

# Americans with Disabilities Act (ADA) Title II

Self-Evaluation and Transition Plan

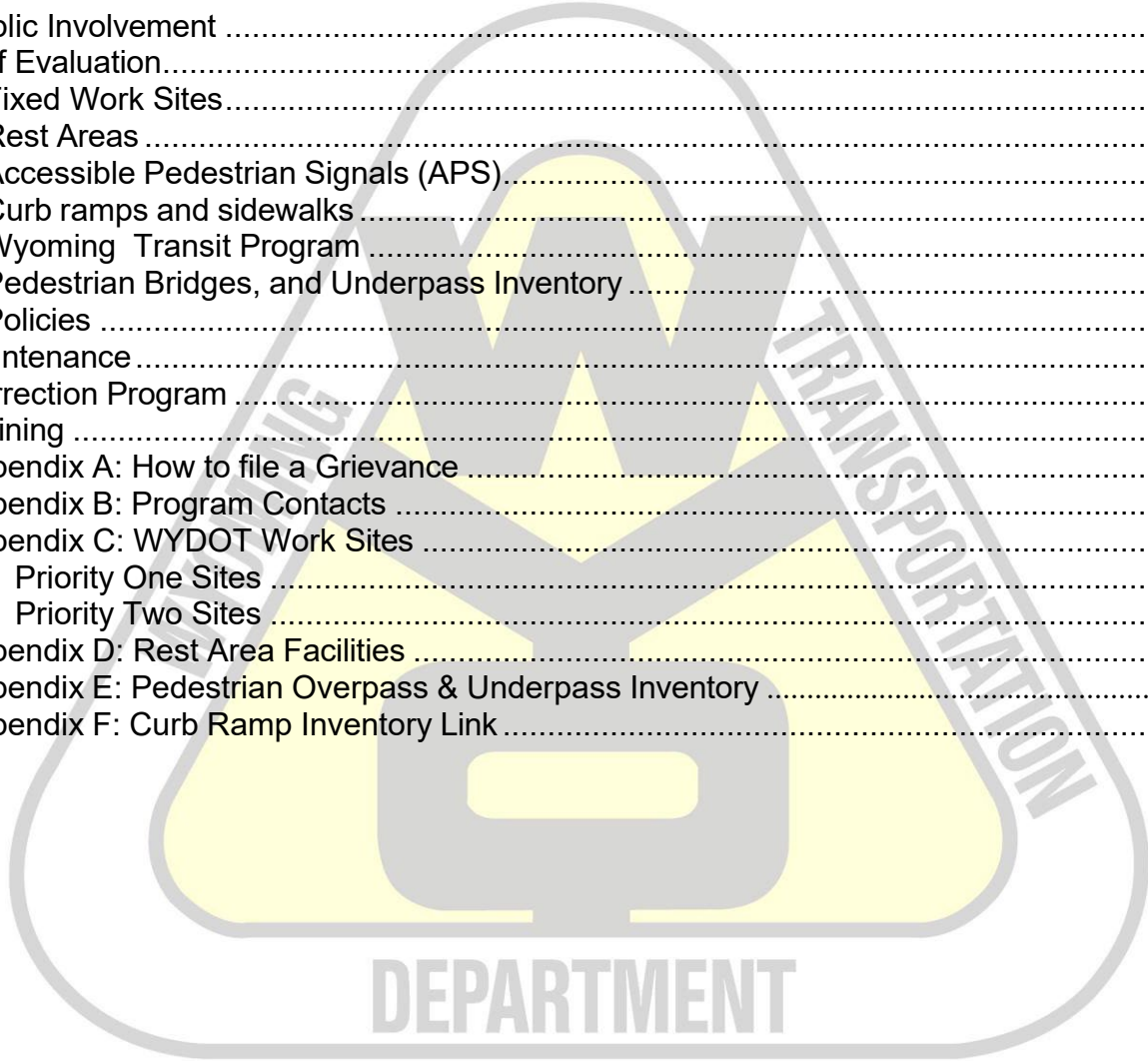
**2023 Update**



**Wyoming Department of Transportation**  
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## Introduction

### WYDOT Vision

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

Vision Statement:  
Excellence in Transportation

Mission:  
Provide a safe, high quality, and efficient transportation system

- 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. Sec. 35.130](#))

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 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 website](#).

