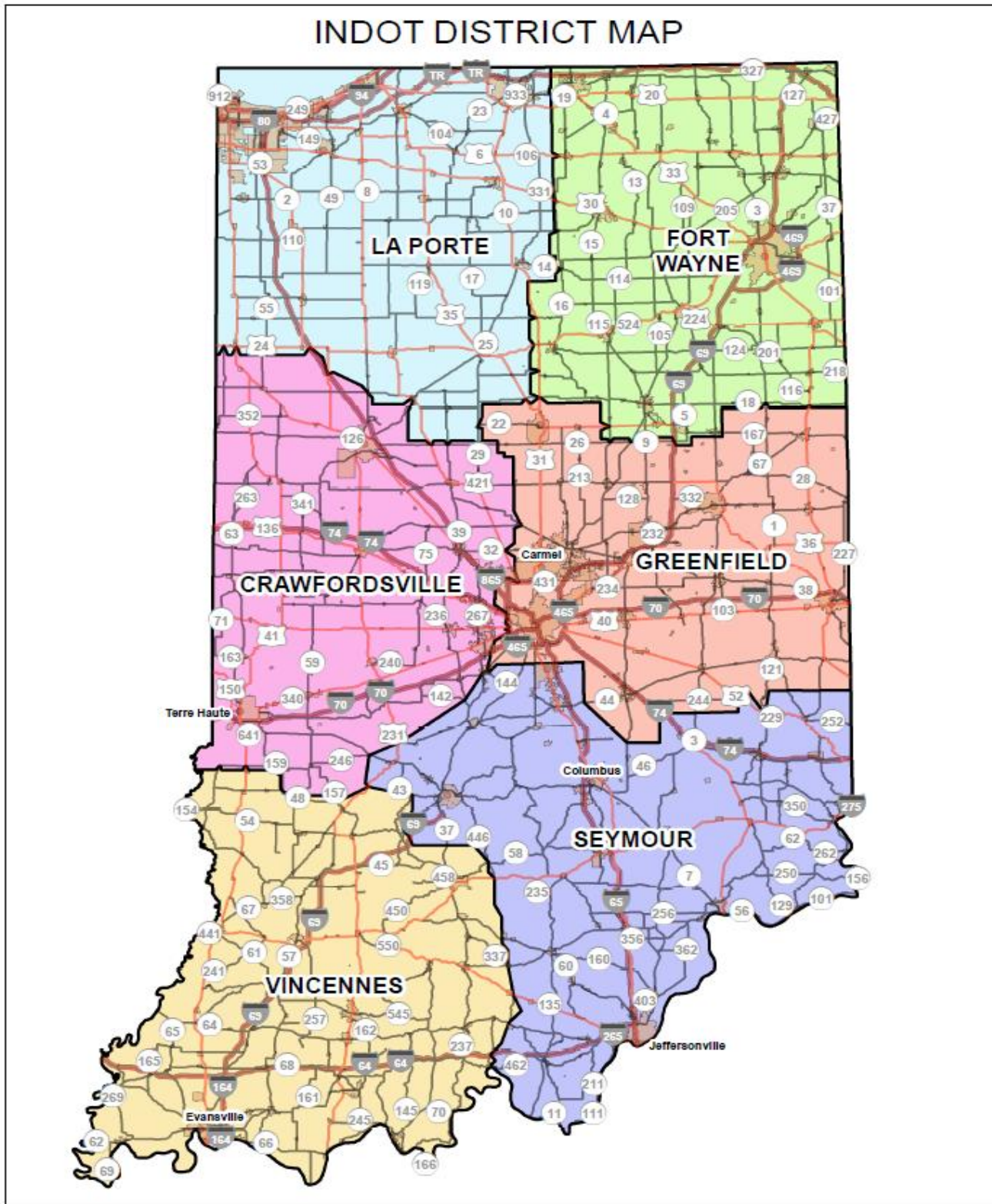
		4) Telephone is too high and does not contain a TTY	4) Adjust telephone so that the highest operable part is 48" from floor. Install TTY	
Lizton WB/EB	I-74 W/E	1) No detectable warning at curb ramp, curb maintenance needed	1) Install detectable warning, curb maintenance needed	13, 14
		2) Obstacles may block the circulation path	2) Move bench, trash receptacle, and magazine rack out of circulation path	
		3) Telephone is too high and does not contain a TTY	3) Adjust telephone so that highest operable part is 48" from floor. Install TTY	
		4) Toilet compartment needs improvement	4) Widen compartment, add rear grab bar	
		5) EB automatic door does not function properly	5) Fix automatic door	
Plainfield WB/EB	I-70 W/E	1) No detectable warning at curb ramp	1) Install truncated domes	15,16
		2) Telephone is too high and does not contain a TTY	2) Adjust telephone so the highest operable part is 48" from floor. Install TTY	
		3) Coffee machine in the vending area needs improvement	3) Remove grate blocking machine	
		4) Restroom door may be difficult to access	4) Adjust door	
		5) Restroom signage needs improvement	5) Include raised, Braille signage next to bathrooms	
Greenfield EB/WB	I-70 E/W	1) No van accessible space.	1) Reconfigure lines to include van accessible space	17,18
		2) Some access aisles do not adjoin accessible route	2) Redraw lines	
		3) Uneven landing at the top of the curb ramp	3) Smooth landing	
		4) No detectable warning at curb ramp	4) Install detectable warning	
		5) Circulation path may be obstructed	5) Remove seating from circulation path	
		6) Telephone is too high and does not contain a TTY	6) Adjust telephone so the highest operable part is 48" from floor. Install TTY	

