

Louisa County Sign Implementation Plan

Updated October 2025

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Executive Summary

County signage supports tourism efforts by creating a sense of place, and that sense of place encourages repeat visitation. The signage implementation plan in the pages that follow outline staff's recommendations to utilize a portion of Transient Occupancy Tax (TOT) revenue allocated to tourism to support a County-wide signage program.



DRAFT designs as represented in sign RFP

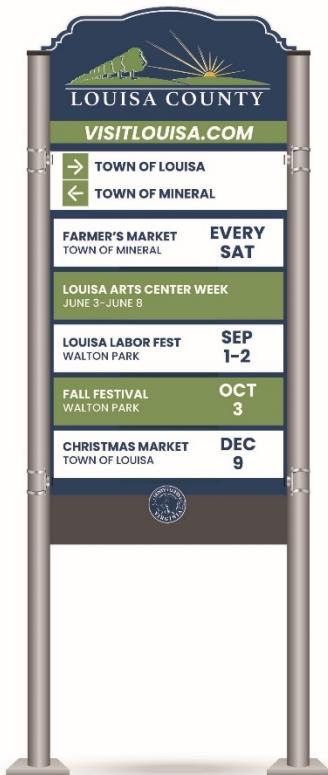
between 7-15 years. Maintenance entails cleaning with soap and water as needed. These signs constitute Public Signs.

Overview of Gateway Signs

Staff has obtained pricing for gateway signs constructed of Aluminum, Aluminum Composite Material, cut out Aluminum, painted and vinyl graphics. The pricing ranges from \$2,850 - \$8,065 and is based on the draft signs to the left. While these designs are not final, note that substantial changes to size and material will impact cost. The draft gateway sign designs are used for reference throughout this document, and the large gateway sign design is intended to represent that different areas of the county may be branded with elements that make them unique (not to represent that all signs would include Lake Anna branding).

The service life for these signs is estimated between 7-15 years. Maintenance entails cleaning with soap and water as needed. These signs constitute Public Signs.

Overview of Event & Wayfinding Signs



The draft design for Event and Wayfinding signs may be found to the left. Pricing for a single-sided sign, produced and installed will be \$4,915. Double-sided, produced and installed will be \$6,020. The material for the signs at this cost will be Aluminum and Aluminum Composite Material with vinyl graphics.

The top area in the draft design, currently represented in blue, may be customized to reflect an overarching branded element for the county or a branded element for a particular area of the county. The area below may include wayfinding to encourage visitors to explore.

The panels below the wayfinding element are intended to be updated with signature events throughout the year to encourage attendance. We may fill the panels with Louisa County Parks, Recreation & Tourism events and other notable festivals. Panels will have tamper-proof screws and will cost \$85 produced and installed.

The service life for these signs is estimated between 7-15 years. Maintenance entails cleaning with soap and water as needed. These signs constitute Public Signs.

Painting of Water Towers

The cost for painting an erected water tower is approximately \$20,000. This estimate is for a multi-colored design.

Requirements for Roundabout Installations

The usable diameter for the roundabout at Wares Crossroads is 72 feet. The Virginia Department of Transportation (VDOT) requires we submit plans with dimensions for approval prior to installing art or signage in the roundabout. If we install art or signage, we assume the center area maintenance responsibility to include mowing/plantings/lighting/maintenance of structures.

VDOT will review plans for fixed object art (to include signs and landscaping in general) in order to confirm the following:

- Art and landscaping must not invite pedestrians; must be scaled to be appreciated from the outer perimeter
- Fixed objects must be at least 6' from the inner curb face (enhanced lateral offset) and 14' or more from the circulatory roadway (clear zone)
- Fixed objects should not be in the perimeter landscape zone, and should not be in the line of path of approach traffic (approach geometry must deflect approaching vehicles away from the object)
- Sight obstructions must not be in the perimeter landscape (sight distance) zone
- When practical, frangible materials should be used
- Any lighting, fountains, signage, etc. must not interfere with or confuse roundabout users
- If existing landscaping is removed that was designed to restrict sight across the center island, then the new landscape design should also restrict sight lines across the center island.
- Tree species should not attract wildlife or create a maintenance nuisance.
- Maintenance access may need to be discussed if high maintenance landscaping is proposed
- For signage, a stamped engineered plan must be submitted.

See Section 14.5 of NCHRP Report 1043 for more information on fixed object art installations at roundabouts. Relevant information is included in this document's Appendix.

Tourism Advisory Committee Recommendation

The Tourism Advisory Committee recommends concentrating on gateway signage in year one of the sign program implementation, rather than installing event and wayfinding signs. *Note, we have now entered into the second fiscal year of this plan, but the initial installations in the recommendations to follow are in alignment with starting with gateway signage.*

Planning Commission Comments

The Planning Commission offered various thoughts on the signage program, with some members stressing safety considerations at the Wares Crossroads roundabout. Staff will ensure safety is the primary consideration throughout this project.

