

Americans with Disabilities Act (ADA) Title II



Self-Evaluation and Transition Plan

2024 Update

**Wyoming Department of Transportation
Office of Civil Rights
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Table of Contents

General Information	3
WYDOT Vision.....	3
Transition Plan Need and Purpose	3
Transition Plan Management	4
ADA and its Relationship to Other Laws	4
Agency Requirements	5
WYDOT's Compliance History	5
Program Location and Staffing	7
ADA Advisory Committee (ADAAC).....	7
ADA Implementation.....	8
Grievance Procedure.....	8
Communications	9
Introduction.....	9
Website Communications	9
Public Involvement.....	9
Self-Evaluation.....	10
Introduction.....	10
Fixed Work Sites	10
Rest Areas.....	10
Accessible Pedestrian Signals (APS)	11
Pedestrian Bridges, Overpass and Underpass Inventory	11
Curb Ramps and Sidewalks	12
WYDOT Transit Program (FTA).....	12
Policies	12
Maintenance	13
Correction Program	13
Training.....	14
Appendix A.....	15
How to File a Grievance	15
File Maintenance	16
Appendix B	17
ADA Program Contacts	17
Appendix C	18
WYDOT Work Sites.....	18
Appendix D	21
Rest Area/Information Center Facilities	21
Appendix E	23
Accessible Pedestrian Signals (APS)	23
Pedestrian Hybrid Beacons (PHB).....	23
Appendix F	24
Pedestrian Bridges, Overpasses & Underpasses	24
Appendix G	25
Self-Evaluation and Curb Ramp Inventory	25

General Information

WYDOT Vision

This document is intended to serve as a guide to further the purpose, mission, vision, values, and goals for the Wyoming Department of Transportation (WYDOT) by outlining key actions for making the transportation system in the State accessible. The Purpose, Mission, Vision, Values, and Goals for WYDOT are:

Purpose

Support Wyoming's economy while safely connecting communities and improving the quality of life

Mission

Provide a safe and effective transportation system

Vision

Excellence in Transportation

Values

Respect, Integrity, Dedication, Excellence, Safety

Goals

- Ensure a vibrant, safe, and competent workforce
- Acquire and responsibly manage resources
- Provide safe, reliable, and effective transportation systems
- Provide essential public safety and effective communication systems
- Create and enhance partnerships with transportation stakeholders
- Encourage and support innovation
- Preserve our history and heritage

Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

- Employment
- State and local government services
- Public accommodations
- Telecommunications
- Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As

a provider of public transportation services and programs, WYDOT must comply with this section of the Act as it specifically applies to state public service agencies and state transportation agencies. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." ([42 USC. Sec. 12132](#); [28 CFR 35.130](#))

As required by Title II of ADA, [28 CFR 35.105](#) and [28 CFR 35.150](#), WYDOT is conducting a self-evaluation of its facilities and developed this Transition Plan detailing how the organization will ensure that all of its facilities, services, programs and activities are accessible to all individuals.

Transition Plan Management

WYDOT's transition plan is a living document that will receive routine updates. To streamline plan updates and keep the document current and relevant, appendices will be updated annually if new information is available and does not alter the intent of the transition plan. The update schedule may be altered at the discretion of WYDOT based on changes in guidance from the United States Access Board, Federal policy, and WYDOT policy. WYDOT's Transition Plan is available for continual public inspection through WYDOT's Civil Rights Office ADA web page at https://www.dot.state.wy.us/home/business_with_wydot/civil_rights/americans_with_disabilities.html

ADA and its Relationship to Other Laws

Title II of ADA is companion legislation to two previous federal statutes and regulations: the [Architectural Barriers Acts of 1968](#) and [Section 504 of the Rehabilitation Act of 1973](#).

The Architectural Barriers Act (ABA) of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The ABA marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

When addressing accessibility needs and requirements, it is important to note that ADA and Title II do not supersede or preempt state or local laws that may offer equivalent or greater protections.