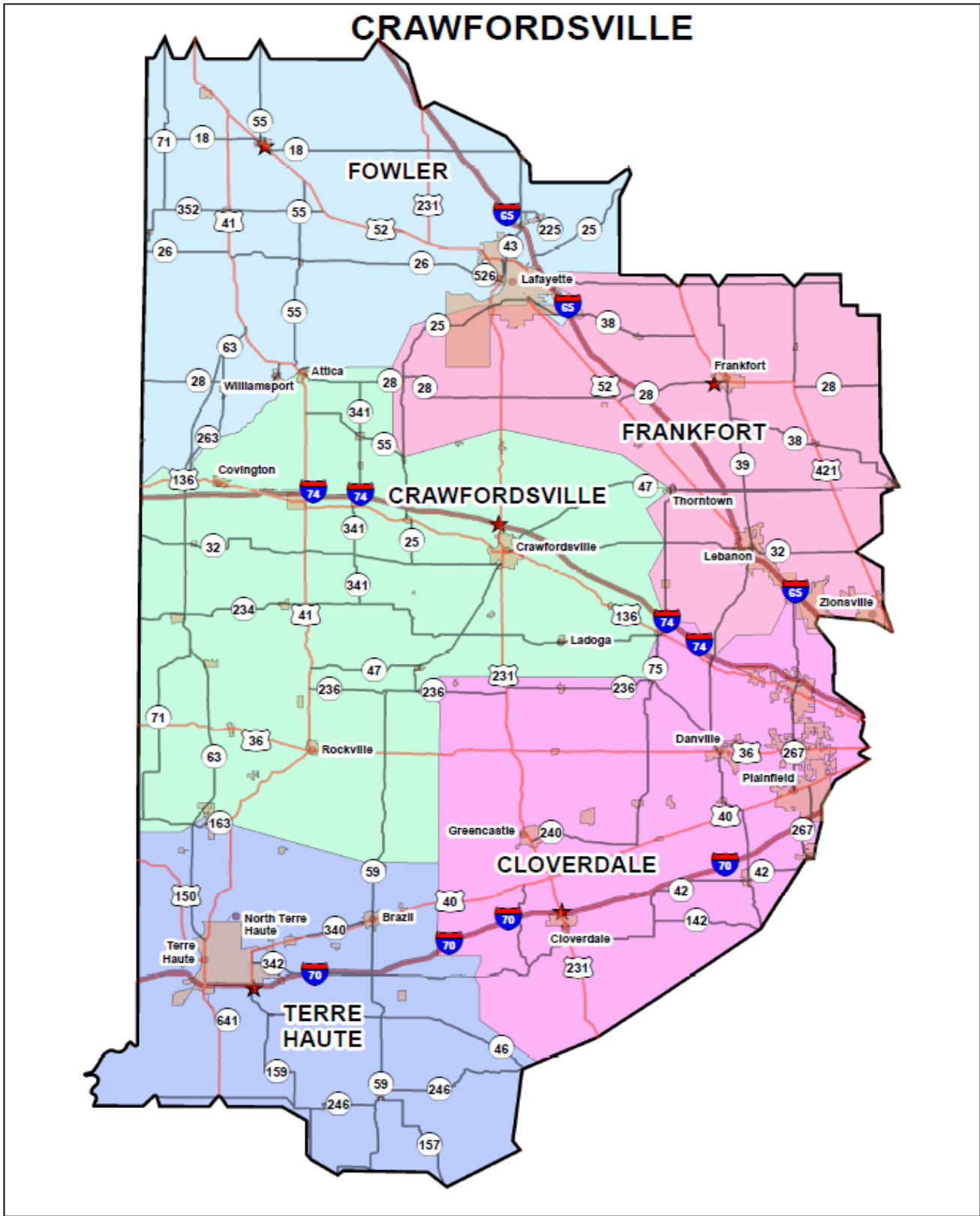
		7) Coffee machine needs adjustment (WB only)	7) Lower coffee lid dispenser	
Centerville	I-70 W	1) No van accessible space.	1) Reconfigure lines to include van accessible space	19
		2) Curb requires maintenance	2) Reconstruct curb	
		3) Telephone is too high and does not contain a TTY	3) Adjust telephone so that highest operable part is 48" from floor. Install TTY	
Clear Creek	I-70 E	1) No van accessible space.	1) Reconfigure lines to include van accessible space	20
		2) Access aisles too small	2) Reconfigure by repainting lines	
		3) Circulation path blocked	3) Move bench	
		4) Telephone is too high and does not contain a TTY	4) Adjust telephone so that highest operable part is 48" from floor. Install TTY	
		5) One toilet compartment is too small	5) Widen toilet compartment or include appropriate signage. Install rear bar	
Taylorsville SB/NB	I-65 N/S	1) No van accessible space.	1) Reconfigure lines to include van accessible space.	21, 22
		2) No detectable warning at curb ramp	2) Install detectable warning	
		3) Route may be unstable, not firm and/or slip resistant in some places	3) Repair uneven paving, fill small bumps/breaks with patches and resurface the area.	
		4) Mirror and coat hook is higher than the recommended measurements.	4) Lower the mirror and replace and adjust the hook.	
		Door to the stall does not close by itself.	5) Add the proper lock/handle to door or replace altogether.	
		6) The bigger stall is not wide enough.	6) Widen the stall.	
Batesville WB/EB	I-74 E/W	1) No van accessible space.	1) Reconfigure line to include van accessible space.	23, 24

