



Over the summer of 2018, Stevens Point will see the construction of a new roundabout at its north entrance to Business 51. Recognizing the opportunity, CREATE Portage County, in partnership with the City of Stevens Point, the Mayor's Arts and Culture Advisory Committee, and the Stevens Point Area Convention and Visitors Bureau, is announcing an open call for public art to turn this updated roadway into a grand entrance into the community.

The guidelines for this project are intentionally general as we are eager to see how inventive artists make use of the space. We are looking for a project that captures the energy and identity of our community, that welcomes visitors and residents to our town, that provides for safe but fun interaction with art, and that contributes to the growing collection of public art already in our community.

We have provided a map (see attached) that notes the areas where installations are possible. Proposals may include all or parts of these areas but should give special consideration to priority areas. Should artists choose to locate any portion of their installation within the roundabout, please follow the safety guidelines included.

Applications are due **at or before 5:00 PM on Tuesday, May 1** and should be emailed to Greg Wright at [gregw@createportagecounty.org](mailto:gregw@createportagecounty.org). These applications should include...

- images of your concept (preferably shown on the space),
- an explanation of the concept and its goals,
- a budget and timeline for the completed work,
- artists resumes including 3 references and listing all completed public art projects,
- AND 5 representative digital images of your work.

A selection committee will judge the proposals on the following criteria:

- The quality, originality, and appeal of the concept.
- The concept's ability to capture the identity and feel of Stevens Point.
- The concept's appropriateness for this particular public entrance to the community.
- The artist's budget and proven capacity for timely completion of the project.

Budgets should include any artist fees and costs while also speaking to the quality of materials and the prep work and execution to ensure a lasting, high-quality public art piece.

Artists, designers, studios, and teams may submit multiple concepts for this project, and artists from any location are encouraged to apply; however, we appreciate the opportunity to highlight local, regional, or Wisconsin artists when appropriate. The selection committee reserves the right to set up presentations with select finalists should the initial review fail to review a single standout project. Those presentations would take place within the first two weeks of May.

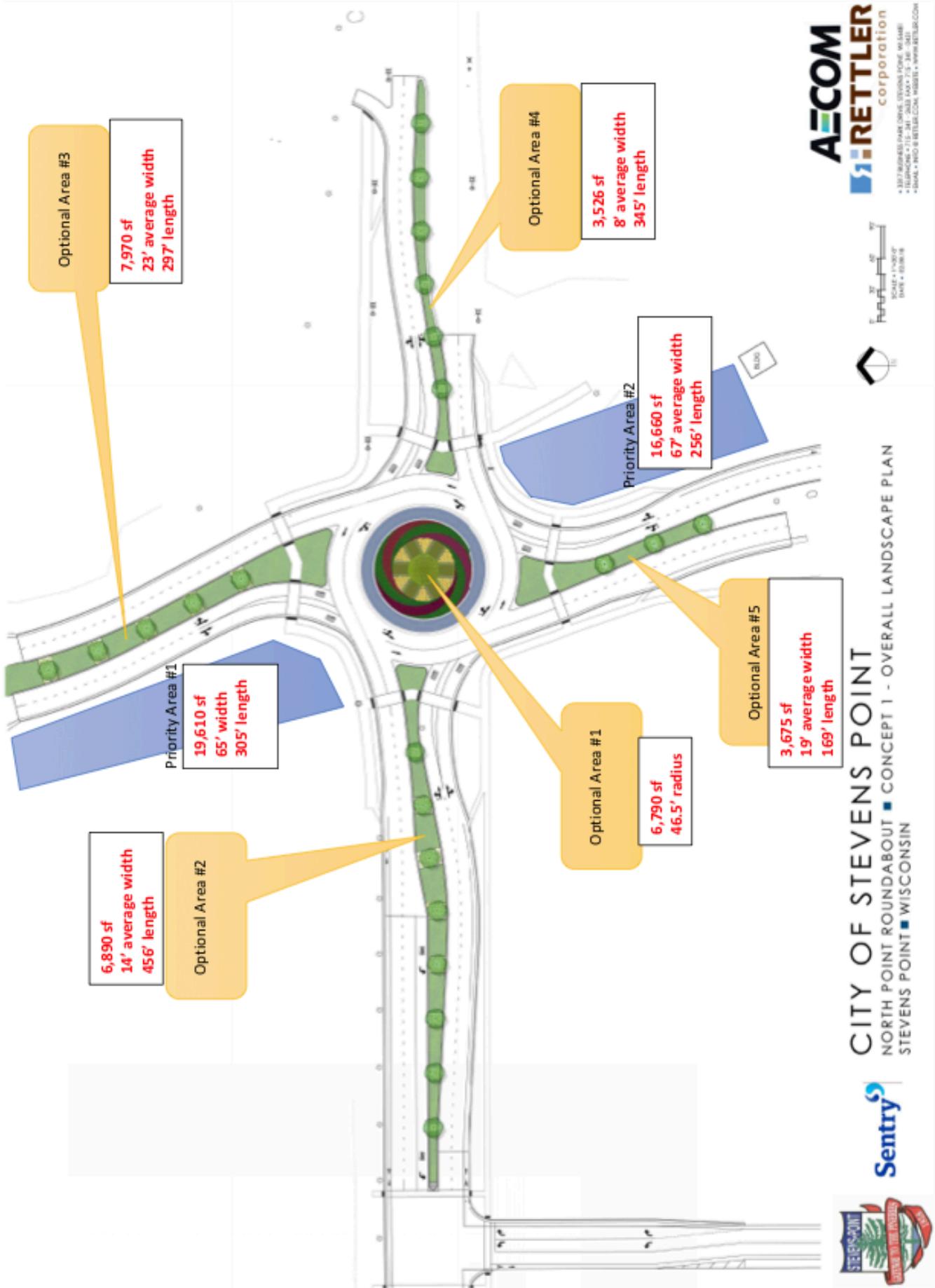
Artists must be available to complete this project over the summer of 2018 and will agree to work with CREATE Portage County, the City of Stevens Point, and the Stevens Point Area Convention and Visitors Bureau on events that celebrate this process. The selected artwork and its likeness will become the property of the City of Stevens Point and its partner organizations, which reserve the right to use the image for promotional and retail purposes.