Year One Recommendations

Budget

The FY26 allocation in TOT revenue for signage is \$70,000. However, the FY26 allocation for a mural/art program, also funded with TOT revenue, is \$73,756. To best achieve our near-term goals, we may choose for the first art installations in our program to also meet our signage goals.

Summary

In year one of this project, staff recommends:

1. Using TOT art program funds to paint the water tower in **Zion Crossroads**
2. Using TOT sign program funds to install a large gateway sign in the **Gordonsville Area**
3. Using TOT sign program funds to install a large gateway sign in **New Bridge** area AND using TOT art program funds to install themed art in the **Wares Crossroads** roundabout by March 31, 2026
4. Using TOT sign program funds to install a large gateway sign on **Courthouse Road** near the I-64 exit
5. Using TOT sign program funds to install a small gateway sign near **Goochland**
6. Using TOT sign program funds to install a small gateway sign on **522**
7. Using TOT sign program funds to install a small gateway sign near the **Spotsylvania** County line
8. Using TOT sign program funds to install a small gateway sign **near Hanover**
9. Using TOT sign program funds to install an event and wayfinding sign on **West Main Street**
10. Using TOT sign program funds to install an event and wayfinding sign on **Camp Creek Parkway**
11. Using TOT sign program funds to install an event and wayfinding sign near the **airpark**
12. Using TOT sign program funds to install an event and wayfinding sign in **Mineral**
13. Using TOT sign program funds to install an event and wayfinding sign on **Route 15**
14. Using TOT sign program funds to remove any outdated signage

See more detailed location information on the following pages.

What this will do:

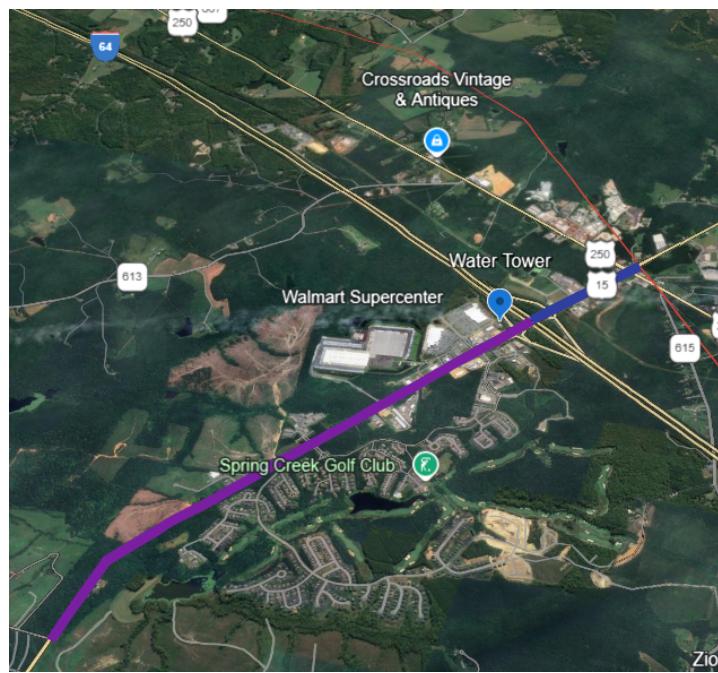
- Completes installation of gateway signage at most heavily trafficked entry points to the county
- Introduces event and wayfinding to encourage exploration and return visits for specific timeframes

1: Branded Water Tower in Zion Crossroads

The Zion Crossroads area in Louisa County sees the most average daily traffic. To provide the best visibility of branded place-making elements, including some visibility from I-64, staff recommends painting the water tower using TOT funds allocated for the mural/art program.

The information below offers a location overview. The sign number in column one of the table correlates with the ranking of the top 20 most trafficked road segments in the county.

Sign Number	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points	Gateway Point?
1	US 15	James Madison Hwy	Louisa County	25457	Between 64 and E Green Springs Rd	Y



Legend

Road Segment Associated with AADT	Distance to County Line	County Line
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The road segment is approximately 2.5 miles, and the distance to the county line is approximately $\frac{1}{2}$ a mile.