		2) Door to the stall does not close by itself.	2) Replace the door and add the proper handle/lock.	
		3) Coat hook too high in accessible	3) Lower coat hook to make it accessible.	
		4) Telephone is too high and does not contain a TTY	4) Adjust telephone so that highest operable part is 48" from floor. Install TTY	
		5) Carpet/Mat in the lobby needs securing	5) Properly secure carpet/mat to the floor.	
Black River WC	I-64 W	1) No van accessible space.	1) Reconfigure lines to include van accessible space.	25
		2) No detectable warning at curb ramp.	2) Install detectable warning.	
		3) The accessible entrance door is not wide enough.	3) Alter or replace the entrance door.	
		4) Carpet/Mat in the lobby needs securing	4) Properly secure carpet/mat to the floor.	
		5) The "accessible" stall is not wide enough.	5) Widen the stall.	
		6) No rear grab bar, side grab bar is not long enough and the flush control is mounted on the back wall.	6) Install a rear grab bar, extend the side grab bar and alter/replace the flush control on the toilet.	
Nancy Hanks WB/EB	I-64 W/E	1) No van accessible space.	1) Reconfigure lines to include van accessible space.	26,27
		2) No detectable warning at curb ramp.	2) Install detectable warning.	
		3) Not enough accessible spaces provided.	3) Reconfigure parking area to include more accessible parking spaces.	
		4) Accessible parking sign is not tall enough, should be (at a minimum) 60'.	4) Replace the accessible sign.	
		5) Toilet compartment needs improvement	5) Widen compartment, install rear grab bar.	
		6) Telephone is too high and does not contain a TTY	6) Adjust telephone so the highest operable part is 48" from floor. Install TTY	

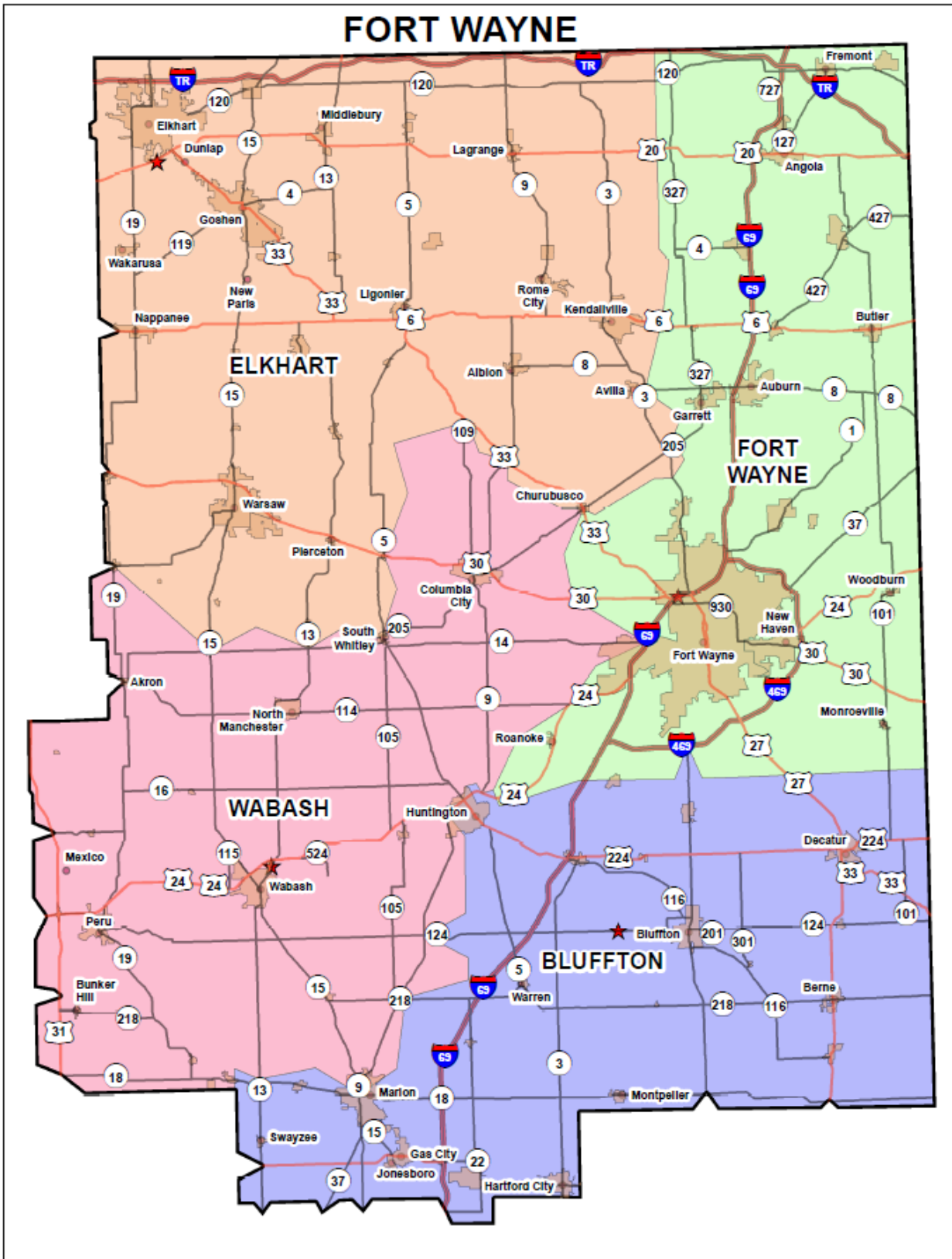
Lanesville WC	I-64 W	1) No van accessible space.	1) Reconfigure lines to include van accessible space.	28
		2) No detectable warning at curb ramp.	2) Install detectable warning.	
		3) Accessible entrance is not marked.	3) Install a sign.	
		4) Telephone is too high and does not contain a TTY	4) Adjust telephone so the highest operable part is 48" from floor. Install TTY	
		5) Toilet compartment needs improvement	5) Widen compartment, install rear grab bar.	
		6) Flush control is mounted above the toilet.	6) Reposition the flush control.	
Henryville NB/SB	I-65 N/S	1) No van accessible space.	1) Reconfigure lines to include van accessible space.	29/30
		2) No detectable warning at curb ramp.	2) Install detectable warning.	
		3) Two (2) of the curb ramps do not have level landings or flares.	3) Reconfigure the curb ramp, add flares and level landing.	
		4) Pedestrian access route leading to the main entrance may be obstructed by a large pole and the accessible parking spaces could be placed closer to either entrance	4) Redesign the pedestrian access route and reconfigure the accessible parking spaces to put them closer to either entrance.	
		5) Circulation path blocked	5) Remove seating from circulation path	
		6) Telephone is too high and does not contain a TTY	6) Adjust telephone so the highest operable part is 48" from floor. Install TTY	
		7) The accessible stall is not wide enough	7) Widen stall.	