This project is a continuation of our creative placemaking goals, which connect our community to its identity through fresh and vibrant works of public art. We seek forward-thinking pieces that showcase our culture in hopes of becoming iconic locations for both residents and visitors celebrating their time in Stevens Point. Thank you in advance for your thoughtful submissions. We are excited to find the right partner for this project.

A handwritten signature in black ink, appearing to read "Greg Wright". The signature is fluid and cursive, with the first name "Greg" and last name "Wright" clearly distinguishable.

Greg Wright  
Executive Director  
CREATE Portage County  
[gregw@createportagecounty.org](mailto:gregw@createportagecounty.org)

POTENTIAL AREAS FOR PUBLIC ART



within the circulatory roadway *shall not* include the oval. Refer to item X in [Attachment 35.1](#).

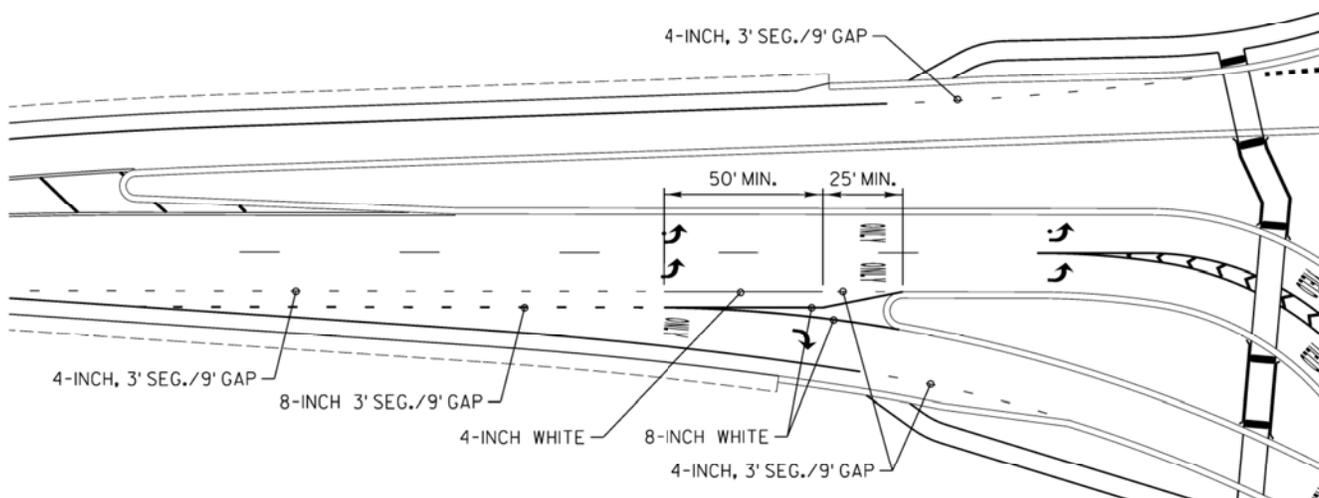
**35.2.3 Exit Marking**

16. Chevron markings at the exit point adjacent to the splitter island shall be 12-inch white with 10-ft spacing where needed or appropriate. Refer to item O of the *Special Case* in [Attachment 35.1](#). Chevron markings on the exit and/or on the approach should be avoided, if possible, as they do not provide the speed control and directional guidance as curb and gutter. Consult experienced roundabout designers and the Regional Traffic Engineer before implementing.
17. *Do not paint the noses of the splitter island yellow* (where the splitter island meets the circulatory roadway, unless there is a documented crash problem). Yellow nose paint is intended to separate opposing directions of traffic such as the approach nose.

**35.2.4 Bicycle Marking**

18. When required, bike lane markings should be placed as per [Figure 35.6](#).

Bike lane marking within the circulatory roadway is not permitted on any roundabouts. Refer to [Figure 35.6](#) for Bike Lane markings on roundabout approaches.



**Figure 35.6 Bike Lane Roundabout Marking**

**35.2.5 Maintenance of Pavement Marking**

For roundabouts on the STH System with county highway approaches and/or local road approaches, it is recommended that early in the design process no later than the time of the design study report, a Maintenance Agreement be developed. By having the Maintenance Agreement developed early in the design process, the county or local unit of government will clearly have knowledge of what they are to maintain. Refer to TGM 3-3-1 for additional roundabout pavement marking guidance and policy.

