



Transmittal Number PT 07-049	Date August 2007
Publication Distribution To: <i>Design Manual</i> holders	
Publication Title <i>Design Manual</i> Supplement	Publication Number M 22-01
Originating Organization Environmental and Engineering Service Center, Design Office, Design Policy, Standards, and Safety Research Unit through Engineering Publications	

What's Changed?

The *Design Manual* Supplement provides WSDOT design policy related to public art on state transportation facilities.

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Instructions

Page numbers and corresponding sheet-counts are given in the table below to indicate portions of the *Design Manual* that are to be removed and inserted to accomplish this revision.

Chapter	Remove		Insert	
	Page Numbers	Sheets	Page Numbers	Sheets
Letter's List	N/A	1	N/A	1
330, "Design Documentation, Approval, and Process Review"	11-12	1	11-12	1
1360, "Public Art"	N/A	N/A	1-6	3

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Public Art

I. Introduction

A. Purpose

The purpose of this *Design Manual Supplement* is to provide Washington State Department of Transportation (WSDOT) design policy related to public art on state transportation facilities. This supplement:

- Generates awareness and discusses required approval of proposals for public art.
- Reinforces existing policy in the *Roadside Classification Plan*.
- Designates appropriate locations for the incorporation of public art features.
- Establishes procedure for the involvement of critical WSDOT and FHWA authorities in the development of public art proposals.
- Provides for the consistent statewide application of processes for review and approval of public art.

B. References

See attached Chapter 1360, Public Art.

C. Background

In 1996 WSDOT published the *Roadside Classification Plan*, which sets statewide goals and objectives for roadside management. It provides for the use of public art in urban roadside classifications in selected and approved locations such as designated Community Gateways.

In 1997 the Federal Highway Administration (FHWA) published *Flexibility in Highway Design*. This document addresses incorporating unique community requests into highway design and the flexibility available to designers to accomplish this goal within adopted state standards.

In 2005 Washington State published *Understanding Flexibility in Transportation Design – Washington*. This document is intended to help

those involved with transportation project development understand the concepts related to context sensitive solutions (CSS) and community-based project development approaches. Since its publication, there has been a growing interest on the part of communities to use art within WSDOT transportation facilities to make unique statements about community character.

D. Discussion

WSDOT must balance the request(s) for proposed public art projects with its responsibility to provide a safe driving environment. It does so by establishing policies that improve the unity of highway elements and prevent the addition of features to the roadsides that distract the traveling public.

The above documents have more communities around Washington State examining their own local stories and character of place and exploring ways to promote them on WSDOT transportation facilities through placement of roadside features. This has resulted in the need to further define WSDOT policies and approval procedures, with an emphasis on early and complete coordination with the Local Agencies.

E. Implementation

This change is effective as of August 6, 2007.

II. Instructions

- A. Insert new Chapter 1360, Public Art, in the *Design Manual*.**
- B. Replace Figures 330-3a and 330-3b with the attached.**
- C. The Contents and Index sections remain unchanged for this supplement. They will be updated with the next regularly scheduled *Design Manual* revision.**

Washington State Department of Transportation
Design Manual Supplements and Instructional Letters
August, 2007

In Effect	Chapter	Date	Type	Subject/Title
Yes	820	8/5/2005	DM Supplement	Overhead Sign Illumination (Lighting)
Yes	850			
Yes	860	12/30/2005	DM Supplement	Systems Engineering for Intelligent Transportation Systems
Yes	1360	8/06/2007	DM Supplement	Public Art

Notes:

- Changes since the last revision to the *Design Manual* are shown in bold print.
- The listed items marked *yes* have been posted to the web at the following location:
www.wsdot.wa.gov/eesc/design/policy/pdf/DMSupplementLettersList/August2007DMSupplementLettersList.pdf