III. Appendix E: INDOT District Maps

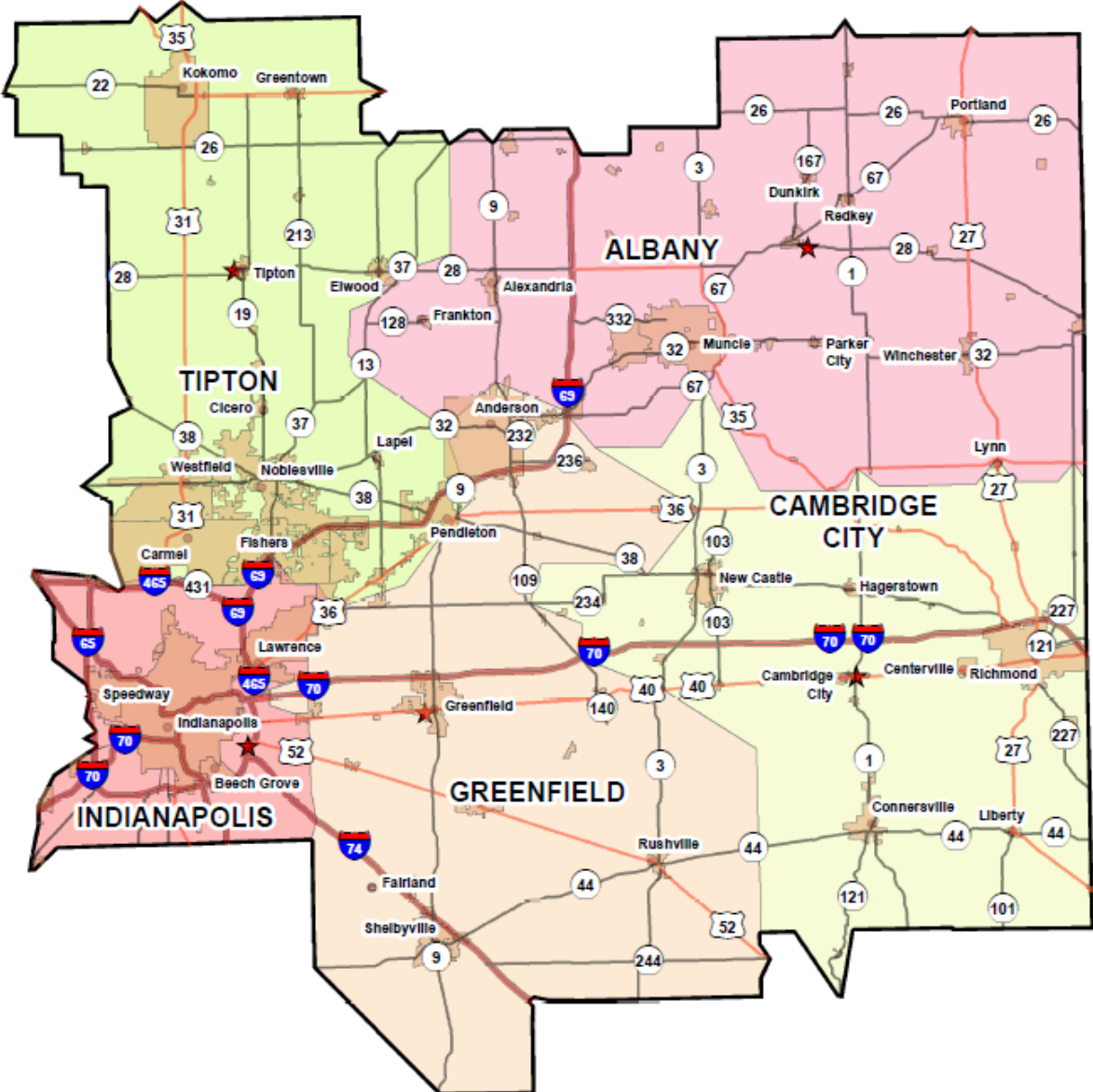




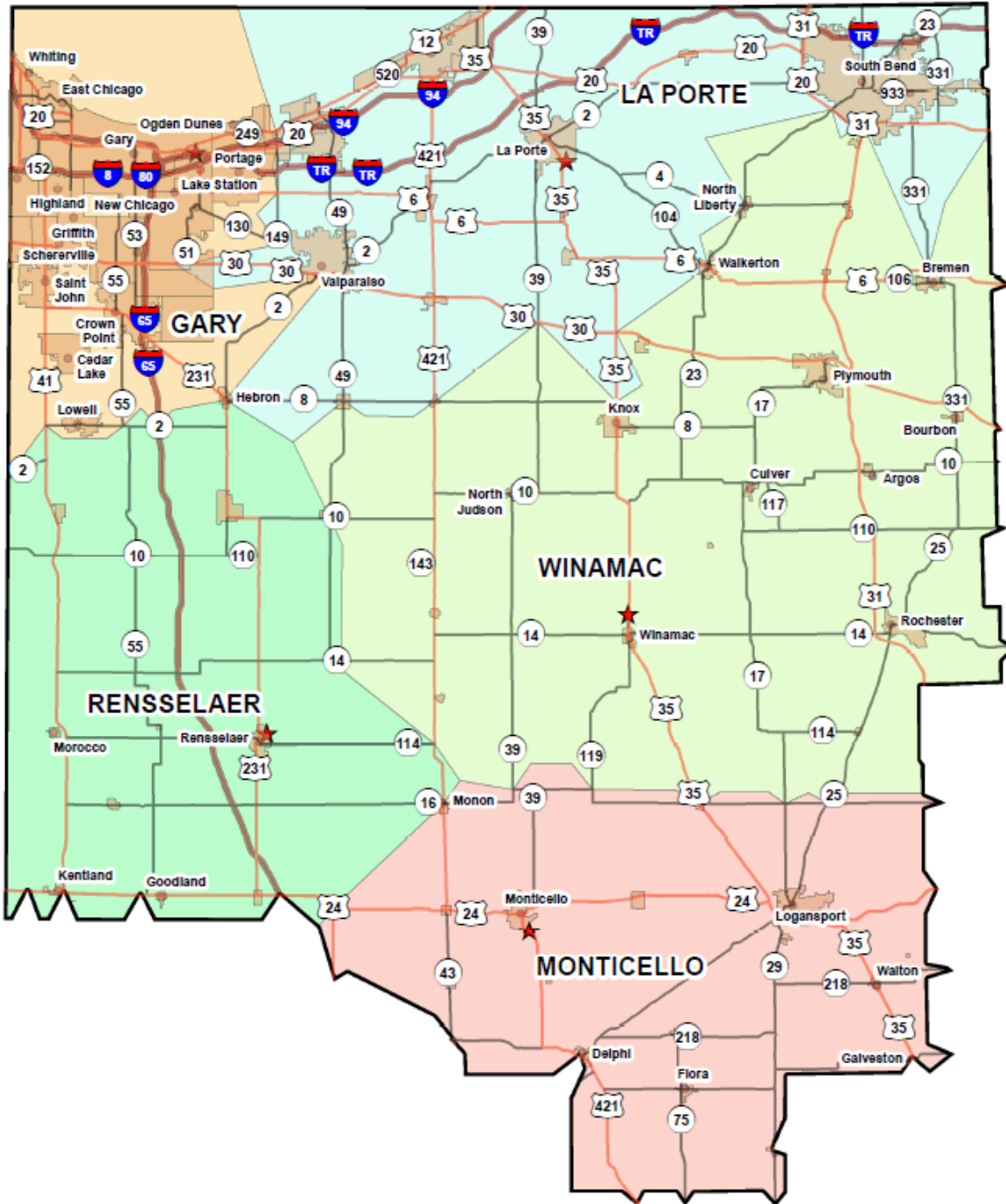
FORT WAYNE



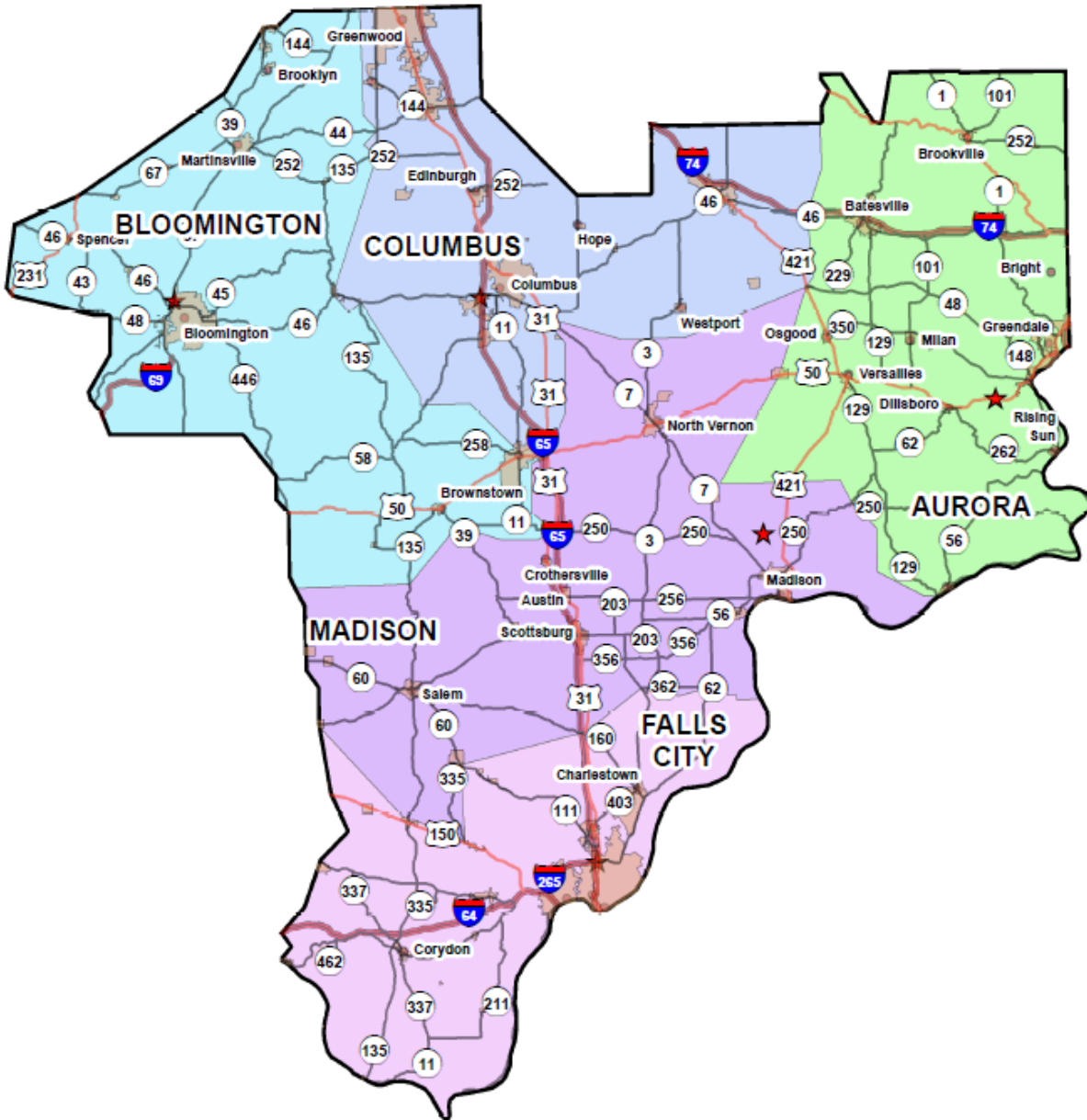
GREENFIELD



LA PORTE



SEYMOUR



VINCENNES



IV. Appendix F: ADA Advisory Working Group Charter

INDIANA DEPARTMENT OF TRANSPORTATION
ADA ADVISORY WORKING GROUP CHARTER
Effective July 1, 2012

Authorization:

The ADA Community Advisory (ACA) Working Group is created pursuant to the Indiana Department of Transportation's (INDOT) ADA Self-Evaluation and Transition Plan and in accordance with the Americans with Disabilities Act (ADA), Section 504 of the Vocational Rehabilitation Act of 1973 (Section 504) and their related implementation regulations.

Charter:

INDOT recognizes the importance of proactively engaging the public in transportation planning and the removal of access barriers for persons with disabilities. INDOT created the ACA Working Group to assist with the development, assessment and implementation of its ADA Self-Evaluation and Transition Plan.

Purpose:

The ACA Working Group shall serve as an ongoing voluntary advisory working group without decision making authority that provides input to INDOT regarding its ADA Self-Evaluation and Transition Plan.

Working Group Responsibilities:

The ACA Working Group shall:

1. Meet quarterly and as called by the Chair.
2. Review and provide specific input regarding INDOT's ADA Self-Evaluation and Transition Plan.
3. Recommend means and methods for INDOT to increase the public involvement of persons with disabilities in transportation planning.