**LIST OF ATTACHMENTS**

<a href="#">Attachment 35.1</a>	Example Pavement Markings for Typical Designs
<a href="#">Attachment 35.2</a>	Roundabout Pavement Marking Bid Item and Product Type
<a href="#">Attachment 35.3</a>	DM 11-26 Attachment 35.3 Sample Signing Layout for Single-lane Roundabout
<a href="#">Attachment 35.4</a>	Sample Signing Layout for a Multilane Roundabout
<a href="#">Attachment 35.5</a>	Sample Signing Plan for Roundabout Ramp Terminals
<a href="#">Attachment 35.5</a>	Sample Signing Plan for Roundabout Ramp Terminals

**FDM 11-26-40 Landscaping and Maintenance**

June 24, 2016

Illumination has moved to TGM 11-11-1;

<http://wisconsin.gov/Pages/doing-bus/local-gov/traffic-ops/manuals-and-standards/tgm/11.aspx>

**40.1 Central Island Landscaping**

Landscape elements are vital to the proper operation of a roundabout and needs to be in place when the roundabout is opened to traffic. The purposes of landscape elements in the roundabout are to:

- Make the central island conspicuous to drivers as they approach the roundabout

- Clearly indicate to drivers that they cannot pass straight through the intersection. Restrict the ability to view traffic from across the roundabout through mounding of the earth and plantings. This will lead to slower entering speeds, which increases safety.
- Require motorist's to focus toward on-coming traffic from the left
- Help break headlight glare
- Discourage pedestrian traffic through the central island
- Help blind or low vision pedestrians locate sidewalks and crosswalks
- Improve and complement the aesthetics of the area

When designing landscaping for a roundabout it is important to:

- Minimize driver distraction and provide central island crashworthiness
- Consider maintenance requirements early in the program stages of development
- Develop a formal municipal agreement describing the landscaping and maintenance requirements for roundabouts elements early in the scoping process and prior to design of the facility.
- Maintain adequate sight distances
- Avoid obscuring the view to signs
- Minimize fixed objects such as trees, poles, or guard rail
- Apply the guidance below relative to approach speeds and the permissible use of fixed objects such as trees, poles, non-hazard walls, non-hazard rocks/boulders, or guard rail