## **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 of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act 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.

### **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 C.F.R. Sec. 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 C.F.R. Sec. 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 C.F.R. Sec. 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 C.F.R. Sec. 35.130\(b\)\(iv\) & \(d\)](#)).

- 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 ([29 C.F.R. Sec. 35.160\(a\)](#)).
- Must designate at least one responsible employee to coordinate ADA compliance ([28 CFR § 35.107\(a\)](#)). 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 ([28 CFR § 104.8\(a\)](#)).
- 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, the Wyoming Department of Transportation 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 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 2004. In 2005 the Access Board issued a revision of the draft rules, titled Public Rights of Way Accessibility Guidance (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.

Design Memorandum #001 was adopted and issued by the Highway Development Engineer in 2004 to clarify pedestrian curb ramp installation requirements to WYDOT staff and city and county engineers. (Design Memorandum #001)

- On new construction, reconstruction, and major rehabilitation projects, WYDOT will consider the need for a sidewalk system and include one where it is warranted. All sidewalks curb ramps, and other pedestrian features are to meet the current ADA standards to the greatest extent feasible.

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. WYDOT is currently integrating the PROWAG into the Road Design Manual and other technical guidance.

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 agencies have worked together to identify the priorities and the data collection processes for the inventory to be collected by 2015.

## **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 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. Develop policy and provide technical support for design and construction at a project level including; support and to assist districts in implementing design options that address accessibility complaints. (*Appendix B*). WYDOT believes that “Pedestrians with all types of abilities should be provided access to important community infrastructure.”

## **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
- 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 accessibility [website](#) 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 Appendix A. (*Appendix A*)

## **Communications**

According to [Section 35.160\(a\)](#) of ADA, "...A public entity shall take appropriate steps to ensure that communications with applicants, participants, and members of the public 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.

## **Current situation**

WYDOT's internal and external Web sites are accessible to interested parties.

The WYDOT web page [www.dot.state.wy.us](http://www.dot.state.wy.us) includes information about WYDOT and the ADA. This includes our transition plan, a way to file complaints with WYDOT, links to other transportation-related resources and tips about how to use our pages.

## **Public Involvement**

WYDOT recognizes that broad public participation is essential to the development of Wyoming's transportation system. WYDOT will provide qualified 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 accessible location and indicated on the meeting notice. Project managers and other WYDOT staff are directed to use the [Department of Justice Guide to Conducting Accessible Meetings](#) to assist in planning public meetings.

## **Self Evaluation**

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 will 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 employees 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 October 18, 2000, and amended November 20, 2000).
- Recreation Facilities (published in the Federal Register on September 3, 2002).
- Outdoor Developed Areas (draft of final guidelines released on October 19, 2009, but are not yet codified).

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](#) 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: In instances 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\(d\)](#) requires alterations comply, to the maximum extent feasible, with [Section 4.1.7 of ADAAG](#).

In 1993, the Wyoming Department of Transportation contracted with architectural consultants to survey all buildings and facilities owned and managed by the State. The survey included WYDOT rest areas and waysides. (See 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. Also, 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)**

In 2015, WYDOT's statewide inventory indicated that there are 285 signalized intersections managed by WYDOT and 6 pedestrian hybrid beacon systems. Currently only a few intersections provide pedestrian signals in non-visual formats. WYDOT relies on the 2009 Manual on Uniform Traffic Control Devices for guidance on installation of new accessible pedestrian signals. Each district traffic engineer will be responsible for determining which existing intersections are priorities in their district for APS upgrades. Factors affecting an intersection's priority for APS include the number of pedestrians at the intersection, the complexity of the signal phasing, complexity of the intersection geometry, the presence of facilities such as: nursing homes, hospitals, transit, and other public services, and requests for APS.

### **Pedestrian Bridges, and Underpass Inventory**

WYDOT owns 9 pedestrian bridges and underpasses throughout the state. Any pedestrian bridge 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 and underpasses within WYDOT's rights-of-way has been documented by WYDOT (*Appendix E*). 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 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, the bridges must have a cross slope of no more than 2% 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 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.

WYDOT has 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 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%.