Agency Requirements

Under Title II, WYDOT must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities. ([28 CFR 35.150](#))
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability. ([28 CFR 35.130\(a\)](#))
- Must make reasonable modifications in policies, practices, and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result. ([28 CFR 35.130\(b\)\(7\)](#))
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective. ([28 CFR 35.130\(b\)\(1\)\(iv\)](#) & [28 CFR 35.130\(d\)](#))
- Must take appropriate steps to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communications with others. ([28 CFR 35.160\(a\)](#))
- Must designate at least one responsible employee to coordinate ADA compliance. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA Coordinator's name, office address, and telephone number to all interested individuals. ([28 CFR 35.107\(a\)](#))
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons. ([28 CFR 35.106](#)) The notice must include the identification of the employee serving as the ADA Coordinator and must provide this information on an ongoing basis.
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints. ([28 CFR 35.107\(b\)](#)) This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

WYDOT's Compliance History

Following the passage of ADA on July 6, 1990, WYDOT took initial steps to identify and address Title II requirements. In December of 1991, WYDOT received direction from the local Federal Highway Administration (FHWA) division to complete a curb ramp assessment and transition plan to comply with the new law. Based on direction from the FHWA and the requirements of the final rule passed on July 26, 1991, WYDOT developed the parameters to identify curb ramp needs and an investment plan, which was implemented. ([Appendix C & D](#))

In 1993, WYDOT conducted an assessment of all state owned and leased properties to identify barriers to be corrected by the individual agencies. According to available WYDOT records, all employee occupied buildings were retrofitted to meet the ADA requirements outlined in 1990 and all subsequent new construction has followed Wyoming Building Codes, which meet or exceed ADA requirements. Construction plans and a timetable were developed for barrier removal and accessibility improvement for all Class I and II rest areas with work to be completed within a timely manner. A list of current WYDOT rest areas can be found in [Appendix D](#).

From 1991 to 2008, WYDOT's ADA efforts were largely decentralized, focusing primarily on reasonable accommodation for employees, with compliance and oversight falling on individual offices and programs. In general, WYDOT had completed the retrofit requirements identified in ADA and was meeting compliance with new construction and reconstruction projects. During this time, WYDOT did not maintain a centralized transition plan.

In 2001, ADA became a point of focus with the U.S. Access Board's issuance of the draft rules for public rights of way and the expiration of the moratorium on detectable warning surfaces. WYDOT became aware of the detectable warning requirement through an FHWA memo. A revised standard plan with truncated domes was issued in 2004 and has been required in new construction, reconstruction, and alterations since. In 2005, the U.S. Access Board issued a revision of the draft rules - Public Rights of Way Accessibility Guidelines (PROWAG) - to be utilized as best practices. The lifting of the detectable warning surfaces moratorium and the publication of PROWAG was the first new guidance affecting public rights of way since the initial passage of ADA in 1990.

In 2004, Design Memorandum #001 was adopted and issued by the Highway Development Engineer to clarify pedestrian curb ramp installation requirements to WYDOT staff and city and county engineers. As a part of the development of WYDOT's Transition Plan, WYDOT incorporated the Public Rights-of-Way Accessibility Guidelines (PROWAG) as the primary guidance for accessible facility design on WYDOT projects. In July 2018, the Engineering Services Program issued Standard Plan 608-1B Concrete Sidewalk and ADA Accessibility containing guidance on sidewalks, curb ramps, driveways, approaches, on-street parking, and medians/island cuts. In 2021, Design Memorandum #001 was replaced with the WYDOT ADA Guidelines for Accessibility and is included as part of WYDOT's Road Design Manual. The Standard Plans are to be included with all designs and to be used in conjunction with the WYDOT ADA Guidelines for Accessibility.

In September 2011, WYDOT's Civil Rights Program was asked to assess agency Title II compliance and determine needs in this area. As a result of the assessment, WYDOT took the following actions:

- Designated an ADA Coordinator
- Drafted a Notice of Non-Discrimination to provide information about the rights and protections of ADA to employees and applicants, as well as participants and users of WYDOT services, programs, and activities

- Established a grievance/complaint process to address or correct user concerns related to inaccessible pedestrian and transportation facilities under WYDOT's jurisdiction

In September 2014, the inventory process was presented as a priority to the department. Many internal programs have worked together to identify the priorities and the data collection processes for the inventory to be collected by 2015. The WYDOT Civil Rights Office had an ADA inventory map available on its public website and in 2023 WYDOT contracted with Cyclomedia to survey and collect data from all WYDOT rights-of-way.

Program Location and Staffing

Managing and implementing the WYDOT ADA Transition Plan requires a multidisciplinary approach encompassing policy development, outreach, technical support, and oversight. These responsibilities, required by [28 CFR 35.107](#), will be managed by the Civil Rights Program Title II Coordinator.

