

AGREEMENT BETWEEN
WISCONSIN DEPARTMENT OF TRANSPORTATION
AND
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
FOR
VISUAL IMPACT ON LOWER WISCONSIN STATE RIVERWAY

Statement of Purpose

The purpose of this document is to set forth the terms of agreement between Department of Transportation (DOT) and Department of Natural Resources (DNR) to minimize the visual impact of the DOT activities within the Lower Wisconsin State Riverway pursuant Section 3053(1g) of 1989 Wisconsin Act 31. The aesthetic value of the proposed scenic corridor is important to those using the river. The DOT and the DNR, however, also recognize the importance of providing periodic scenic views of the river for the traveling public as they drive along the river. Many of these traveling public are unable to actively participate in the activities along the river because of their age and/or physical condition but are still interested in enjoying the visual aesthetics of the river.

Section 30.455 (2) (b) of Wisconsin Act 31 provides that: "To the extent it is economically and technically feasible, the DOT shall minimize the visual impact of the activity and any resulting highway or structure." In the context set by this Act, "the activity" means "construction, reconstruction, design, maintenance, modification or repair activities, or mining or quarrying activities in the riverway, that are carried out under the direction and supervision of the DOT"; and, in addition exempts DOT from s.30.44 (which requires permits for construction, clearing, grading, and bridge repair in the riverway); and s.30.45 (which prohibits cutting vegetation, except that necessary for, among other things, maintenance of a right-of-way, or erection of signs, except those erected by the state or municipality in charge of a highway).

Basis of Agreement

Basis of agreement is the Departments' Cooperative Agreement as amended, dated March 1987.

Since the early 1970's, the DOT and DNR have operated under a cooperative agreement which provides for DOT coordination on transportation projects that could have potential impacts on the environment, and DNR coordination on natural resources issues that could have potential effects on transportation. Under the DOT/DNR Cooperative Agreement, the DOT and DNR agree to consult and cooperate with each other such that each can effectively and in a timely manner accomplish its assigned statutory responsibilities while assuring at the same time that adverse effects on Wisconsin's land, water, fish and wildlife resources are minimized to the fullest extent practicable under law, and that the DOT's charge to furnish the citizens of Wisconsin with an adequate; safe, and economical transportation system is accomplished.

Items of Agreement

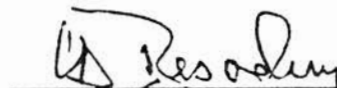
1. Disturbance due to highway construction activity of natural areas visible from the Wisconsin River shall be restored in harmony with the natural surrounding area through planting and landscaping.
2. Safety of the public in their use of roadway facilities shall be given equal consideration to maintaining the visual aesthetic attributes of the area.
3. Quarry or borrow pits other than roadway excavation required for the transportation facility shall be located so they are not visible from the river.
4. Minimum clear zone requirements can be used in roadway design where desirable clear zones would adversely affect the view from the river.
5. Landscaping shall utilize natural vegetation that blends with the existing or suitable vegetation that prevents erosion.
6. Permanent erosion control shall be such that it blends visually with the natural landscape as viewed from the river.
7. Structures and their approaches should be sited and designed to blend into the natural setting to the extent practicable consistent with highway safety and economy.
8. Bridge color (preferably earth tones), decks, railings, pilings, piers and other components should appear, functional, simple and unobtrusive as possible avoiding heavy rectilinear forms when viewed from the river.
9. Where concrete wingwalls are used, design techniques such as textured surface or a suitable aesthetic covering of the area should be used. Grass, shrubbery, rock riprap or other natural and native materials, etc., will be considered for use in this application.
10. Riprap should be natural rock or clean quarried stone compatible with the geology of the region and within limitations of available materials. Broken concrete, particularly with protruding reinforcing rods or wire mesh, will not be used.
11. Maintenance and construction of scenic overlooks, waysides, and roadways etc. will be done in a timely manner that preserves the aesthetic view from the river.
12. Utility and other permits on DOT rights of way will be reviewed closely to provide that the facility structure, or improvement blends in with the natural environment.
13. Roadway signing will be designed, conforming to the Manual on Uniform Traffic Control Devices with emphasis to minimize visual impacts from the river.

WISCONSIN DEPARTMENT OF TRANSPORTATION

WISCONSIN DEPARTMENT OF NATURAL RESOURCES


Ronald R. Fiedler, Secretary
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2/19/90
Date


C. D. Besadny, Secretary

3-5-90
Date