### **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 our 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 that are being made as part WYDOT’s routine construction program are determined through WYDOT’s Statewide Transportation Improvement Plan (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

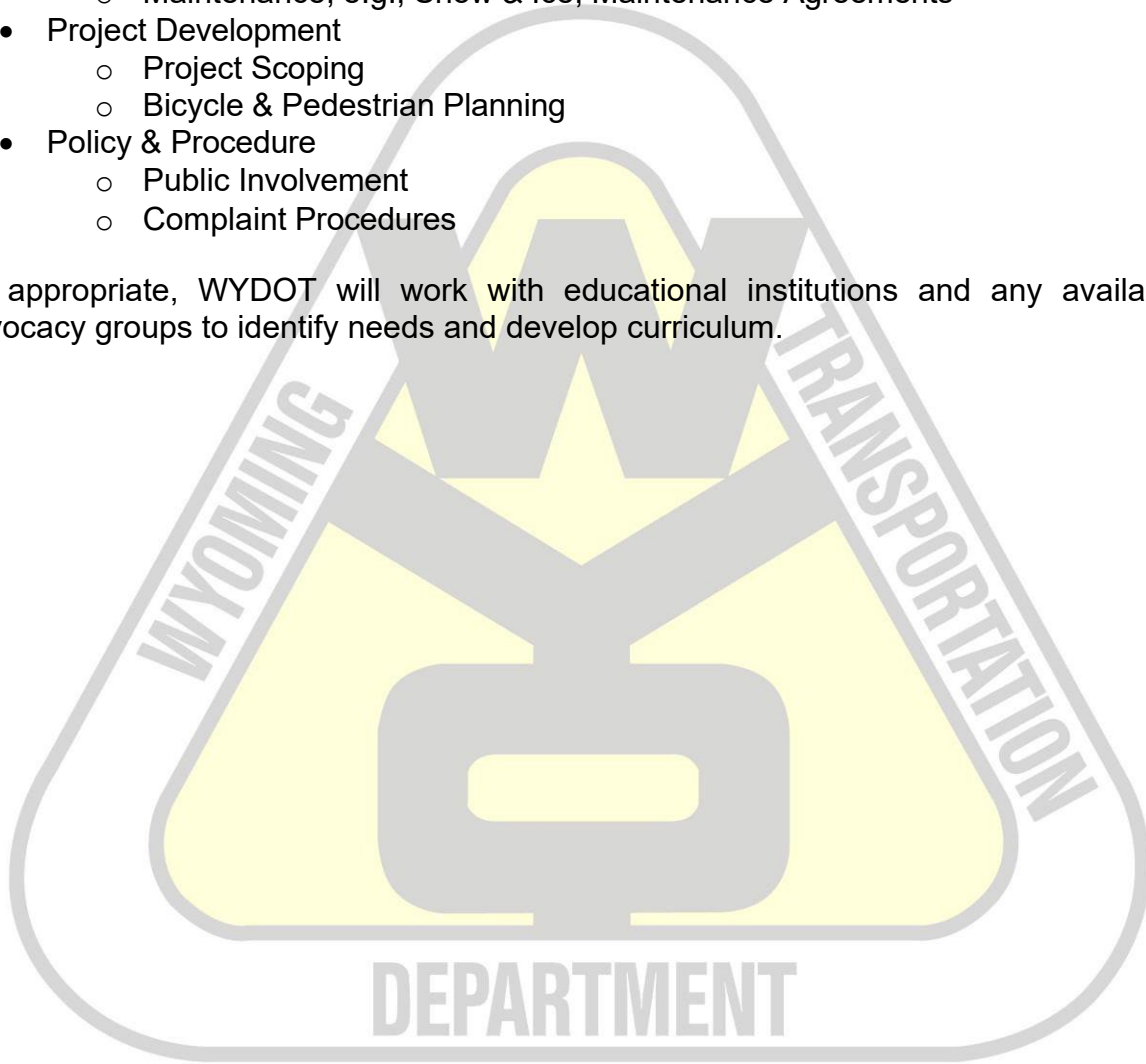
As part the adoption of Public Rights of Way Accessibility Guidelines and the Transition Plan, WYDOT will be conducting agency-wide training on both design and policy. The training will be developed as modules that can be taught independently or integrated into existing training as appropriate.

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 ADA Grievance Form. An oral grievance can be filed by contacting ADA Title II Coordinator. The oral grievance will be reduced to writing by ADA Coordinator utilizing ADA Grievance 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 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 Office of Civil Rights Director 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.