The Title II Coordinator is located in the Civil Rights Program and is responsible for addressing complaints as they are received and for tracking the overall progress of the implementation of the Transition Plan. The Title II Coordinator is also responsible for developing policy and procedures to integrate Title II requirements into WYDOT practices to ensure the obligations of the ADA and the Transition Plan are met. The individual will develop policy and provide technical support for design and construction at a project level, and to assist WYDOT districts in implementing design options that address accessibility complaints. ([Appendix B](#))

ADA Advisory Committee (ADAAC)

In 2004, an internal advisory group comprised of representatives from a cross section of functional areas within WYDOT was formed to assist in the development of policy and practice to integrate ADA into WYDOT project delivery and operations. The advisory group focuses on issues with programmatic impact and identifies key resources for resolution. The advisory group is comprised of these WYDOT programs:

- WYDOT District Engineering Offices
- Construction Staff
- Engineering Services
- Highway Development
- Planning
- Project Development
- State Highway Program (Construction & Maintenance)
- Traffic Program

ADA Implementation

The ADA Implementation Representatives were identified as a need during the development of the transition plan in order to develop and expand the agency's knowledge base and information sharing for ADA design and policy. Representatives include individuals in all facets of design, traffic, planning, construction, maintenance, and facility maintenance of WYDOT. These individuals function as points of contact and are responsible for providing technical support for projects and providing feedback to ADA policy and practice.

Grievance Procedure

Under the Americans with Disabilities Act, users of WYDOT facilities and services have the right to file a grievance if they believe WYDOT has not provided reasonable accommodation.

The grievance procedure required by [28 CFR 35.107](#) can be found in [Appendix A](#) of this report or on [WYDOT's ADA web page](#) and it provides details on how to file a complaint. Under the grievance procedure, a formal complaint must be filed within 180 calendar days of the alleged occurrence. WYDOT will act or respond only to complaints made through the grievance process identified in its procedure.

Communications

Introduction

According to [28 CFR 35.160\(a\)](#) of ADA, “A public entity shall take appropriate steps to ensure that communications with applicants, participants, members of the public, and companions with disabilities are as effective as communications with others.” This means that WYDOT is required to provide equally effective communication to individuals with disabilities. Equally effective communication can be provided by offering alternative formats, auxiliary aid(s) and/or services upon request. ([28 CFR 35.160\(b\)](#))

Website Communications

WYDOT works with its internal Public Affairs Office and IT to ensure its internal and external websites are accessible to interested parties. A list of modules and resources to assist with ADA compliance on its websites has been provided to WYDOT employees who help post content.

The WYDOT external web page (www.dot.state.wy.us) includes information about WYDOT and the ADA under the Navigate Site menu, “Business with WYDOT” and, finally, under the Civil Rights Office web page. This includes our transition plan, grievance procedures, complaint form, and links to other ADA-related resources. The internal ADA web page includes resources and links for staff especially engineers and designers.

Public Involvement

WYDOT recognizes that broad public participation is essential to the development of Wyoming’s transportation system. WYDOT will provide qualified ASL interpreters upon request and will provide documents in an accessible electronic format or other alternative formats, such as large print. All public notices shall contain contact information for accommodation requests.

Public meetings, trainings, programs, and other events must be in an accessible location and indicated on the meeting notice. Project managers and other WYDOT staff are directed to use the [ADA National Network Initiative Accessible Meetings, Events & Conferences Guide](#) to assist in planning public meetings.

Self-Evaluation

Introduction

WYDOT, as required by Title II of ADA, must conduct a self-evaluation of physical assets and current policies and practices. WYDOT has identified seven areas that need to have and maintain inventories. As inventories are completed, they will be included as appendices to the transition plan.

Fixed Work Sites

WYDOT owns numerous buildings throughout the state and has identified 75 buildings, other than rest areas, that are routinely accessed by the public. The 75 buildings are currently compliant, however, in coming years, ADA regulations may be modified and our facilities may need to be re-evaluated for potential accessibility improvements. As buildings are to be modified and Capitol Improvement funding is made available, ADA modifications will be implemented as part of the contract requirements. The buildings have been divided into two categories: Priority One and Priority Two. ([Appendix C](#))

- **Priority One** buildings are those buildings that have employee use and a high potential for public use.
- **Priority Two** buildings are those buildings that have employee use and have moderate potential for public use.