Item	Approval Authority		
	Region	HQ	FHWA
Program Development			
Work Order Authorization		X	X ^[1]
Public Hearings			
Corridor Hearing Summary		X ^[2]	
Design Summary		X ^[3]	
Access Hearing Plan		X ^[4]	
Access Findings and Order		X ^[5]	
Environmental by Classification			
Summary (ECS) NEPA			X
Class I NEPA (EIS)		[7]	X
Class I SEPA (EIS)		X	
Class II NEPA – Programmatic Categorical Exclusion (CE)*	X		
Class II NEPA – Documented Categorical Exclusion (CE)	[6]		X
Class II SEPA – Categorical Exemption (CE)	X		
Class III NEPA – Environmental Assessment (EA)		[7]	X
SEPA Checklist	X		
Design			
Design Deviations	[8]	[8]	[8]
Experimental Features		X	X ^[9]
Environmental Review Summary	X		
Final Design Decisions Summary	X	X ^[3]	
Final Project Definition		X ^[10]	
Interchange Justification Report		[7]	X
Non-Interstate Interchange Justification Report		X	
<u>Interstate Interchange Plans (includes Intersection Plans)</u>		[7]	X ^{[9][11]}
<u>Non-Interstate Interchange Plans</u>	X ^[11]	X ^[11]	
Intersection Plans	X ^[11]	X ^[11]	
Right of Way Plans	[12]	X	
Monumentation Map	X		
Materials Source Report		X ^[13]	
Pavement Determination Report		X ^[13]	
Roundabout Geometric Design	X ^[11]	X ^[11]	
Design Approval	[8]	[8]	[8]
Project Development Approval	[8]	[8]	[8]

Approvals
Figure 330-3a

Item	Approval Authority		
	Region	HQ	FHWA
Design			
Resurfacing Report		X ^[13]	
Signal Permits	X ^[14]		
Geotechnical Report		X ^[13]	
Tied Bids	X ^[15]		X ^{[9][15]}
Bridge Design Plans (Bridge Layout)	X	X	
Hydraulic Report	X ^{[16][17]}	X ^{[16][17]}	
Preliminary Signalization Plans		X ^[6]	
Rest Area Plans		X	
Roadside Restoration Plans	X ^[18]	X ^[19]	
Structures Requiring TS&L's		X	X
Planting Plans	X ^[18]	X ^[19]	
Grading Plans	X ^[18]	X ^[19]	
Continuous Illumination – Main Line		X ^[20]	
Project Change Request Form	X ^[21]	X ^[21]	
Work Zone Transportation Management Plan/Traffic Control Plan	X ^[22]		
Public Art Plan - Interstate (see Chapter 1360)	X ^{[18][23]}	X ^{[19][23]}	X ^{[9][19][23]}
Public Art Plan - Non-Interstate (see Chapter 1360)	X ^{[18][23]}	X ^{[19][23]}	

X Normal procedure * If on the preapproved list

Notes:

- [1] Federal-aid projects only.
- [2] Environmental and Engineering Programs Director approval.
- [3] State Design Engineer approval.
- [4] Right of Way Plans Engineer approval.
- [5] Refer to Chapter 210 for approval requirements.
- [6] Final review & concurrence required at the region prior to submittal to approving authority.
- [7] Final review & concurrence required at HQ prior to submittal to approving authority.
- [8] Refer to Figures 330-2a & 2b for Design Approval and Project Development Approval levels.
- [9] Applies to new/reconstruction projects on Interstate routes.
- [10] HQ Project Control & Reporting approval.
- [11] Include channelization details.
- [12] Certified by the responsible professional licensee.
- [13] Submit to HQ Materials Laboratory for review and approval.
- [14] Approved by region's Administrator or Designee.
- [15] See 23 CFR 635.111.
- [16] For additional guidance, see the *Hydraulics Manual*, M 23-03.
- [17] Region to submit Hydraulic Report. Refer to *Hydraulics Manual*.
- [18] Applies only to regions with a Landscape Architect.
- [19] Applies only to regions without a Landscape Architect.
- [20] Approved by State Traffic Engineer.
- [21] Consult HQ Project Control & Reporting for clarification on approval authority.
- [22] Region Traffic Engineer.
- [23] The State Bridge and Structures Architect reviews and approves the Public Art Plan (see Chapter 1360 for further details on approvals).

Approvals
Figure 330-3b

- 1360.01 General
- 1360.02 References
- 1360.03 Definitions
- 1360.04 Standard Architectural Design
- 1360.05 Criteria for Public Art
- 1360.06 Process and Project Delivery Timing
- 1360.07 Approvals
- 1360.08 Documentation

1360.01 General

There has been a growing interest on the part of communities to use art within WSDOT transportation facilities. It can be used to provide visual interest along roadsides, make unique statements about community character, and create positive public response that will last over time.

Proponents for public art might be local agencies or engaged citizen groups with interest in the outcome of a WSDOT project. The environmental and public involvement processes offer opportunities for community partnership on the visual and aesthetic qualities of a corridor.