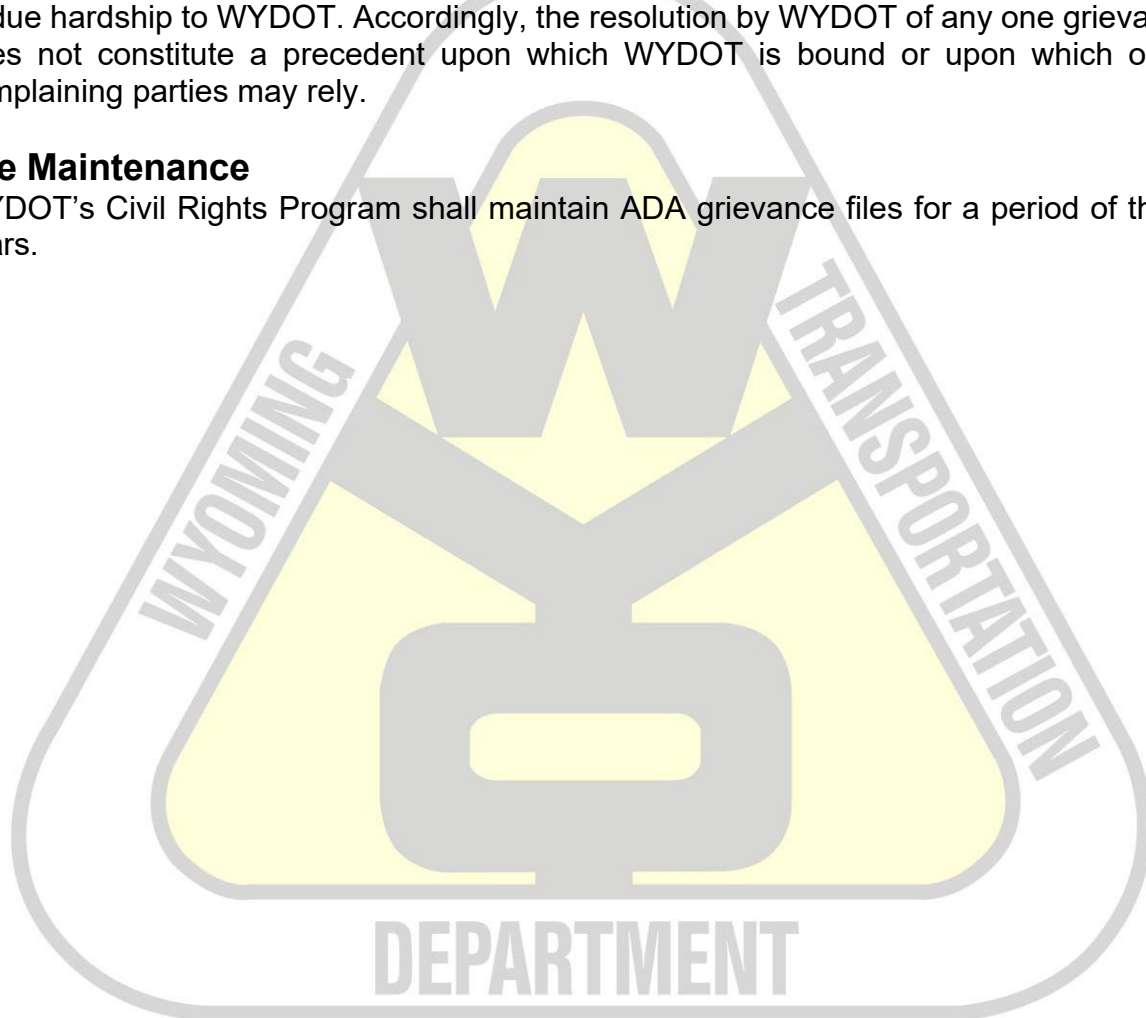
**5.** The grievant may appeal the written determination. The request for reconsideration shall be in writing and filed with the Wyoming Department of Transportation, Civil Rights Program within 30 days after WYDOT's determination has been mailed to the grievant. WYDOT's Civil Rights Director shall review 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 the 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 years.