Rest Areas

Several accessibility guidelines, codes, and regulations apply to rest areas. ADA Accessibility Guidelines (ADAAG) applicable to rest area type facilities include guidelines for:

- Buildings and Facilities (1991, as amended through 2002)
- Play Areas (published in the Federal Register on October 18, 2000, amended November 20, 2000)
- Recreation Facilities (published in the Federal Register on September 3, 2002)
- Outdoor Developed Areas (published in the Federal Register on September 26, 2013)

In addition to ADAAG, the Code of Federal Regulations (CFR) includes regulations related to accessibility that apply to Interstate rest areas and historic rest areas and waysides:

- **Interstate Rest Areas:** [49 CFR 27.75\(a\)\(1\)](#) requires states to make Interstate rest area facilities accessible whenever the state uses federal financial assistance to improve the rest area or whenever the state uses federal financial assistance to construct, reconstruct, or otherwise alter the roadway adjacent to or in the near vicinity of the rest area.
- **Historic Rest Areas & Waysides:** Where state rest areas and waysides may be

historic properties listed in or eligible for listing in the National Register of Historic Places or are designated as historic under an appropriate state or local law, [28 CFR 35.151\(b\)](#) requires alterations comply to the maximum extent feasible with [ADAAG Section 202.5](#).

In 1993, WYDOT contracted with architectural consultants to survey all buildings and facilities owned and managed by the State. The survey included WYDOT rest areas and waysides. ([Appendix D](#))

Since 1993, WYDOT has designed and built all new rest area facilities, including buildings, site features, and parking areas, in compliance with the current ADAAG. Since that time, WYDOT has completed rest area rehabilitation and reinvestment projects that included corrective action to bring facilities into compliance with ADAAG.

Accessible Pedestrian Signals (APS)

At this time, WYDOT's statewide inventory indicated that there are 302 signalized intersections, eight (8) pedestrian hybrid beacon (PHB) systems, and 38 accessible pedestrian signals managed by WYDOT. APS and PHB locations can be viewed in [Appendix E](#). WYDOT relies on the 2009 Manual on Uniform Traffic Control Devices (MUTCD) for guidance on installation of new accessible pedestrian signals. Each District Traffic Engineer will be responsible for determining which existing intersections are priorities for APS upgrades in their district. Factors affecting an intersection's priority for APS include the number of pedestrians at the intersection, complexity of the signal phasing, complexity of the intersection geometry, presence of facilities such as nursing homes, hospitals, transit, and other public services, and requests for APS.

Pedestrian Bridges, Overpass and Underpass Inventory

WYDOT owns 25 pedestrian bridges, overpasses, and underpasses throughout the State. Any pedestrian bridge, overpass or underpass crossing an interstate or state highway is the responsibility of WYDOT, unless an agreement has been made with a local government agency. The location of all pedestrian bridges, overpasses, and underpasses within WYDOT's rights-of-way has been documented by WYDOT ([Appendix F](#)). The Bridge Program is responsible to inventory each of the pedestrian overpasses and underpasses within their jurisdiction. As these facilities are modified or replaced, necessary modifications will be completed to bring the facility to current PROWAG standards.

To be accessible, pedestrian bridges, overpasses and underpasses must have a ramp leading up to the overpass, the ramp must meet the PROWAG standards for ramps, railings must meet all requirements, and the bridges must have a cross slope of no more than 2.1% and a running slope of no more than 5%. Those that do not meet accessibility requirements according to PROWAG will be replaced as necessary. Bridges, overpasses, and underpasses that are compliant with the standards in place when they were built will require further discussion to determine the feasibility of compliance with PROWAG and the future of the structure in general.

Curb Ramps and Sidewalks

WYDOT recognizes that a self-evaluation of pedestrian facilities within its public rights-of-way is a key element to a comprehensive and successful transition plan. WYDOT continues to act in accordance with regulatory requirements in all DOT and DOJ regulations.

To create a more complete transition plan, WYDOT has conducted a self-evaluation of the location and condition of pedestrian facilities in WYDOT's right-of-way using a two phase approach:

- **Phase One** is to collect information on intersection conditions.
- **Phase Two** will focus on the pedestrian facilities parallel to the roadway.

All districts are to complete their inventory as required by ADA. Once completed, the inventory will be an important tool to assist in project scoping and development and to track WYDOT progress on barrier removal and the integration of facilities meeting PROWAG guidance. Inventories are to be continually updated as facilities are upgraded. Completed inventories will be incorporated as an appendix to this plan.

In 2023, WYDOT contracted with Cyclomedia to utilize LiDAR and GPS mapping and standard measuring devices to compile a data collection of ADA facilities on the pedestrian circulation path within WYDOT's rights-of-way as it relates to curb ramps, sidewalks, crosswalks, and pedestrian signals. WYDOT's Office of Civil Rights is working with its GIS program to provide a more robust ADA inventory map with the data collected from Cyclomedia. The current inventory map can be found in [Appendix G](#).

