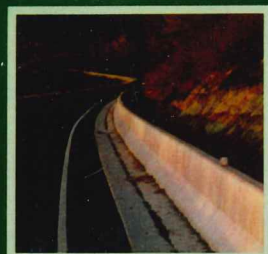




REOPENING THE GREAT RIVER ROAD

STH 35 (LYNXVILLE - DeSOTO ROAD)

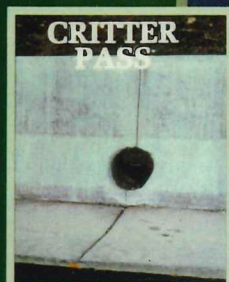
Attachment 9
Wisconsin Submittal
Great River Road



CRITTER
PASS

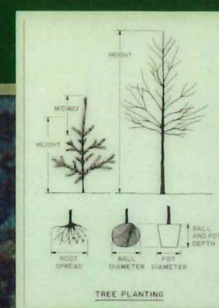


BARRIER WALL

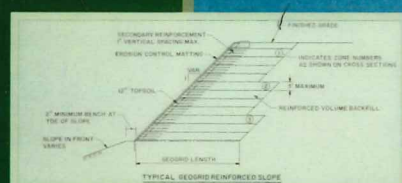


"Today, we stand upon a *Great River Road* that is becoming a more majestic Wisconsin Resource every year, able to usher in a new era of greater prosperity and more opportunity for all citizens and businesses of Ferryville and the rest of Crawford County."

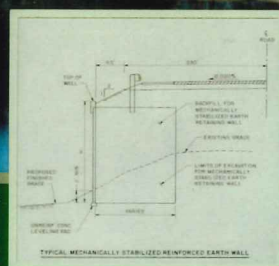
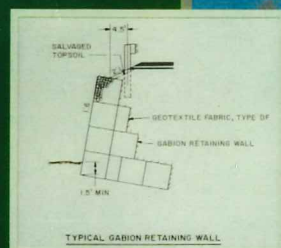
Charles Thompson, Secretary
Wisconsin Department of
Transportation
October 30, 1992



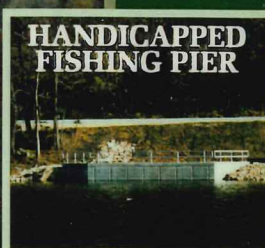
WETLAND PROTECTION
AND RESTORATION



UNIQUE COMBINATION OF
SLOPE STABILIZATION



HARMONIOUS
BALANCE OF
MAN-MADE &
NATURAL FEATURES



HANDICAPPED
FISHING PIER



Thirteen and one half miles of STH 35, an environmentally sensitive Mississippi River corridor, was reconstructed to provide safer and more efficient vehicular passage along this part of the nationally recognized *Great River Road* network. The very narrow multi-modal corridor lined with majestic bluffs, breathtaking river vistas, beautiful wetlands, and historic one-road towns is one of Wisconsin's most scenic routes.

The project presented many opportunities to utilize innovative methods to solve both the common and complex issues of highway design and construction. The efforts of balancing the impacts to railroad, wetlands and bluffs with a cost-effective, aesthetically pleasing cross-section pitted natural earth slopes against man-made retaining walls. Utilization of aerial photography and computer-aided design facilitated efficient analysis and composition of the various roadway alignments and cross-section elements. The difficult design goal of

increasing the passing zones from 30% to an optimum 70% was to be completed within a \$10 million construction budget.

Close coordination with DNR, Fish & Wildlife Services, Army Corps of Engineers, and Burlington Northern Railroad was critical to the success of the project. Special measures were taken to preserve and enhance the scenic bluffs, river vista pull-offs, and state & national wildlife refuges. Twenty-seven thousand feet of concrete barrier wall bordered upland areas requiring the installation of *critter passes* for wood duck hatchlings and small mammals to access the river. The successful mitigation of 21 acres of wetland losses involved the use of both resourceful and creative methods to establish wetland forest.

The design of this project required the thorough evaluation of reconstruction impacts before and after completion of the work. This was critical to one-street communities like Ferryville and Lynxville, where the economies are dependent on *Great River Road* tourism and recreation. Staged construction was utilized to allow continuous access throughout con-

struction, and the contracts were developed to complete the project in one season, thus minimizing the impacts of a lengthy detour. Narrow streets were widened without disruption to historic buildings to allow for safe on-street parking, and off-street turnarounds were designed to discourage drivers from executing dangerous "u-turns" in order to go back in the other direction. These features were designed to help local businesses attract customers.

Another significant amenity of this project is the handicapped-accessible ramp and fishing pier. This has facilitated access for everyone who would like to use this popular fishing area.

Many different economic, environmental as well as social considerations were taken into account in order to make this project a success. This success will be enjoyed by many generations to come in the form of the abundant wildlife, wetlands and other natural features that were preserved and the new safety that this picturesque route offers to its visitors and residents.



Client: Wisconsin Department of Transportation
District 5-Crawford County



Madison, Wisconsin



Category G3