4. Provide specific information, input and recommendations regarding community accessibility concerns as they relate to transportation projects and pedestrian facilities within INDOT's jurisdiction.
5. Liaison between INDOT and the community.
6. Comply with the Indiana Open Door Law and open all meetings to the public and observe the requirements and restrictions of the Indiana Open Door Law.

Member Responsibilities:

All members shall:

1. Regularly attend meetings.
2. Be well informed.
3. Share their experiences and engage in working group discussions.

Members shall not:

1. Speak on behalf of the working group without the express written permission of the Chair.
2. Present or portray themselves as INDOT employees.

INDOT's Responsibilities:

1. INDOT shall maintain ultimate authority and control over decisions regarding its ADA compliance efforts.
2. Facilitate and keep minutes for all meetings.
3. Make meeting minutes available for public inspection.
4. Consider the ACA Working Group's input and recommendations in updating its ADA Self-Evaluation and Transition Plan.

Membership:

1. Application for membership is open to any individual.
2. Membership shall consist of 12-15 individuals.
3. Members shall represent a broad cross-section of individuals, including persons with disabilities, from Indiana.
4. Membership shall consist of at least two individuals from each district within INDOT.
5. INDOT's Title VI/ADA Program Manager shall select the members of the ACA Working Group.
6. Members shall serve a term of two years and up to two full consecutive terms.
7. Any member who has served two consecutive terms and wishes to reapply, may do so after a one-year leave
8. Member Vacancies: A member position shall be deemed vacant when:
 - a. Any persons selected for membership who has not attended a meeting and withdraws his or her application
 - b. A member voluntarily resigns from the working group
9. Vacancies shall be filled in the following manner:
 - a. Openings will be advertised and applications accepted from any qualified persons interested in membership in the working group
 - b. Current working group members may forward names of potential members to the Chair for consideration
10. The Chair may remove any member for failure to participate in activities or behavior that negatively impacts the working group's purpose.

Officers:

1. Chair – The Title VI/ADA Program Manager shall be the Chair and shall preside at all meetings and ensure that the discussion is focused and in accordance with the purpose and responsibilities of the ACA Working Group.
2. Secretary – INDOT shall select a secretary who shall:
 - a. Take the minutes of each meeting and ensure that the minutes include the date, time and location of each meeting in addition to the names of ACA Working Group members present for the meeting and a record of all comments and recommendations received.
 - b. Send a copy of the meeting minutes from the last meeting to all ACA Working Group members at least ten business days before the next scheduled meeting.