WYDOT Transit Program (FTA)

WYDOT's inventory of right-of-way features will include an assessment of the accessibility of transit stops on WYDOT right-of-way. To be accessible, bus stop boarding and alighting areas must provide a clear length of 8 feet minimum, measured perpendicular to the curb or street or highway edge, and a clear width of 5 feet minimum, measured parallel to the street or highway. Bus stop boarding and alighting areas must connect to streets, sidewalks, or pedestrian paths by a pedestrian access route. The grade of the bus stop boarding and alighting area must be the same as the street or highway, to the maximum extent practicable, and the cross slope of the bus stop boarding and alighting area must not be greater than 2.1%.

Policies

WYDOT will conduct an audit of its policies and procedures in order to identify areas where modifications may be needed to ensure full compliance with ADA Title II and Section 504. The study will involve a review of policies and procedures that WYDOT uses to provide facilities, services, and programs to the public. Policies, primarily focusing on project development and design, will identify improvement to integrate accessibility more consistently into WYDOT projects and operations.

Maintenance

WYDOT is responsible for the seasonal and structural maintenance of its facilities. As part of the policy review identified in the Transition Plan, WYDOT will examine its current policies and procedures to improve maintenance for pedestrian facilities.

The current policies identify operation guidance for maintaining sidewalks. Guiding the discussion is Federal Code [23 U.S.C. §116](#) which obligates a State DOT to maintain projects constructed with federal-aid funding or enter into a maintenance agreement with the appropriate local official where such projects are located. The discussion will also address snow removal and ice treatment on sidewalks in accordance with [28 CFR 35.133](#) which requires public agencies to maintain walkways in an accessible condition for all pedestrians, including persons with disabilities, with only isolated or temporary interruptions in accessibility. Part of this maintenance obligation includes reasonable snow removal efforts.

Correction Program

The Wyoming Department of Transportation is committed to addressing the barriers identified in the self-evaluation. As self-evaluations are completed, facilities that are inaccessible will be prioritized by districts as part of a separate barrier removal program. Facilities that are accessible, but do not meet current standards, will continue to be improved through WYDOT’s routine construction program.

The funding and schedule of accessibility improvements being made as part WYDOT’s routine construction program are determined through WYDOT’s Statewide Transportation Improvement Plan (STIP). The STIP is located at <https://www.dot.state.wy.us/STIP>. The identified non-compliant areas will be assigned a tier in an inventory analysis. Other funds that may be used for ADA improvements may be allocated based on data provided within the ADA inventory.

Grading criteria will be established using the following application:

Community Area	Tier III	Tier IV	Tier IV	Tier V
Legal Structures	Tier II	Tier III	Tier IV	Tier V
Core Downtown	Tier I	Tier II	Tier III	Tier V
	Curb Only	Ramp with Lip	Ramp with Color	Ramp with Truncated Dome

Training

As part the adoption of Public Rights of Way Accessibility Guidelines (PROWAG) and the Transition Plan, WYDOT will conduct agency-wide training on both design and policy. The training will be developed as modules that can be taught independently or integrated into existing training as appropriate.

The training will be topically based on policy, mobility needs, and design. Modules identified for development and deployment include:

- ADA and Title II overview and requirements
- Inventory Collection and training
- Technical Training
 - PROWAG (Public Right-of-Way Accessibility Guidelines)
 - Curb Ramps
 - APS (Accessible Pedestrian Signals)
 - Inventory process
 - Maintenance, e.g., snow & ice, maintenance agreements
- Project Development
 - Project Scoping
 - Bicycle & Pedestrian Planning
- Policy & Procedure
 - Public Involvement
 - Complaint Procedures

As appropriate, WYDOT will work with educational institutions and any available advocacy groups to identify needs and develop curriculum.

Appendix A

How to File a Grievance

The procedure to file a grievance is as follows:

1. A formal written grievance should be filed on the Title II ADA Complaint Form. An oral grievance can be filed by contacting the ADA Coordinator. The oral grievance will be reduced to writing by the ADA Coordinator utilizing the Title II ADA Complaint Form. Additionally, individuals filing a grievance are not required to file a grievance with WYDOT, but may instead exercise their right to file a grievance with the Department of Justice.

