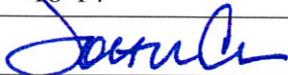


<b>WYOMING DEPARTMENT OF TRANSPORTATION</b>		<b>OPERATING POLICY</b>
ISSUED: May 9, 2014	POLICY NUMBER:	18-14
	AUTHORITY: Director	

**SUBJECT: Context Sensitive Amenities**

**I. Purpose**

This policy provides guidelines for incorporating context sensitive design solutions for funding and physical work to be included in the scope of work on some Wyoming Department of Transportation (WYDOT) highway reconstruction projects. The public, cities and towns, and legislative bodies have strongly requested that highway projects be more visually appealing. This policy will provide additional resources for beautification and encourage cooperation on politically or environmentally sensitive projects. Urban reconstruction projects are prime candidates for context sensitive amenities and should be seriously considered for work as outlined in this policy.

**II. Urban District**

For purposes of this policy, “urban district” means territory contiguous to and including any public street or highway built up with structures devoted to business, industry, or dwelling houses situated at intervals of less than 500 feet for a distance of a quarter of a mile or more. At the discretion of the district engineer, the 500-foot requirement may be modified to include smaller incorporated towns that exceed the 500-foot spacing. In such cases, the district engineer will designate the appropriate urban district limit, which need not coincide with either the legal town limits or corporate limits boundaries. However, the boundaries used must allow jurisdiction by a responsible party capable of maintaining the amenities as outlined in Section V of this policy.

**III. Eligible Activities and Funding Provisions**

- A. Eligible work includes landscaping and associated irrigation systems; bridge aesthetics; gateway signing; decorative lighting; pedestrian or bicycle pathways and amenities; historical enhancements and interpretive sites; and patterned or colored concrete appurtenances, decorative fences, street furniture, or visual screening.
- B. Up to 3 percent of reconnaissance report construction costs will be added to the project construction cost to fund additional beautification efforts. This 3 percent amount excludes costs for Transportation Enhancement Activities-Local (TEAL) or on-system enhancements, Authority for Rendering Special Service (ARS), or state-funded work. No matching funds will be required of any community or other participating governmental entity. This funding will be in addition to any TEAL or on-system enhancement work or ARS beautification work already included in the project.
- C. Beautification work to be done under this policy will be determined as soon as possible after the entity is notified (by WYDOT) of funding amounts it will

receive. The work will be detailed in an agreement to be executed as soon as possible and definitely before grading plan issuance (as some enhancements may affect the grading plans). The cost of the enhancements will be reflected in the grading plan project cost estimate. The district engineer will approve the scope of work.

- D. Once the cost estimate and scope of work are approved by agreement, items and quantities will be locked. The Department will fund approved items regardless of cost due to inflation. No additional work will be added or undertaken at the Department's expense.

#### **IV. Project Eligibility**

- A. Contract Maintenance Program (CMP), State Safety Project (SSP), ARS, Bridge Replacement and Rehabilitation–Off-system (BROS), Industrial Road Program (IRP), urban systems, traffic operations, hazard elimination, emergency, safety, or building projects will **not** be considered for additional beautification funding as defined by this policy.
- B. State Construction Projects (SCPs) may be considered for funding if the project mainly involves reconstruction and is conducive to beautification work as determined by the district engineer. Examples of such SCPs may include urban or intersection reconstruction and urban bridge replacement or rehabilitation.

#### **V. Project Location**

Additional beautification will be limited to one-half mile beyond the urban district of any community. All work will be inside the right-of-way, or, if necessary, contiguous to a state or federal highway in those special cases in which the work is better situated outside the right-of-way fence (such as with statues or large gateway signing). In any case, all work will conform to all applicable safety and crash standards and will not be situated to interfere with maintenance operations or stopping sight distance. The work will comply with all clear zone safety requirements as defined by the applicable American Association of State Highway and Transportation Officials (AASHTO) *Roadside Design Guide* or WYDOT policies.

#### **VI. Maintenance**

Prior to design, the participating community or government entity must agree to provide maintenance for any beautification in exchange for not having to furnish matching funds. Agreements will also designate responsibility for utility costs and utility maintenance, especially for lighting and irrigation systems (see Operating Policy 25-1, Traffic Control and Roadway Lighting Devices). WYDOT may retain all or a portion of required maintenance wherever the district engineer so designates.

#### **VII. Design**

Design will be done by WYDOT or a consultant selected by WYDOT. In some cases, design by the municipality may be prudent if the work includes utilities or lighting, or if a

previous design has been completed or a complementary project is underway or imminent. Appropriate personnel from outside WYDOT should be included in design decisions concerning the beautification portions of the project. These persons may include community elected officials, community technical staff, recreational contacts, historical societies, city planners, public works supervisors, parks supervisors, citizen advisory groups, or others. It is also recommended that work under this policy conform to the public involvement process as set forth in Operating Policy 17-8. Work under this policy also should conform to applicable community master plans (such as bike plans, landscaping theme plans, pathway plans, recreational plans, and so forth) when possible.

References: Operating Policy 17-8, Public Involvement Policy.  
Operating Policy 25-1, Traffic Control and Roadway Lighting Devices.  
American Association of State Highway and Transportation Officials  
(AASHTO), *Roadside Design Guide*.