Image of Water Tower in Zion Crossroads Currently

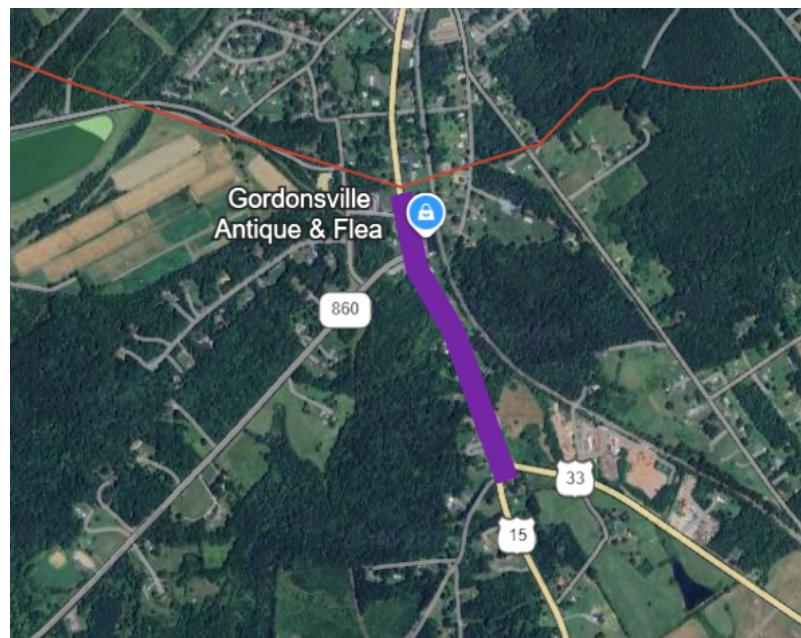
Year One Recommendations

2: Large Gateway Sign in Gordonsville Area

Staff recommends placing a large gateway sign along this road segment as this is the second most trafficked entry point to the county. Staff will work with the sign vendor to determine a specific location based on safety and best visibility.

The information below offers a location overview. The sign number in column one of the table correlates with the ranking of the top 20 most trafficked road segments in the county.

Sign Number	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points	Gateway Point?
6	US 15, US 33	James Madison Hwy	Louisa County	10267	Between Orange/Louisa county line and 15/33 fork	Y



Legend

Road Segment Associated with AADT	County Line
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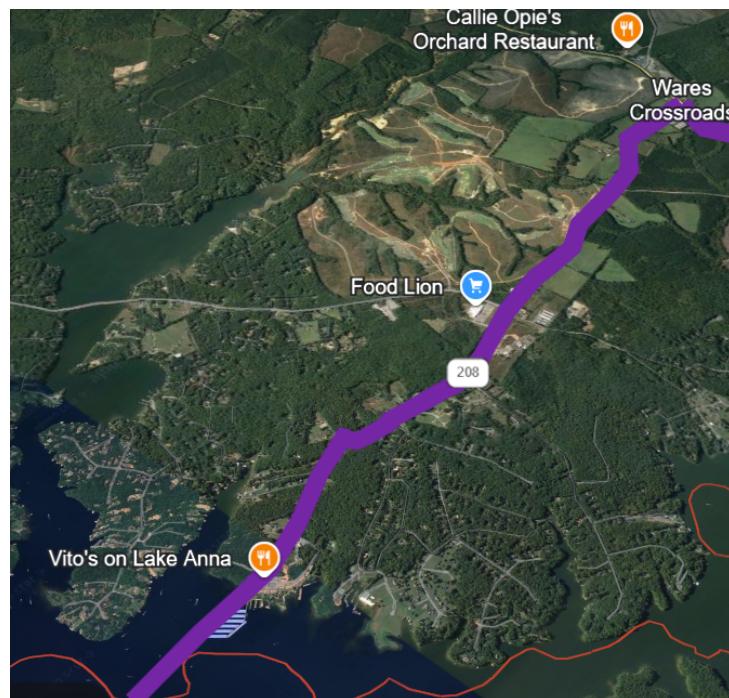
This is representative of a large gateway sign. This sign may be branded with elements corresponding to this location.

3. Large Gateway Sign in New Bridge Area AND Branded Art Installation in Wares Crossroads Roundabout

Staff recommends placing a large gateway sign along this road segment as this is the third most trafficked entry point to the county. Staff will work with the sign vendor to determine a specific location based on safety and best visibility. Staff also recommends installing an art installation inside the roundabout at Wares Crossroads.

The information below offers a location overview. The sign number in column one of the table correlates with the ranking of the top 20 most trafficked road segments in the county.