The following information is necessary when filing a complaint:

- The name, address, and telephone number of the person filing the grievance.
 - The name, address, and telephone number of the person alleging ADA violation (if other than the person filing the grievance).
 - A description and location of the alleged violation and the remedy sought.
 - Information regarding whether a complaint has been filed with the Department of Justice or other federal or state civil rights agency or court.
 - If a complaint has been filed, the name of the agency or court where the complaint was filed, and the date the complaint was filed.
2. The grievance will be either responded to or acknowledged within 10 working days of receipt. If the grievance filed does not concern a WYDOT facility, it will be forwarded to the appropriate agency and the grievant will be notified.
 3. Within 60 calendar days of receipt, WYDOT will conduct an investigation necessary to determine the validity of the alleged violation. If appropriate, the ADA Coordinator will arrange a meeting with the grievant to discuss the matter and attempt to reach a resolution of the grievance. Any resolution of the grievance will be documented in WYDOT's ADA Grievance file.
 4. If a resolution of the grievance is not reached, a written determination as to the validity of the complaint and description of the resolution, if appropriate, shall be issued by WYDOT and a copy forwarded to the grievant no later than 90 days from the date of WYDOT's receipt of the grievance.
 5. The grievant may appeal the written determination. The request for reconsideration shall be in writing and filed with the WYDOT Civil Rights Program within 30 days after WYDOT's determination has been mailed to the grievant. WYDOT's Civil Rights Program Manager shall review the request for reconsideration and make a final determination within 90 days from the filing of the request for reconsideration.

6. If the grievant is dissatisfied with WYDOT's handling of the grievance at any stage of the process or does not wish to file a grievance through WYDOT's ADA Grievance Procedure, the grievant may file a complaint directly with the United States Department of Justice or other appropriate state or federal agency.

The resolution of any specific grievance will require consideration of varying circumstances, such as the specific nature of the disability; the nature of the access to services, programs, or facilities at issue and the essential eligibility requirements for participation; the health and safety of others; and the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to WYDOT. Accordingly, the resolution by WYDOT of any one grievance does not constitute a precedent upon which WYDOT is bound or upon which other complaining parties may rely.

File Maintenance

WYDOT's Civil Rights Program shall maintain ADA grievance files for a period of three (3) years or until the grievance has been resolved, whichever is greater.

Appendix B

ADA Program Contacts

U.S. Department of Justice

Civil Rights Division
950 Pennsylvania Avenue NW
Washington, D.C. 20530
Telephone: 1-855-856-1247
TTY: 202-514-0716

Federal Highway Administration

Wyoming Division Office
2617 E. Lincolnway, Suite D
Cheyenne, WY 82001-5671
Telephone: 307-772-2101
E-mail: HDAWY@dot.gov

Wyoming Department of Transportation

Civil Rights Office
Jeff White, Program Manager
5300 Bishop Blvd.
Cheyenne, WY 82009-3340
Telephone: 307-777-4457
E-mail: jeff.white1@wyo.gov

Courtney Herceg, ADA Coordinator
5300 Bishop Blvd.
Cheyenne, WY 82009-3340
Telephone: 307-777-4359
E-mail: dot-civilrights@wyo.gov

Appendix C

WYDOT Work Sites

Priority One: Priority One buildings have employee use and a high potential for public use.

LOCATION	BUILDING TYPE/SERVICE
HEADQUARTERS	
CHEYENNE	HEADQUARTERS COMPLEX (5 BUILDINGS)
DISTRICT 1	
LARAMIE	DISTRICT 1 OFFICE
CHEYENNE	I-25 PORT OF ENTRY
CHEYENNE	I-80 PORT OF ENTRY
CHEYENNE	U.S. 85 PORT OF ENTRY
CHEYENNE	DRIVER SERVICES
LARAMIE	PORT OF ENTRY/DRIVER SERVICES
RAWLINS	ENGINEERS/DRIVER SERVICES/ PATROL
DISTRICT 2	
CASPER	DISTRICT 2 OFFICE
CASPER	DRIVER SERVICES
CASPER	PORT OF ENTRY
WHEATLAND	ENGINEERS/DRIVER SERVICES/ PATROL
TORRINGTON	PORT OF ENTRY
LUSK	PORT OF ENTRY
DISTRICT 3	
ROCK SPRINGS	DISTRICT 3 OFFICE
EVANSTON	PORT OF ENTRY
JACKSON	ENGINEERS/DRIVER SERVICES/ PATROL
PINEDALE	ENGINEERS/DRIVER SERVICES/ PATROL
KEMMERER	PORT OF ENTRY
ALPINE JCT	PORT OF ENTRY
DISTRICT 4	
SHERIDAN	DISTRICT 4 OFFICE
SHERIDAN	PORT OF ENTRY
GILLETTE	ENGINEERS/DRIVER SERVICES/ PATROL
GILLETTE	PORT OF ENTRY
SUNDANCE	ENGINEERS/DRIVER SERVICES/ PATROL
DISTRICT 5	
BASIN	DISTRICT 5 OFFICE
THERMOPOLIS	MAINTENANCE/DRIVER SERVICES/ PATROL
FRANNIE	PORT OF ENTRY
TOTAL PRIORITY ONE	32

Priority Two: Priority Two buildings are buildings that employees use and have moderate potential for public use.