## Appendix B

### ADA Program Contacts

#### U.S. Department of Justice

Civil Rights Division  
950 Pennsylvania Avenue, NW  
Washington, D.C. 20530  
Telephone 1-800-514-0301  
Telecommunication Device for the Deaf: 1-514-0383

#### Federal Highway Administration

Wyoming Division Office  
2617 E. Lincolnway, Suite D  
Cheyenne, WY 82001-5671  
E-mail: [Wyoming.fhwa@dot.gov](mailto:Wyoming.fhwa@dot.gov)

#### Wyoming Department of Transportation

Jeff White, Program Manager  
5300 Bishop Blvd.  
Cheyenne, WY 82009-3340  
Telephone: 307-777-4457  
Fax: 307-777-4289  
E-mail: [jeff.white1@wyo.gov](mailto:jeff.white1@wyo.gov)

Civil Rights Program ADA Coordinator  
5300 Bishop Blvd. Cheyenne, WY  
82009-3340  
Telephone: 307-777-4359  
Fax: 307-777-4289  
E-mail:

## Appendix C

### WYDOT Work Sites

**Priority One Sites:** (Priority One buildings have employee use and a high potential for public use).

LOCATION	BUILDING TYPE/SERVICE
<b>HEDQUARTERS</b>	
CHEYENNE	HEADQUARTERS COMPLEX (5 buildings)
<b>DISTRICT 1</b>	
LARAMIE	DISTRICT 1 OFFICE
CHEYENNE	I-25 PORT OF ENTRY
CHEYENNE	I-80 PORT OF ENTRY
CHEYENNE	US-85 PORT OF ENTRY
CHEYENNE	INFORMATION CENTER
LARAMIE	PORT OF ENTRY/DRIVER SVC
RAWLINS	ENGR/DRIVER SVC/PATROL
<b>DISTRICT 2</b>	
CASPER	DISTRICT 2 OFFICE
CASPER	DRIVER SVC
CASPER	PORT OF ENTRY
WHEATLAND	ENGR/DRIVER SVC/PATROL
TORRINGTON	PORT OF ENTRY
LUSK	PORT OF ENTRY
<b>DISTRICT 3</b>	
ROCK SPRINGS	DISTRICT 3 OFFICE
EVANSTON	PORT OF ENTRY
JACKSON	ENGR/DRIVER SVC/PATROL
PINEDALE	ENGR/DRIVER SVC/PATROL
KEMMERER	PORT OF ENTRY
ALPINE JCT.	PORT OF ENTRY
<b>DISTRICT 4</b>	
SHERIDAN	DISTRICT 4 OFFICE
SHERIDAN	PORT OF ENTRY
GILLETTE	ENGR/DRIVER SVC/PATROL
GILLETTE	PORT OF ENTRY
SUNDANCE	ENGR/PORT OF ENTRY/PATROL