Meetings and Recommendations:

1. This shall be an ongoing working group that shall meet quarterly and as called by the Chair.
2. All meetings shall be called, noticed, held and conducted in accordance with the Indiana Open Doors Law.
3. The Chair shall facilitate all meetings.
4. The Chair shall formulate the agenda for meetings with input from the working group.
5. The meeting minutes shall be sent to working group members at least ten (10) business days before the next meeting.
6. All records shall be kept at the Economic Opportunity Division Office.
7. Meeting minutes will be posted on the INDOT website site and made available upon request.

Termination

The ACA Working Group shall remain in existence until terminated by INDOT.

V. Appendix G: INDOT Technical Infeasibility Policy

Indiana Department of Transportation Policy and Procedure for
Determination of Technical Infeasibility



Division of Highway Design and Technical Support
Division of Fleet and Facilities
March 2014

Approved: John E. Wright 3/6/14
John Wright Date
Director, Highway Design and Technical Support Division

Approved: Steve Mcavoy 03/05/14
Steve Mcavoy Date
Director, Fleet and Facilities

BACKGROUND

The Indiana Department of Transportation occasionally coordinates projects containing pedestrian elements in which it is technically infeasible to comply with the Americans with Disabilities Act (ADA). This policy and procedure was developed to provide a consistent process to document technical infeasibility.

POLICY

When, during the course of an alteration project, an individual identifies a situation where ADA compliance is not possible because it appears to be technically infeasible, he or she must submit a written request to the ADA Technical Infeasibility Committee (ADATIC) for a determination of technical infeasibility.

DEFINITIONS

Alteration (Building or Facility): An alteration is a change to a building or facility that affects or could affect the usability of the building or facility, or portion thereof. Alterations include, but are not limited to, remodeling, renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths or vehicular ways, changes or rearrangement of the structural parts or elements and changes or rearrangement in the plan configuration of walks and full-height partitions. Normal maintenance, such as reroofing, painting, wallpapering or changes to mechanical and electrical systems do not constitute an alteration unless it affects the usability of the building or facility.

Alteration (Roadway): An alteration to a roadway is defined by the Department of Justice (DOJ)/Department of Transportation (DOT) Joint Technical Assistance on the Title II of the Americans with Disabilities Act guidance, issued June 28, 2013. Types of alteration and maintenance work activities are summarized in Table 1. The thickness of a surface treatment is no longer the deciding factor when categorizing a pavement treatment as an alteration or maintenance activity. In some instances, two maintenance treatments combined may have the effect of an alteration.

Alterations	Maintenance
Open-Graded Surface Course	Crack Sealing & Filling
Mill & Fill / Mill & Overlay	Surface Sealing
Hot-In-Place Recycling	Chip Seals
Microsurfacing / Thin Lift Overlay	Slurry Seals
Addition of New Layer of Asphalt	Fog Seals
Asphalt & Concrete Rehab & Reconstruction	Scrub Sealing
New Construction	Joint Crack Seals
	Joint Repairs
	Dowel Bar Retrofit
	Spot High – Friction Treatments
	Diamond Grinding
	Pavement Patching

Table 1. Alteration vs. Maintenance Work Activities

Facility: A facility is all or any portion of a building, structure, site improvement, element and pedestrian route or vehicular way located on a site. A highway or sidewalk inside the public right of way is a facility.

Technically Infeasible: With respect to an alteration project, technically infeasible means that there is little likelihood of the building or facility being made ADA-compliant because existing structural conditions would require the removal of or alteration of a load-bearing member that is an essential part of the structure frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces or features that are in full and strict compliance with the current minimum Americans with Disabilities Act Accessibility Guidelines.

RESPONSIBILITIES

It is the responsibility of the ADATIC to review and provide a ruling on all requests for determination of technical infeasibility. The ADATIC will apply the current ADA standards during the review and issue a ruling of approved or not approved. The ADATIC may, within its discretion, apply industry accepted best practices to provide substantially equivalent or greater accessibility and usability for persons with disabilities.

COMMITTEE MEMBERS

The ADATIC shall be composed of at least six members, which will include the following or their appointed representatives:

1. Title VI / ADA Program Manager
2. Director of Highway Design & Technical Services
3. Supervisor of Roadway Engineer Review
4. Senior Standards Engineer
5. Fleet and Facilities Director (as needed for building or facility changes only)
6. Construction Management Director
7. Federal Highway Administration (FHWA) Civil Rights Engineer or the Senior Transportation Engineer

Three voting members constitute a quorum for the purposes of reviewing and making a technical infeasibility determination. All members of the ADATIC are voting members, except the FHWA representative. All final determinations require a consensus of a majority of the voting members present during a review meeting. All decisions of the ADATIC are final and not subject to further review.

PROCEDURES

A request for a determination of technical infeasibility may be made to any ADATIC member. In all cases, the Title VI/ADA Program Manager must receive a copy of the request.

The request must contain the following:

- 1) Name and contact information of the requester;
- 2) DES Number, if available;
- 3) Project location and description of the scope of the project;
- 4) A detailed written explanation of the ADA standards and elements that cannot be met because of the alleged technical infeasibility;
- 5) A detailed description of the alleged technical infeasibility ;
- 6) A detailed written explanation of at least two options considered before requesting a technical infeasibility determination regarding and explanation of how the proposed solutions provides accessibility to the maximum extent possible;
- 7) A recommendation regarding which proposed solution is the best fit given the circumstances and an explanation why;
- 8) An itemization of the costs to comply and comparison to the original project cost; and
- 9) Pictures and/or drawings of the actual project location and proposed solutions.