LOCATION	BUILDING TYPE/SERVICE
DISTRICT 1	
LARAMIE	ENGINEERS/MAINTENANCE SHOP
ARLINGTON	MAINTENANCE SHOP
BAGGS	MAINTENANCE SHOP
ELK MOUNTAIN	MAINTENANCE SHOP
MEDICINE BOW	MAINTENANCE SHOP
PINE BLUFFS	MAINTENANCE SHOP
SARATOGA	MAINTENANCE SHOP
DISTRICT 2	
CHUGWATER	MAINTENANCE SHOP
DOUGLAS	ENGINEERS/MAINTENANCE SHOP
KAYCEE	MAINTENANCE SHOP
LUSK	MAINTENANCE SHOP
MIDWEST	MAINTENANCE SHOP
SHIRLEY RIM	MAINTENANCE SHOP
TORRINGTON	ENGINEERS/MAINTENANCE SHOP
DISTRICT 3	
AFTON	ENGINEERS/MAINTENANCE SHOP
COKEVILLE	MAINTENANCE SHOP
EVANSTON	ENGINEERS/MAINTENANCE SHOP
GRANGER	MAINTENANCE SHOP
KEMMERER	ENGINEERS/MAINTENANCE SHOP
LABARGE	MAINTENANCE SHOP
LYMAN	MAINTENANCE SHOP
PATRICK DRAW	MAINTENANCE SHOP
BIG PINEY	MAINTENANCE SHOP
WAMSUTTER	MAINTENANCE SHOP
DISTRICT 4	
BUFFALO	ENGINEERS/MAINTENANCE SHOP
BURGESS JCT	MAINTENANCE SHOP
HULETT	MAINTENANCE SHOP
MOORCROFT	MAINTENANCE SHOP
NEWCASTLE	ENGINEERS/MAINTENANCE SHOP
POLE CREEK	MAINTENANCE SHOP
RENO JCT	MAINTENANCE SHOP
DISTRICT 5	
CODY	ENGINEERS/MAINTENANCE SHOP
DUBOIS	ENGINEERING OFFICE
DUBOIS	MAINTENANCE SHOP

LANDER	ENGINEERS/MAINTENANCE SHOP
LOVELL	MAINTENANCE SHOP
MEETEETSE	MAINTENANCE SHOP
RIVERTON	ENGINEERS/MAINTENANCE SHOP
SHOSHONI	MAINTENANCE SHOP
SOUTH PASS	MAINTENANCE SHOP
TEN SLEEP	MAINTENANCE SHOP
WORLAND	ENGINEERING OFFICE
WORLAND	MAINTENANCE SHOP
TOTAL PRIORITY TWO	43

Appendix D

Rest Area/Information Center Facilities

LOCATION	BUILDING TYPE/SERVICE	ADA COMPLIANT
HEADQUARTERS		
SE WELCOME CENTER	WELCOME CENTER	Yes
CHEYENNE	INFORMATION CENTER	Yes
DISTRICT 1		
WAGONHOUND	REST AREA	Yes
PINE BLUFFS	INFORMATION CENTER	Yes
FORT STEELE	REST AREA	Yes
SUMMIT	INFORMATION CENTER	Yes
MERIDEN	REST AREA	Yes
DISTRICT 2		
CHUGWATER	REST AREA	Yes
GUERNSEY	REST AREA	Yes
INDEPENDENCE ROCK	REST AREA	Yes
SHIRLEY RIM	REST AREA	Yes
CHEYENNE RIVER	REST AREA	Yes
DWYER JUNCTION	REST AREA	Yes
KAYCEE	REST AREA	Yes
LUSK	REST AREA	Yes
ORIN JUNCTION	REST AREA	Yes
DISTRICT 3		
STAR VALLEY	REST AREA	Yes
BITTER CREEK (EBL)	REST AREA	Yes
LYMAN	REST AREA	Yes
BITTER CREEK (WBL)	REST AREA	Yes
DISTRICT 4		
SHERIDAN	INFORMATION CENTER	Yes
NE WELCOME CENTER	INFORMATION CENTER	Yes
POWDER RIVER	REST AREA	Yes
SUNDANCE	INFORMATION CENTER	Yes
MOORCROFT	REST AREA	Yes
UPTON	REST AREA	Yes
MULE CREEK	REST AREA	Yes
DISTRICT 5		
SOUTH PASS	REST AREA	Yes
WALTMAN	REST AREA	Yes
DIVERSION DAM	REST AREA	Yes