The Department takes a proactive approach toward minimizing driver distraction. Avoid items in the central island that may be considered an attractive nuisance and may encourage passersby to go to the central island for pictures, or other objects that might distract drivers from the driving task. Decorative features that may attract pedestrians within the central island or lead to distracted driving include (not all inclusive):

- Decorative statues
- Water fountains/features
- Artwork
- Decorative walls
- City logos or community welcome signs
- Commemorative plaques or monuments
- Banners and flags
- Roundabout sponsorship signing
- Street furniture (decorative and non-decorative)
- Combination of these above features

Any decorative features planned to be added to the central island should be of vegetative nature or natural-looking and close to ground level. Refer to [FDM 11-26-40.2.1](#) for reference to Department-approved plant materials.

Crashworthiness is a key element of roundabout central island landscaping design. While central island crashes are rare, they are often the most severe crashes. Optimize the crashworthiness of the central island design while balancing a community's desire to implement aesthetic treatments. Further discussion regarding allowable central island aesthetic treatments for low speed environments is cited below. Designers need to be mindful when considering non-hazardous aesthetic treatments. Consider an object's potential adverse influence to an errant vehicle, including vehicle abrupt deceleration, underside fuel tank or oil pan tears, launching and rollovers and their effects to occupants and pedestrians.

The Department's standard approach to central island landscaping is mounding the earth and providing plantings. Refer to [Figure 40.1](#) for the general layout of the central island. Design the slope of the central island with a minimum grade of 4% and a maximum of 6:1 sloping upward toward the center of the circle. The earth surface in the central island area forms an earth mound that is a minimum of 3.5-feet to a maximum of 6-feet in height, measured from the circulating roadway surface at the curb flange. As an absolute minimum, keep the outside 6 feet of the central island free from landscape features to provide a minimum level of roadside safety, snow storage, and unobstructed sight distance. In some situations this central island area may need to maintain a low profile beyond 6-feet to allow OSOW vehicle loads to pass over the central island without the axles passing over the central island,( i.e. 165-foot girder, wind turbine parts).

The combination of the earth mound and plantings in the central island shall provide a visual blocking such that drivers will not be able to see through the roundabout central island. The central island area is considered a low speed environment, however errant vehicles occasionally end up in the central island or crossing the central

island. The inner portion of the central island is typically most vulnerable to drivers/vehicles that for some reason leave the roadway and drive headlong into the central island. If in the event that a driver is driving too fast to negotiate a curved approach to a roundabout, or otherwise distracted and/or is not aware of the upcoming roundabout, the impact angle entering the central island typically will be much greater than 25 degrees and outside the realm of roadside design. The consequence of hitting a fixed object at an angle greater than 25 degrees is severe.

The approach highway speed is an indicator of the probability of an errant vehicle entering the central island. The following items are prohibited within the central island regardless of approach speed:

- Hazardous material - such as concrete, stone, boulders or wood walls
- Fixed objects - including trees having a mature diameter greater than 4-inches

Where all approach legs to a roundabout have a posted speed of 35 mph or less there may be objects that appear to be hazardous such as walls or rocks, but they are to be constructed with materials and in a manner that is not hazardous to errant vehicles. It is important to minimize the consequences of an errant vehicle that may impact these features.

Minimize the consequence of hitting a wall by following these guidelines:

1. Do not allow any walls in the central island with cast in-place or reinforced concrete or natural boulders.
2. When all roundabout approach legs have posted speeds of 35 mph or less, walls may be constructed with light-weight, Styrofoam type, artificial bricks/blocks typically used in landscaping and boulders with chicken wire and stucco. No mortar or reinforcing between the bricks/bocks. Minimize the wall thickness while maintaining stability.
3. If light-weight walls are desired for aesthetic reasons then construct at a height 20-inch or lower. This will tend to keep flying debris at a lower level as not to penetrate a windshield, or impact other vehicles.
4. Do not allow fill material in back of the light-weight brick/block wall for approximately 2 feet. Then at ground level begin to slope the earth up and away from the non-hazardous wall at a 6:1 slope or flatter.