The public art policy in this chapter is intended to provide guidance for managing public art on WSDOT projects; reinforce the existing policy in the *Roadside Classification Plan*; designate appropriate locations for the incorporation of public art features; and provide for the consistent use of statewide development, review, and approval processes on new and existing features. (Note that nothing in this chapter is to be construed to *require* public art on WSDOT projects.)

The appropriateness of public art is frequently dependent upon its location and composition. An art piece or feature chosen for the back side of a noise wall, at a safety rest area, or along a bike path may not be suitable at the end of a freeway ramp or along the main line of a highway. In addition to appropriate placement, WSDOT must balance the requests for proposed public art projects with the need to provide corridor continuity, improve the unity of highway elements, and provide roadsides that do not divert motorists' attention from the driving task.

While some local jurisdictions dedicate a percentage of their project budgets for art, WSDOT has no such dedicated funding. Section 40 of the State Constitution specifies that gas tax money must be used for a "highway purpose." Therefore, public art beyond WSDOT standard design is typically funded by other sources. The *Roadside Funding Matrix for WSDOT Capital Projects* was developed to provide guidance for funding various elements found within public works projects on which WSDOT is the lead agency.

When city or community entrance markers are proposed, this policy should be used in conjunction with the guidance contained in Chapter 2 of the *Traffic Manual*.

1360.02 References

(1) Federal/State Laws and Codes

Revised Code of Washington (RCW) 47.42, Scenic Vistas Act

Washington State Constitution, Section 40

www.leg.wa.gov/LawsAndAgencyRules/constitution.htm

(2) Design Guidance

Bridge Design Manual, M 23-50, WSDOT

Roadside Classification Plan, M 25-31, WSDOT

(3) Supporting Information

A Guide for Achieving Flexibility in Highway Design, AASHTO, 2004

Flexibility in Highway Design, FHWA, 1997

Roadside Funding Matrix for Capital Projects, WSDOT

www.wsdot.wa.gov/eesc/design/roadside/pdf/Fundingmatrixfinal.pdf

Roadside Manual, M 25-30, WSDOT (see Chapter 910 for information on necessary agreements and the maintenance of public art)

Traffic Manual, M 51-02, WSDOT (see Chapter 2 for guidance on city or community entrance markers)

Understanding Flexibility in Transportation Design – Washington, WSDOT, 2005

1360.03 Definitions

context sensitive solutions (CSS) A collaborative, interdisciplinary approach that involves the community in the development of a project. (See Chapter 210 for further information.)

public art An enhancement to a functional element, feature, or place within a transportation facility to provide visual interest. The enhancement could be an addition to a functional element, integrated into a design, or for purely aesthetic purposes. An element is considered “public art” if it is beyond WSDOT standard practice for architectural treatment.

1360.04 Standard Architectural Design

WSDOT’s public art policy does not apply to the standard design of transportation architectural elements such as simple geometric patterns or standard concrete finishes like fractured fin, paving patterns, or colors.

Contact the State Bridge and Structures Architect and the region/Headquarters (HQ) Landscape Architect to discuss details of proposed public art projects. They are key members of the Public Art Specialty Services Team (described in 1360.06) and can answer questions and assist in determining an appropriate course of action.

1360.05 Criteria for Public Art

Placement and composition of public art is unique and is to be evaluated on a case-by-case basis. Prior to approval of public art, a Public Art Plan is to be developed in coordination with the Public Art Specialty Services Team. The team will review the concept, guide the local agency or design team through the process, and approve the plan in accordance with 1360.07. The following criteria are to be addressed and documented in the Public Art Plan.

- Identify the public art proponent, the funding source, and those responsible for the installation and maintenance of the proposed art. Provide for safe maintenance access and establish agreements with local agencies for maintenance where appropriate. If there is a potential for vandalism, address this issue in the associated maintenance agreement.
- Identify whether public art resulted from the specific recommendation(s) of a planning-level study.
- Subject of the recommended art.
- Visibility – Art visible from the main line must contribute to corridor continuity and the view from the road. Art visible to the community or adjacent to the neighborhood side of a structure may have more flexibility in design than that visible from the main line.
- Safety and security – Public art must not negatively impact safety nor create an attractive nuisance.
- Potential for traffic distraction – Proposed art must not distract motorists. It must be appropriate for the speed and angle at which it will be viewed.
- Scale and context compatible with the surrounding landscape and land use.
- Contribution of the art to community character.
- Evaluate the impact of the proposed art on social, cultural, and environmental features. In general, WSDOT would not approve the addition of art on a historic structure or within an ecologically sensitive area.
- Compliance with applicable laws, such as the Scenic Vistas Act and 23 CFR 752, Landscape and Roadside Development.
- Demonstrated responsible use of tax dollars and enhanced public trust in WSDOT judgment.