GREYBULL	REST AREA	Yes
GOOSEBERRY CREEK	REST AREA	Yes
SWEETWATER STATION	REST AREA	Yes
TOTAL FACILITIES	33	

Appendix E

Accessible Pedestrian Signals (APS)

LOCATION	# OF APS
DISTRICT 1	
n/a	0
DISTRICT 2	
CASPER	6
DOUGLAS	5
DISTRICT 3	
GREEN RIVER	3
JACKSON	1
ROCK SPRINGS	3
DISTRICT 4	
BUFFALO	2
GILLETTE	2
SHERIDAN	9
DISTRICT 5	
LANDER	1
RIVERTON	3
THERMOPOLIS	1
WORLAND	1
TOTAL APS	38

Pedestrian Hybrid Beacons (PHB)

LOCATION	INTERSECTION	ML	MP
DISTRICT 1			
CHEYENNE	YELLOWSTONE RD. & DAVIS SCHOOL	ML1108B	1.22
LARAMIE	3RD ST. & SHIELD ST.	ML23B	327.63
LARAMIE	GRAND AVE. & 19TH ST.	ML55B	329.63
DISTRICT 2			
DOUGLAS	YELLOWSTONE HWY & WIND RIVER DR.	ML58B	139.81
DISTRICT 3			
PINEDALE	PINE ST. & TYLER AVE.	ML13B	99.54
PINEDALE	PINE ST. & LAKE AVE.	ML13B	99.72
DISTRICT 4			
SHERIDAN	COFFEEN AVE. & SHERIDAN COLLEGE	ML60B	25.7
DISTRICT 5			
LOVELL	MAIN ST. & SHOSHONE AVE.	ML34B	236.78

Appendix F

Pedestrian Bridges, Overpasses & Underpasses

STRUCTURE ID	FEATURE INTERSECTED	FACILITY CARRIED BY STRUCTURE	COUNTY	MP
AZE	I-80	Pedestrian Path	Laramie	361.03
BRT	Green River	Stockdrive	Sublette	120.09
DEO	I-180	Pedestrian Path	Laramie	8.98
DFQ	I-25	Pedestrian Path	Laramie	13.23
LFP	Little Wind River	Pedestrian Path	Fremont	102.93
M-GOT-C	Apex Ditch	US 191	Sublette	116.92
M-GOV-C	Bickle Ditch	Stockdrive	Sublette	120.1
M-HUK-P		WYO 387	Campbell	151.01
M-HXE-C		US 16 Bypass	Weston	248.41
M-INR-C		WYO 22	Teton	1.31
M-KSK-C	Pedestrian Path	US 89	Teton	152.14
MLE	Dry Creek	Pedestrian Path	Lincoln	82.1
M-LHL-C	Pedestrian Path	Central Avenue	Laramie	11.82
M-MMC-C	5th Street	Pedestrian Path	Sheridan	0.17
M-MWX-C	Pedestrian Path	I-90/US 14/87 Bus	Sheridan	20.72
M-MYX-C	Pedestrian Path	US 89	Teton	146.8
M-NBN-C	Pedestrian Path	US 89	Teton	145.07
M-UED-C	Pedestrian Path	WYO 22	Teton	2.18
M-UGE-C	Pedestrian Path	I-25 NBL and SBL	Platte	79.59
M-UGY-C	Pedestrian Path	US 30	Laramie	366.1
M-UHE-C	Pedestrian Path	WYO 22	Teton	3.76
M-UHZ-C	Pedestrian Path	WYO 22	Teton	5.66
M-UIA-C	Pedestrian Path	WYO 390	Teton	0.09
NFF	Tongue River	Pedestrian Path	Sheridan	83.54
NFN	Pedestrian Path	WYO 212	Laramie	3.65

Appendix G

Self-Evaluation and Curb Ramp Inventory

The inventory includes all five (5) districts and is posted online as it is updated. The link to the current inventory is:

https://www.dot.state.wy.us/home/business_with_wydot/civil_rights/americans_with_disabilities.html