Communities desiring to include decorative, lightweight fiberglass boulders with the central island landscaping design may use these boulders for low-speed urban environments up to 35 mph posted roundabout approach speeds by following these additional guidelines:

1. Decorative boulder wall thickness is 1/8" or less
2. Decorative boulders are not anchored to concrete base or pad
3. Use decorative boulders sparingly and strategically locate them as to minimize potential striking by errant vehicle
4. Keep larger diameter decorative boulders (max 24") toward the top of the central island berm

Diamond interchange exit ramps departing from high speed freeways and expressways will be considered as having a posted ramp termini approach speed exceeding 35 mph. On a case-by-case basis, designers may consider slower ramp termini approach speeds of 35 mph or less for exit ramps with sharper ramp curvature (e.g. loop ramp) that reduce operational speeds prior to the ramp termini.

Early in the design process, consult within the region and with Bureau of Project Development for input on local community's landscaping plans and possible decorative solutions. Options may be realized with various material treatments and applications on a case-by-case basis.

Landscape design elements requested by municipalities/communities that exceed costs of typical Department guidelines will need to be funded by the municipality. Refer to Program Management Manual for specific cost share policies. A maintenance agreement with the municipality will be required. Address any roundabout utility needs requested by the municipality, such as water and electrical costs and maintenance, in the agreement.

## 40.2 Landscape Design

Landscape design is an important aspect of roundabout operation. Before starting the landscape design first determine the maintaining authority and comply with the intersection sight distance as described in [FDM 11-26-30.5.15](#). More flexibility is allowed on projects that are not maintained by WisDOT.

Low-to-the-ground landscape plantings in the splitter islands and approaches can both benefit public safety and enhance the visual quality of the intersection and the community. In general, unless the splitter islands are very long or wide they should not contain trees, planters, or light poles.

Landscape plantings on the approaches to the roundabout can enhance safety by making the intersection more conspicuous and by countering the perception of a high-speed through traffic movement. Avoid landscaping within 50 feet in advance of the yield point. Plantings in the splitter islands (where appropriate) and on the right

and left side of the approaches (except within 50 feet of the yield point) can help to create a funneling effect and induce a decrease in speeds approaching the roundabout. Low profile landscaping in the corner radii can help to channelize pedestrians to the crosswalk areas and discourage pedestrian crossings to the central island.

#### **40.2.1 Owned, Operated, and Maintained by WisDOT**

The goal for State-owned and maintained roundabouts is to achieve a landscape design that enhances the safety in the area of the central island and splitter islands with little or no landscape maintenance required over time. Landscape design elements should minimize areas of mulch and the planted vegetation that requires maintenance.

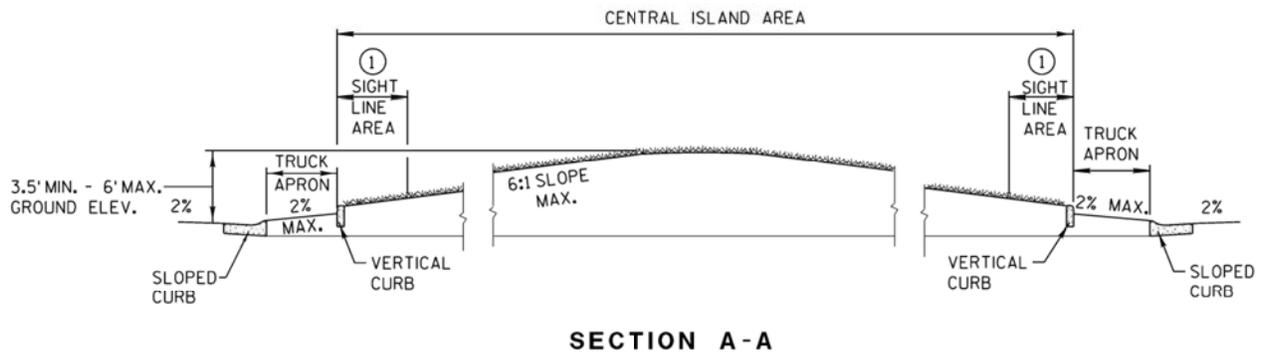
Low maintenance planting plans for roundabout landscapes are required. Vegetation approved for use by the department requires minimum maintenance and has been demonstrated to tolerate highway site conditions.