Sign Number	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points	Gateway Point?
7	VA 208	New Bridge Rd	Louisa County	8752	Between New Bridge and Wares Crossroads	Y



Legend

Road Segment Associated with AADT	County Line
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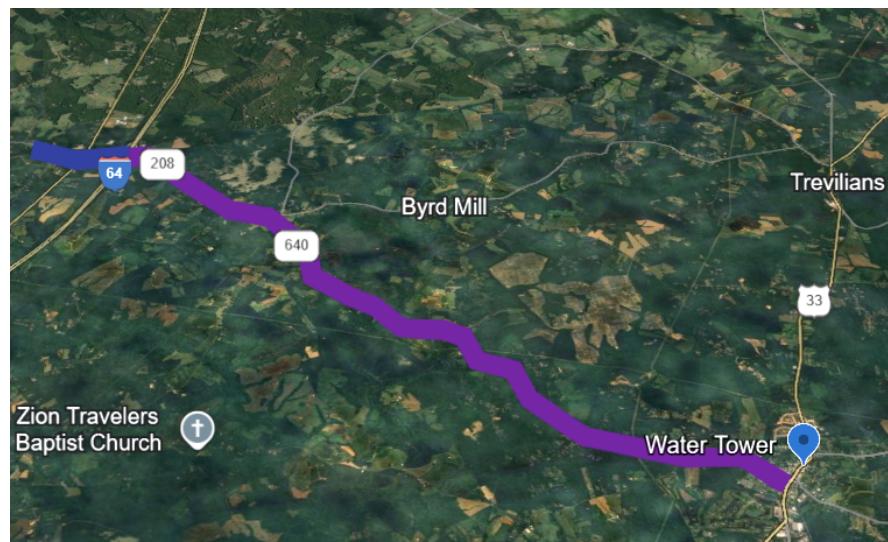
This is representative of a large gateway sign and a related theme for an art installation.

4. Large Gateway Signage Near 64 Exit onto Courthouse Road

Staff recommends placing a large gateway sign along this road segment as this is the fourth most trafficked entry point to the county. Staff will work with the sign vendor to determine a specific location based on safety, best visibility and proximity to the county line.

The information below offers a location overview. The sign number in column one of the table correlates with the ranking of the top 20 most trafficked road segments in the county.

Sign Number	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points	Gateway Point?
8	VA 208	Courthouse Rd	Louisa County	8718	Between 64 and Main St	Y



Legend

Road Segment Associated with AADT	Distance to County Line	County Line
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The road segment is approximately 9 miles, and the distance to the county line is approximately 1 mile.



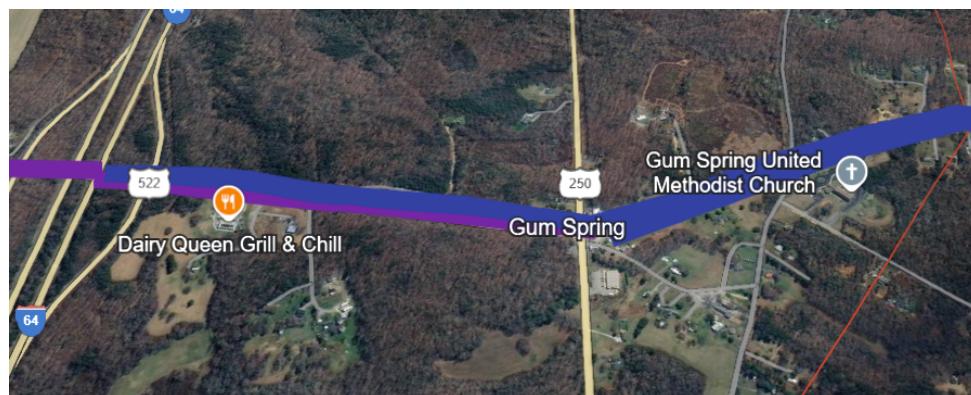
This is representative of a large gateway sign. This sign may be branded with elements corresponding to this location.

5. Small Gateway Signage Near Goochland

Staff recommends placing a small gateway sign along this road segment. Staff will work with the sign vendor to determine a specific location based on safety and best visibility.

The information below offers a location overview. The sign number in column one of the table correlates with the ranking of the top 20 most trafficked road segments in the county.

Sign Number	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points	Gateway Point?
14	US 522	Cross County Rd	Louisa County	6042	250 to 64 (Near Goochland Line)	Y



Legend

Road Segment Associated with AADT	County Line
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This reflects the old county line.



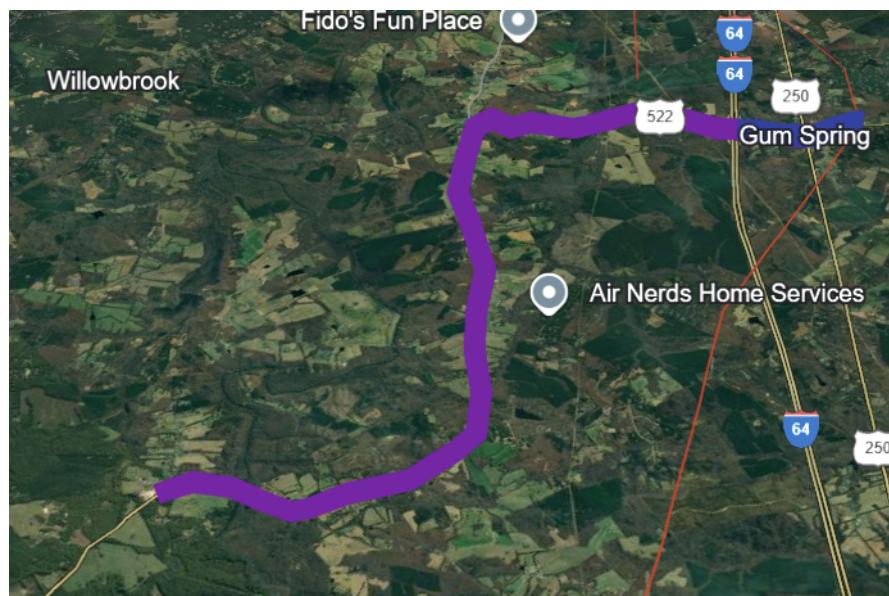
This is representative of a small gateway sign. This sign may be branded with elements corresponding to this location.