Incomplete submissions will be returned for additional information without review.

Once the ADATIC receives a request for a technical infeasibility determination, the project may not proceed with implementing a solution to until the ADATIC issues its determination or the individual withdraws his or her request. It is within the ADATIC's discretion to grant the request for a withdrawal.

The ADATIC will meet within 10 working days of receipt of a complete written request for a technical infeasibility determination. It is within the ADATIC's discretion whether to invite the submitter to the meeting to present information or respond to ADATIC questions.

The ADATIC member receiving the request will submit an initial acknowledgement within two working days of receiving the request for a technical infeasibility determination.

The ADATIC will issue a written final determination within 30 days of receipt of a complete request for a technical infeasibility determination.

The ADATIC will keep minutes of each meeting and a record of all determinations.

VI. Appendix H INDOT APS Policy



INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

INDOT Accessible Pedestrian Signals (APS) Policy
January 8, 2014

Approved:

Handwritten signature of Jason S. Wasson in black ink.

Jason S. Wasson, Deputy Commissioner
Engineering & Asset Management

Date: January 8, 2014

Concurrence:

Handwritten signature of Richard J. Marquis in blue ink.

Richard J. Marquis, Indiana Division Administrator
Federal Highway Administration

Date: 1/16/14

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Purpose and Position

To develop a consistent policy to provide Accessible Pedestrian Signals (APS) that meet the program accessibility and mobility needs of blind, low-vision, deaf and hearing impaired persons in a non-discriminatory manner consistent with the intent and/or requirements of the Americans with Disabilities Act of 1990 (ADA) and Section 504 of the Rehabilitation Act of 1973 (Section 504). This Policy addresses planned new construction, reconstruction/modernization and new or reconstructed signal projects and external requests for accessible pedestrian signals. This Policy also includes provisions for the public to submit requests for accessible pedestrian signals.

As an agency, INDOT is committed to implementing the installation of accessible pedestrian signals to ensure that where our pedestrian facilities communicate information, we also include features that provide information in a format that is accessible to individuals who are blind, have low vision, are deaf or have impaired hearing.

Definition

"An accessible pedestrian signal and accessible pedestrian pushbutton is an integrated device that communicates information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats (i.e., audible tones, speech messages, and/or vibrating vibrotactile surfaces) to pedestrians who are blind or have low vision." (Harkey, Carter, Barlow, Bentzen 2007). For purposes of this Policy statement, use of the term APS includes accessible pedestrian pushbutton detection device in concert with non-visual WALK and DON'T WALK signal communication formats.

Approach to New or Reconstructed Signals

During all new signal installations, modernization intersection improvements and projects that incorporate pedestrian heads, INDOT will determine whether pedestrian heads are appropriate for the location. If pedestrian heads are appropriate, INDOT shall conduct an APS Study consistent with methodology outlined in the Indiana Manual of Traffic Control Devices (IMUTCD) and Indiana Design Manual to assess whether there are any compelling reasons, such as technical infeasibility or risk to pedestrian safety that would prohibit the installation of APS signals.

Approach to External Requests

INDOT shall consider external requests for APS installation at any time. Members of the public will be able to submit an external request to any of the following;

- a. Project Manager (PM) , if there is an ongoing project
- b. District Traffic Engineer
- c. Title VI/ADA Program Manager



INDOT will acknowledge this initial request within 15 business days and conclude all external requests in writing within 90 days of receipt of a properly submitted request.

Documentation

INDOT shall document the decision to install or not install an APS signal on the results of an APS Study. Such documentation shall include a detailed explanation of what measures INDOT applied to ensure accessibility to the maximum extent feasible for the pedestrian facilities without an accessible pedestrian signal. The district traffic engineer shall either conduct the APS Study, or review and approve the findings of one conducted by any third party. The INDOT Title VI/ADA Coordinator shall maintain a listing of all projects and locations, where documented technical infeasibility or pedestrian safety concerns prohibit INDOT from installing an accessible pedestrian signal. INDOT shall make this information available for public inspection on its website. Furthermore, INDOT shall retain this documentation for at least three years after the completion of the project.

Implementation

Within 180 days of receiving concurrence and approval of this Policy from the Indiana Division Office of the Federal Highway Administration, INDOT will implement design standards, specifications, operational memorandums and any other appropriate guidance to ensure the effective implementation of this Policy. Furthermore, INDOT will incorporate this Policy into its ADA Transition Plan.

INDOT will periodically update and review this Policy as needed in accordance with the current laws, regulations and INDOT's ADA Transition Plan.



External Request Form for the Installation of Accessible Pedestrian Signal (APS)

Name: _____

Please indicate if you are one of the following:

- Visually Impaired Pedestrian
- Local Public Agency: _____
- Group or Association: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Telephone: _____ Email Address: _____

I/We request the installation of APS at the following intersection(s):

Major Road	Minor Road	City or Town	County

Note: Attach additional form sheets if request includes more than four (4) locations

Please describe the difficulty experienced in crossing this/these intersections:

Signature: _____ Date: _____

Return Completed Form to:
 Indiana Department of Transportation
 Economic Opportunity Division
 Attn: Title VI / ADA Program Manager
 100 N Senate Ave. Rm. N750
 Indianapolis, IN 46204
 Fax to: (317) 233-0891

For Office Use Only

Date Received: _____ Received By: _____

Date Forwarded for APS Study: _____

Available in an alternate format upon request.