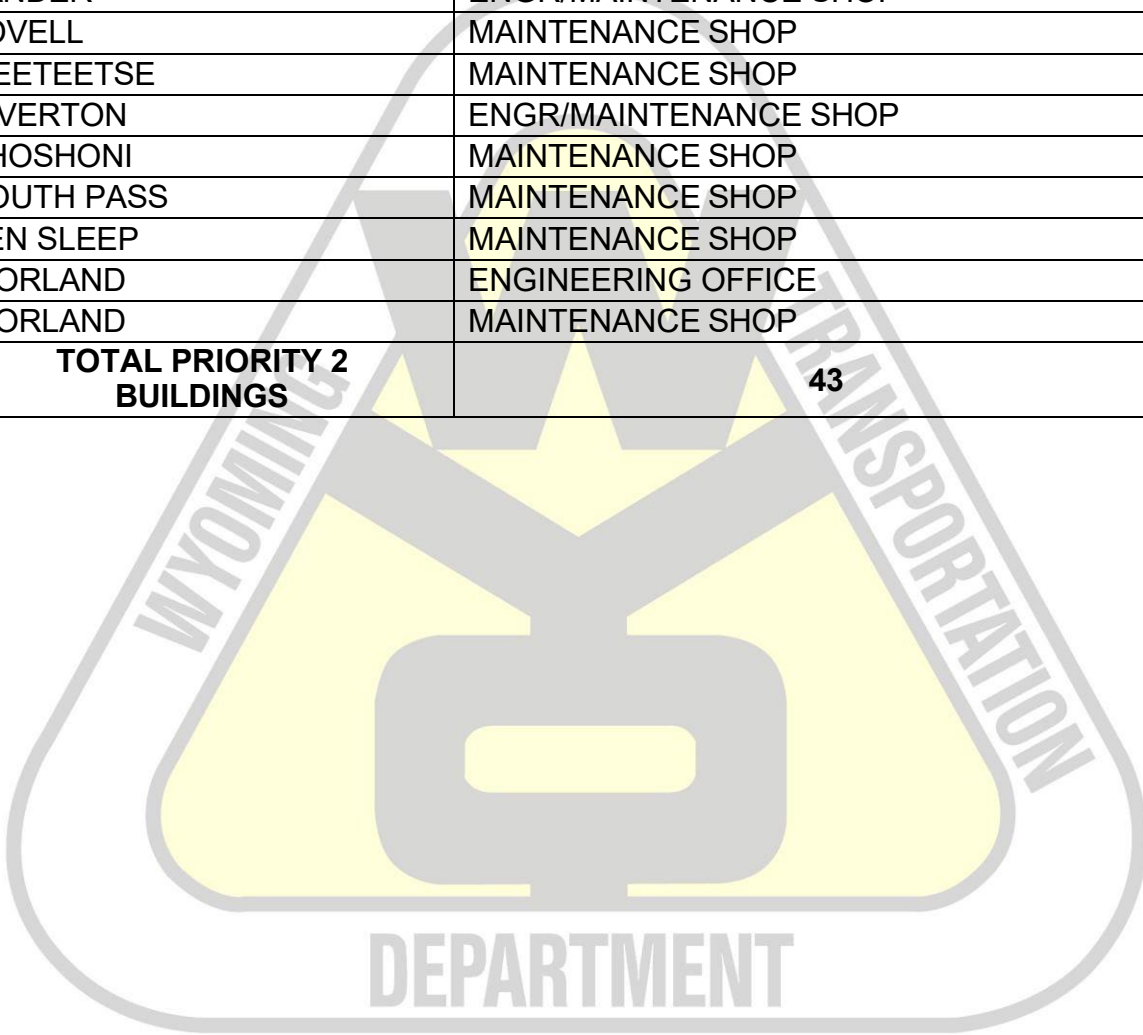


<b>DISTRICT 5</b>	
BASIN	DISTRICT 5 OFFICE
THERMOPOLIS	MAINTENANCE/DRIVER SVC/PATROL
FRANNIE	PORT OF ENTRY
<b>TOTAL PRIORITY 1 BUILDINGS</b>	<b>32</b>

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

<b>LOCATION</b>	<b>BUILDING TYPE/SERVICE</b>
<b>DISTRICT 1 BUILDINGS</b>	
LARAMIE	ENGR/MAINTENANCE SHOP
ARLINGTON	MAINTENANCE SHOP
BAGGS	MAINTENANCE SHOP
ELK MOUNTAIN	MAINTENANCE SHOP
MEDICINE BOW	MAINTENANCE SHOP
PINE BLUFFS	MAINTENANCE SHOP
SARATOGA	MAINTENANCE SHOP
<b>DISTRICT 2 BUILDINGS</b>	
CHUGWATER	MAINTENANCE SHOP
DOUGLAS	ENGR/MAINTENANCE SHOP
KAYCEE	MAINTENANCE SHOP
LUSK	MAINTENANCE SHOP
MIDWEST	MAINTENANCE SHOP
SHIRLEY RIM	MAINTENANCE SHOP
TORRINGTON	ENGR/MAINTENANCE SHOP
<b>DISTRICT 3 BUILDINGS</b>	
AFTON	ENGR/MAINTENANCE SHOP
COKEVILLE	MAINTENANCE SHOP
EVANSTON	ENGR/MAINTENANCE SHOP
GRANGER	MAINTENANCE SHOP
KEMMERER	ENGR/MAINTENANCE SHOP
LABARGE	MAINTENANCE SHOP
LYMAN	MAINTENANCE SHOP
PATRICK DRAW	MAINTENANCE SHOP
BIG PINEY	MAINTENANCE SHOP
WAMSUTTER	MAINTENANCE SHOP
<b>DISTRICT 4 BUILDINGS</b>	
BUFFALO	ENGR/MAINTENANCE SHOP
BURGESS JCT	MAINTENANCE SHOP
HULETT	MAINTENANCE SHOP