6. Small Gateway Sign on 522

Staff recommends placing a small gateway sign along this road segment. Staff will work with the sign vendor to determine a specific location based on safety and best visibility.

The information below offers a location overview. The sign number in column one of the table correlates with the ranking of the top 20 most trafficked road segments in the county.

Sign Number	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points	Gateway Point?
17	US 522	Cross County Rd	Louisa County	5014	64 to Gardners Rd	Y



Legend

Road Segment Associated with AADT	Distance to County Line	County Line
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The road segment is approximately 8.5 miles, and the distance to the county line is approximately 1/2 mile. This depicts the “old” county line.



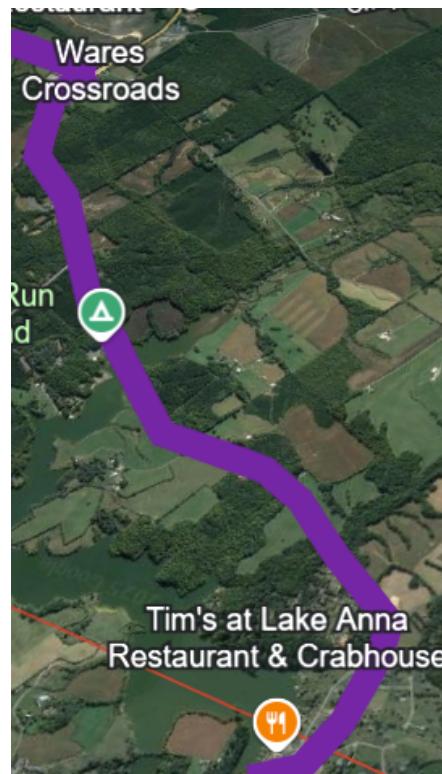
This is representative of a small gateway sign. This sign may be branded with elements corresponding to this location.

7. Small Gateway Sign Near Spotsylvania

Staff recommends placing a small gateway sign along this road segment. Staff will work with the sign vendor to determine a specific location based on safety and best visibility.

The information below offers a location overview. The sign number in column one of the table correlates with the ranking of the top 20 most trafficked road segments in the county.

Sign Number	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points	Gateway Point?
19	US 522	Zachary Taylor Hwy	Louisa County	4801	Wares Crossroads to Spotsylvania Line	Y



Legend

Road Segment Associated with AADT	County Line
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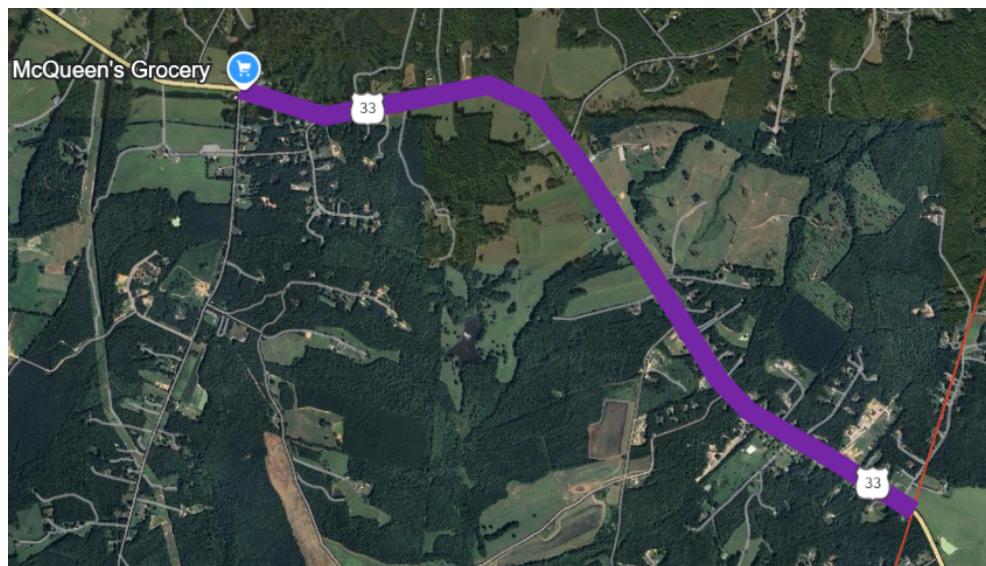
This is representative of a small gateway sign. This sign may be branded with elements corresponding to this location.