The central island earth berm may be planted with trees and shrubs and/or a prairie grass mixture that doesn't require mowing. Plant materials approved for use by the Department, including trees and shrubs listed in [FDM 27-25 Attachment 1.3](#) are approved for use on roundabouts owned, operated and maintained by the Department. Certain native grasses are also approved at roundabouts and are included in the grasses portion of the "Table of Native Seed Mixtures" in [Standard Spec 630](#).

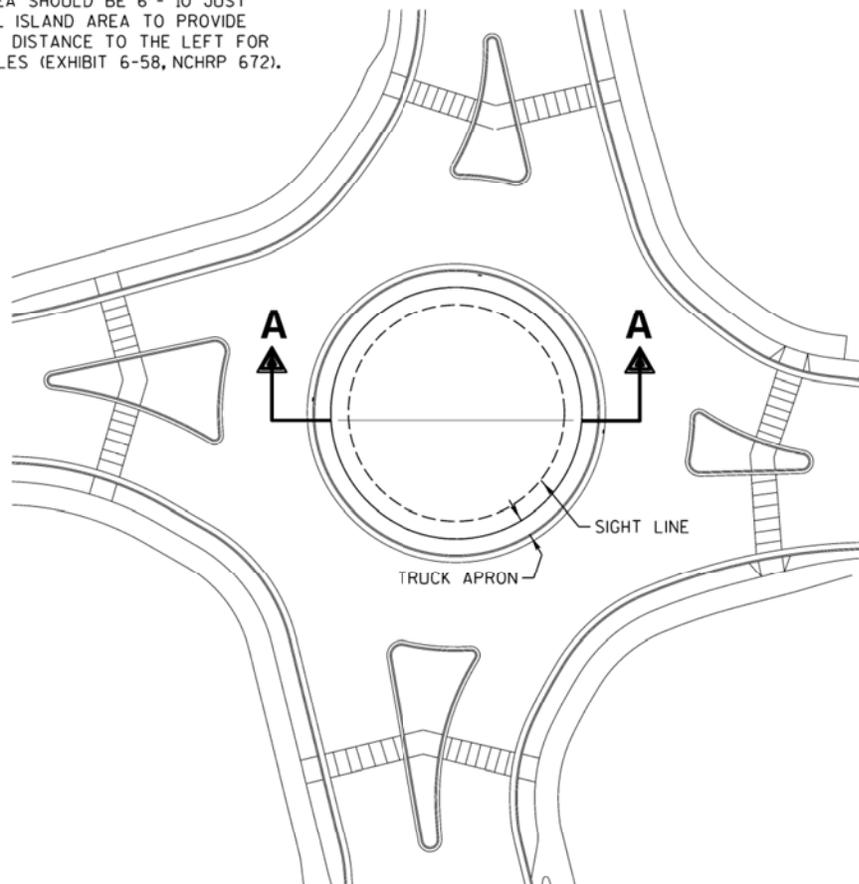
Locations of plant materials shall be selected for salt tolerance and be located to allow for sufficient snow storage in the winter. Snow removal operations typically radiate out from the central island. Plant materials shall not be placed so as to impede snow removal practices.

The uses of pre-emergent herbicides are recommended for use in plant bed and "hardscape" areas. Follow label instructions provided on the product container for use and application procedures.

Contact the Highway Maintenance and Roadside Management Section in the Bureau of Highway Operations for additional landscape design guidance.



① THE SIGHT LINE AREA SHOULD BE 6' - 10' JUST INSIDE THE CENTRAL ISLAND AREA TO PROVIDE INTERSECTION SIGHT DISTANCE TO THE LEFT FOR APPROACHING VEHICLES (EXHIBIT 6-58, NCHRP 672).



**Figure 40.1 Low-Maintenance Central Island Landscaping**

**40.2.2 Owned by WisDOT but Maintained by Others**

Landscape design requests in excess of [FDM 11-26-40.2.1.1](#) will be considered only upon receipt of a formal, signed project agreement prior to design of the facility and are the sole responsibility of the requesting municipality. These agreements are to be obtained in the planning stages of the project.

**40.2.3 Local Roads and Connecting Streets**

Landscape design costs in excess of department standards described in [FDM 11-26-40.2.1.1](#) on local roads and connecting streets are the sole responsibility of the municipality.

**40.3 Landscape Maintenance**

Maintenance responsibilities for roundabouts will vary by ownership. Roundabouts are located on the local road system, on connecting state highways, and state highways.