MOORCROFT	MAINTENANCE SHOP
NEWCASTLE	ENGR/MAINTENANCE SHOP
POLE CREEEK	MAINTENANCE SHOP
RENO JCT.	MAINTENANCE SHOP
<b>DISTRICT 5 BUILDINGS</b>	
CODY	ENGR/MAINTENANCE SHOP
DUBOIS	ENGINEERING OFFICE
DUBOIS	MAINTENANCE SHOP
LANDER	ENGR/MAINTENANCE SHOP
LOVELL	MAINTENANCE SHOP
MEETEETSE	MAINTENANCE SHOP
RIVERTON	ENGR/MAINTENANCE SHOP
SHOSHONI	MAINTENANCE SHOP
SOUTH PASS	MAINTENANCE SHOP
TEN SLEEP	MAINTENANCE SHOP
WORLAND	ENGINEERING OFFICE
WORLAND	MAINTENANCE SHOP
<b>TOTAL PRIORITY 2 BUILDINGS</b>	<b>43</b>



## Appendix D

### Rest Areas/Information Center Facilities

LOCATION	DESCRIPTION	ADA COMPLIANT
<b>HEADQUARTERS</b>		
SE Welcome Center	Welcome Center	Yes
Cheyenne Info Center	Information Center	Yes
<b>DISTRICT 1 REST AREAS</b>		
Wagonhound Rest Area	Rest Area	Yes
Pine Bluffs Rest Area	Information Center	Yes
Fort Steele Rest Area	Rest Area	Yes
Summit Rest Area	Information Center	Yes
Meridan Rest Area	Rest Area	Yes
<b>DISTRICT 2 REST AREAS</b>		
Chugwater Rest Area	Rest Area	Yes
Guernsey Rest Area	Rest Area	Yes
Independence Rock Rest Area	Rest Area	Yes
Shirley Rim Rest Area	Rest Area	Yes
Cheyenne River Rest Area	Rest Area	Yes
Dwyer Jct. Rest Area	Rest Area	Yes
Kaycee Rest Area	Rest Area	Yes
Lusk Rest Area	Rest Area	Yes
Orin Jct. Rest Area	Rest Area	Yes
<b>DISTRICT 3 REST AREAS</b>		
Star Valley Rest Area	Rest Area	Yes
Bitter Creek Rest Area (EBL)	Rest Area	Yes
Lyman Rest Area	Rest Area	Yes
Bitter Creek Rest Area (WBL)	Rest Area	Yes
<b>DISTRICT 4 REST AREAS</b>		
Sheridan Info Center	Information Center	Yes
Northeast Welcome Center	Information Center	Yes
Powder River Rest Area	Rest Area	Yes
Sundance Rest Area	Information Center	Yes
Moorcroft Rest Area	Rest Area	Yes
Upton Rest Area	Rest Area	Yes
Mule Creek Rest Area	Rest Area	Yes
<b>DISTRICT 5 REST AREAS</b>		
South Pass Rest Area	Rest Area	Yes
Waltman Rest Area	Rest Area	Yes

Diversion Dam Rest Area	Rest Area	Yes
Greybull Rest Area	Rest Area	Yes
Gooseberry Creek Rest Area	Rest Area	Yes
Sweetwater Station Rest Area	Rest Area	Yes
<b>TOTAL FACILITIES</b>		<b>33</b>

## Appendix E

### Pedestrian Overpass/Underpass

STRUCTURE NUMBER	FACILITY	LOCATION	SIDEWALK WIDTH
AZE	Pedestrian Overpass	MP 360.93	8'
DEO	Pedestrian Overpass	MP 8.98	8'
DGQ	Pedestrian Overpass	MP 13.23	8'
DVA	Pedestrian Overpass	MP 0.10 Deer Crk	0'
FGN	Pedestrian Overpass	MP 9.39 U-0258	7.5'
KTD	Greenway (Converse Ave)	Reference Marker 1.60	8'
LFP	Pedestrian Bridge	Little Wind River	8.2'
FIT	I-90 Underpass	MP 130.55 Garner Lake	6'
FIT	I-90 Underpass	MP 4.14 Garner Lake	6'

## Appendix F

### 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:

[http://www.dot.state.wy.us/home/business\\_with\\_wydot/civil\\_rights/americans\\_with\\_disabilities.html](http://www.dot.state.wy.us/home/business_with_wydot/civil_rights/americans_with_disabilities.html)