8. Small Gateway Sign at Hanover County Line

Staff recommends placing a small gateway sign along this road segment. Staff will work with the sign vendor to determine a specific location based on safety and best visibility.

The information below offers a location overview. The sign number in column one of the table correlates with the ranking of the top 20 most trafficked road segments in the county.

Sign Number	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points	Gateway Point?
20	US 33	Jefferson Hwy	Louisa County	4687	Hanover line to Willow Brook Rd	Y



Legend

Road Segment Associated with AADT	County Line
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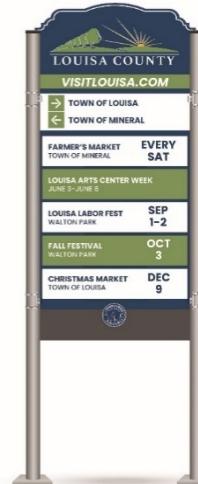
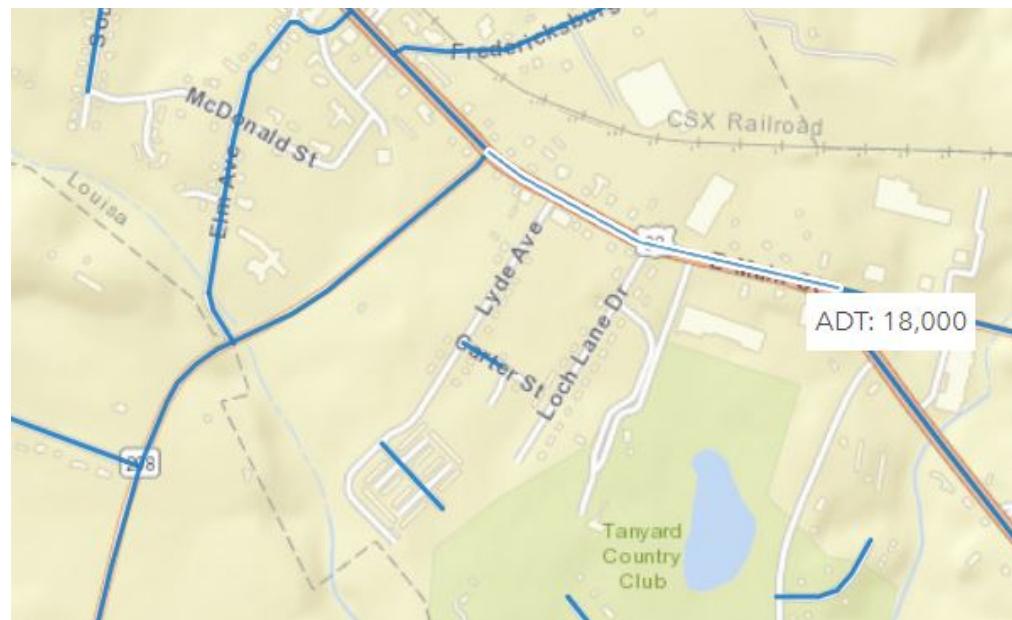
This is representative of a small gateway sign. This sign may be branded with elements corresponding to this location.

9. Event and Wayfinding Sign on West Main Street

Staff recommends placing an event and wayfinding sign in the Town of Louisa, pending coordination with the town and necessary approval. Staff will work with the sign vendor to determine a specific location based on safety and best visibility.

The information below offers a location overview. The sign number in column one of the table correlates with the ranking of the top 20 most trafficked road segments in the county.

Sign Number	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points	Gateway Point?
2	US 33, VA 22, West Main St VA 208		Town of Louisa	17812	Between 33 and 208	N



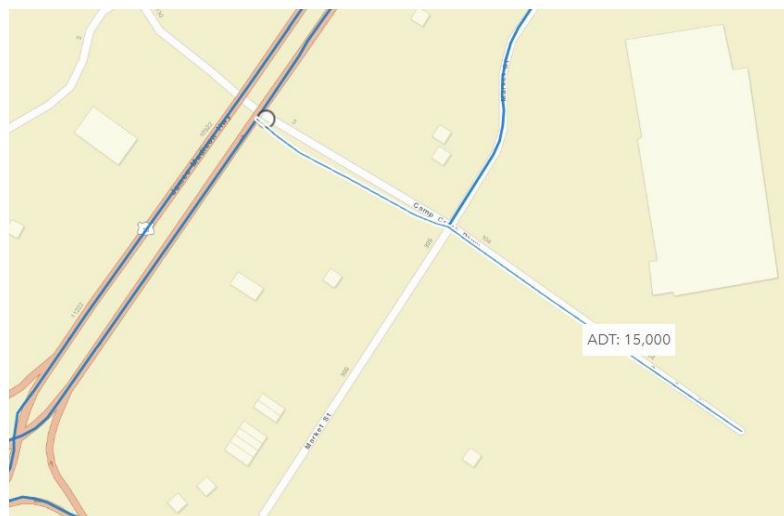
This is representative of an event and wayfinding sign. This sign may be branded with elements corresponding to this location.