For further information on these criteria, see Chapter 910 of the *Roadside Manual*.

(1) Acceptable Public Art Features

Public art must be in compliance with WSDOT corridor guidelines and existing policies such as the *Roadside Classification Plan* and the *Bridge Design Manual*. The following are examples of types and locations of acceptable public art features.

- Concrete surface treatments (beyond WSDOT standard)
- Colored paving/colored pavers/scoring patterns (beyond WSDOT standard)
- Specially designed benches, trash cans, planters, or other street furnishings
- Soft lighting and lighting fixtures
- Small-scale sculptures or art pieces (when not viewed from the main line)
- Attachments to decorative railings, light poles, or fences
- Decorative bus shelters

(2) Unacceptable Public Art Features

The following are examples of unacceptable public art features.

- Kinetic sculptures
- Brightly lit or flashing art
- Art that poses a safety risk or liability
- Large sculptures (the size of a sculpture is relative to its context and location in the landscape)
- Art with highly reflective qualities or adverse colors
- Art that is a distraction to a driver or out of context with the surroundings
- Art with a topic/theme that could cause negative public reaction
- Art that resembles a traffic control device

1360.06 Process and Project Delivery Timing

Begin the development and review of public art early in the WSDOT design process and conduct subsequent reviews during the course of its development. Do not include public art as a change order or addendum to a project without first having gone through the process described in this policy.

A Public Art Plan is developed to incorporate public art into WSDOT projects. Include the review of the Public Art Plan by the Specialty Services Team in project reviews.

(1) Public Art Plan

The Public Art Plan is developed by the WSDOT Project Engineer's Office. The plan provides enough detail and description to convey the intent of the proposed art project. The plan documents how the proposed art meets the criteria listed in 1360.05 and includes the following elements:

- Cover sheet with appropriate approval signatures (see 1360.07)
- Project overview
- Location of the proposed art
- Scale drawings of the proposed art, including proposed materials and finishes
- All criteria from 1360.05, Criteria for Public Art, addressed and documented
- Justification and recommendations for public art

Include the Public Art Plan in the Design Documentation Package (DDP) and consider including in the Design Approval and Project Development Approval packages.

(2) Public Art Specialty Services Team

Include the Public Art Specialty Services Team in the development of public art and the Public Art Plan. Members include the following:

(a) All Public Art Specialty Teams include:

- WSDOT Project Engineer or designee(s)
- State Bridge and Structures Architect
- Region or HQ Landscape Architect
- Region Traffic representative

(b) Consider team membership from the following functional areas when their expertise is applicable:

- Maintenance
- Planning
- Environmental
- Real Estate Services
- Highways and Local Programs

(c) For projects requiring full FHWA oversight (New/Reconstruction projects on the Interstate), the following team members are also required:

- HQ Design (ASDE)
- Federal Highway Administration (Area Engineer)

1360.07 Approvals

Involve the Public Art Specialty Services Team in the development of art during the earliest possible phase of project development, ensuring that approvals happen smoothly and that WSDOT and FHWA are aware of the public art as soon as possible. Phases include the following:

1. Initial Art Concept review; input and approval
2. Selected Art Concept review; input and approval
3. Final Proposed Art review; input and approval

The Public Art Plan cover letter includes the appropriate approval signatures, as shown below.

(a) Approval of public art for New/Reconstruction projects on the Interstate includes:

- Region/HQ Landscape Architect
- HQ Bridge and Structures Architect
- HQ Design (ASDE)
- FHWA Area Engineer

(b) Approval of public art for all other projects includes:

- Region/HQ Landscape Architect
- HQ Bridge and Structures Architect

1360.08 Documentation

The Public Art Plan, complete with approval signatures, is retained in the Design Documentation Package (DDP).

The list of documents required to be preserved in the DDP or the Project File (PF) is on the following web site:  www.wsdot.wa.gov/eesc/design/projectdev/