**40.3.1 Owned, Operated, and Maintained by WisDOT**

All maintenance costs and operations of roundabout landscaping owned, operated and maintained by the department are the responsibility of the department, except as provided below. Landscape design elements and guidance have been outlined to minimize maintenance and operational costs to the department. Plants shown

on the approved list have been selected to best meet these needs, [FDM 27-25 Attachment 1.3](#), [FDM 11-26-30](#) and [Figure 40.1](#) provide detailed layout dimensions of the area to be planted within the central island area.

Only those landscape maintenance operations necessary to maintain the safe operation of the department roundabout will be undertaken.

#### 40.3.2 Owned by WisDOT but Maintained by Others

Municipalities often request special landscaping. Landscape requests in excess of requirements contained in [FDM 11-26-40.2.1.1](#) are the responsibility of the requesting municipality. Such requests will be considered only upon receipt of a formal, signed municipal agreement approved by the department prior to the design of those roundabouts. This procedure shall be completed early in the planning stages of project development.

#### 40.3.3 Local Roads and Connecting Streets

Maintenance and operating costs of roundabouts located on local roads and connecting streets are the responsibility of the local government.

#### 40.4 Shared-Use Path Maintenance

For urban, suburban, outlying and rural locations for roundabouts, a roundabout sidepath or shared-use path is provided accordingly; see [FDM 11-26-30.5.13](#). Facilities may be omitted if conditions are met as described in [FDM 11-46-1](#). Appropriate cost share policies apply and maintenance agreements with the local unit of government are required, unless refusal to maintain omission conditions are met see [FDM 11-46-1](#). If conditions are met to omit facilities, grading for future facilities apply as detailed in [FDM 11-26-30.5.13](#) and cut-through crossing are to be provided in splitter islands. The cost of the path installation and maintenance after the original roadway improvement is the responsibility of the local unit of government. There have been situations where land uses change, the local government leaders change, and/or attitudes about such improvements change, or that pedestrian or bicycle volume increase over time, and later there is a strong desire to install the path.

### FDM 11-26-45 Work Zone Traffic Control

March 28, 2014

#### 45.1 Work Zone Traffic Control

Roundabouts pose unique challenges when maintenance work is performed in or around these facilities. Each roundabout is unique so develop the traffic control plan to meet the specific conditions of the location, traffic volumes, duration, and work operation. Consider detour and staging as alternatives since they may provide better service for traffic movement.

During the design of temporary traffic control in roundabout work zone it is essential that the intended travel path for motorists, bicyclists, and pedestrians is clearly identifiable. Ensure turning radii can accommodate tractor-trailer vehicles. [SDD 15D21](#) and [SDD 15D31](#) show example device spacing at turning radii and curve transitions. Accomplish this through the temporary traffic control part 6 of MUTCD

<http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part6.pdf>

compliant traffic control channelizing devices, signing, delineation, and temporary pavement markings. There are occasions when guidance may be provided by law enforcement personnel or using flagging operation depending on the complexity of the work in the roundabout. Schedule work during off-peak hours to minimize traffic within the roundabout if feasible. A roundabout is not designed to hold stopped or waiting traffic during roadwork. Flagging or a detour may be required if it is likely that work may block traffic from using the circular roadway of a roundabout. Notify emergency services and law enforcement if work is anticipated to cause delays.

[SDD 15D37](#) provides general guidance on the signing and device requirements for maintenance work in and around a roundabout location.

Work in a roundabout may involve any of the situations listed below.

- If work is within the roundabout, initial advance warning (ROAD WORK AHEAD) signs are required for each approach leg.
- If work occurs within the roundabout island and all work vehicles are out of the travel lanes and center island apron, a single "ROAD WORK AHEAD" sign is required per approach.
- If any of the roadway approaches cannot access the intersection due to workspace, a detour may be required. For short closures of less than 15 minutes or less, traffic may be held in place.
- If the center island apron will be impacted by the work or equipment, treat it as a shoulder closure for the duration of the work but consider diverting semi-trailer truck traffic due to large vehicle wheel tracking.
- If work occurs in an approach leg, a minimum of two flaggers should be used to control traffic. High approach volumes may require additional flaggers in the remaining legs. Use the "ROAD WORK AHEAD, BE PREPARED TO STOP" and the Flagger symbol signs in advance of each leg.