10. Event and Wayfinding Sign on Camp Creek Parkway

Staff recommends placing an event and wayfinding sign on Camp Creek Parkway. Staff will work with the sign vendor to determine a specific location based on safety and best visibility.

The information below offers a location overview. The sign number in column one of the table correlates with the ranking of the top 20 most trafficked road segments in the county.

Sign Number	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points	Gateway Point?
3	54-1295	Camp Creek Pkwy	Louisa County	15013	Between 15 and End	N



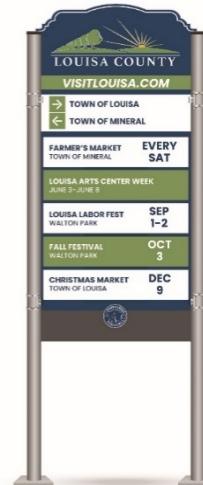
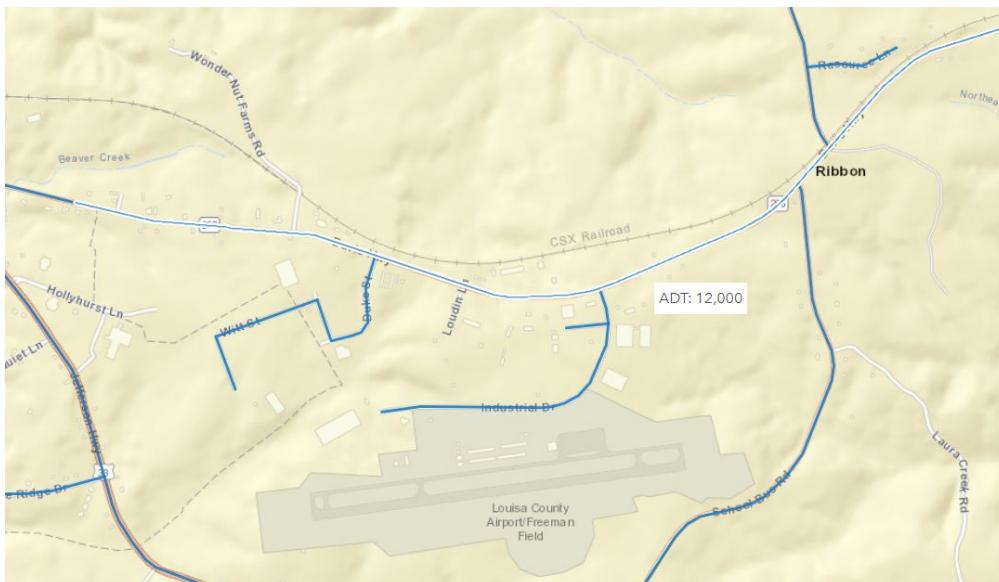
This is representative of an event and wayfinding sign. This sign may be branded with elements corresponding to this location.

11. Event and Wayfinding Sign

Staff recommends placing an event and wayfinding sign near the airpark. Staff will work with the sign vendor to determine a specific location based on safety and best visibility.

The information below offers a location overview. The sign number in column one of the table correlates with the ranking of the top 20 most trafficked road segments in the county.

Sign Number	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points	Gateway Point?
4	VA 22, VA 208	Louisa Rd	Louisa County	12131	Near Airpark	N



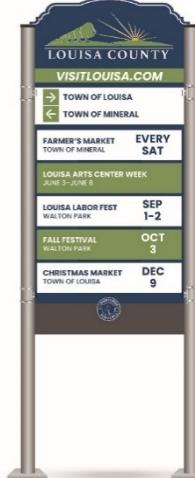
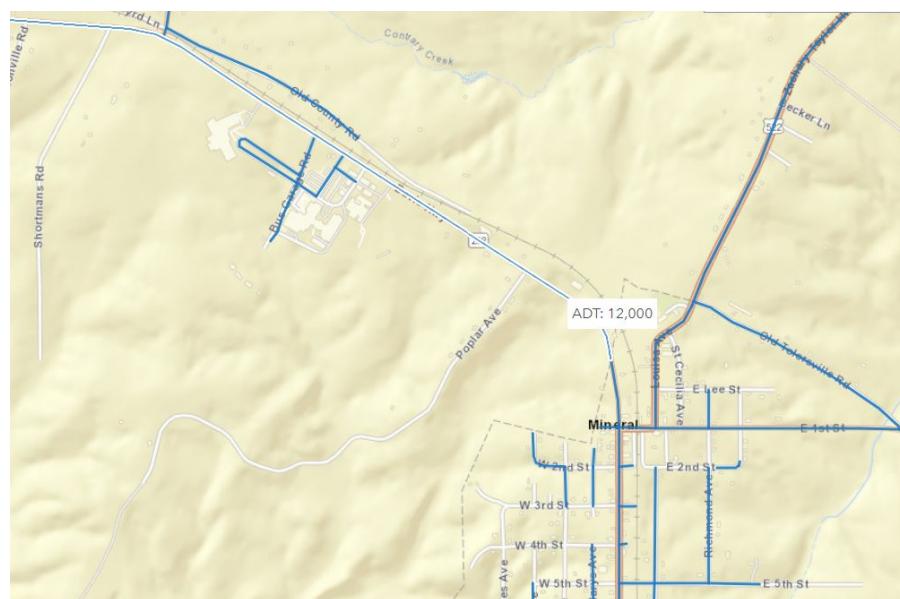
This is representative of an event and wayfinding sign. This sign may be branded with elements corresponding to this location.

12. Event and Wayfinding Sign in Mineral

Staff recommends placing an event and wayfinding sign in the Town of Mineral, pending coordination with the town and necessary approval. Staff will work with the sign vendor to determine a specific location based on safety and best visibility.

The information below offers a location overview. The sign number in column one of the table correlates with the ranking of the top 20 most trafficked road segments in the county.

Sign Number	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points	Gateway Point?
5	VA 22, VA 208	Louisa Rd	Town of Mineral	12131	Between Shortmans Rd and E 1st St	N



This is representative of an event and wayfinding sign. This sign may be branded with elements corresponding to this location.

13. Event and Wayfinding Sign on Route 15

Staff recommends placing an event and wayfinding sign on Route 15. Staff will work with the sign vendor to determine a specific location based on safety and best visibility.

The information below offers a location overview. The sign number in column one of the table correlates with the ranking of the top 20 most trafficked road segments in the county.

Sign Number	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points	Gateway Point?
9	US 15	James Madison Hwy	Louisa County	8025	Between E Green Springs Rd and 22	N



This is representative of an event and wayfinding sign. This sign may be branded with elements corresponding to this location.

Year Three through Year Four Recommendations

Average daily traffic counts should be re-run and additional locations should be considered. Approximately 4-5 additional event signs may be installed per year if the TOT revenue allows for it. The table below represents signs to be installed in year one (blue and purple), and most likely to be installed in year two and three if the numbers continue to be in alignment (green).

Sign Number	Gateway Point?	Route Label	Street Name	Physical Jurisdiction Name	AADT	General Starting and End Points
1	Y	US 15	James Madison Hwy	Louisa County	25457	Between 64 and E Green Springs Rd
2		US 33, VA 22, VA 208	West Main St	Town of Louisa	17812	Between 33 and 208
3		54-1295	Camp Creek Pkwy	Louisa County	15013	Between 15 and End
4		VA 22, VA 208	Louisa Rd	Louisa County	12131	Near Airpark
5		VA 22, VA 208	Louisa Rd	Town of Mineral	12131	Between Shortmans Rd and E 1st St
6	Y	US 15, US 33	James Madison Hwy	Louisa County	10267	Between Orange/Louisa county line and 15/33 fork
7	Y	VA 208	New Bridge Rd	Louisa County	8752	Between New Bridge and Wares Crossroads
8	Y	VA 208	Courthouse Rd	Louisa County	8718	Between 64 and Main St
9		US 15	James Madison Hwy	Louisa County	8025	Between E Green Springs Rd and 22
10		US 15	James Madison Hwy	Louisa County	7978	Between 15/33 fork and 22
11		US 33, VA 22	West Main St	Town of Louisa	7302	Historic Main
12		US 522	Jefferson Hwy	Louisa County	7096	Between Cuckoo Rd and Pendleton Rd
13		US 522	Pendleton Rd	Louisa County	6110	Between 33 and 522
14	Y	US 522	Cross County Rd	Louisa County	6042	250 to 64 (Near Goochland Line)
15		US 33, VA 22	Louisa Rd	Louisa County	5763	Trevilians to Waldrop Church Rd
16		54-652	Kentucky Springs Rd	Louisa County	5668	New Bridge Rd to Sherewood Dr
17	Y	US 522	Cross County Rd	Louisa County	5014	64 to Gardners Rd
18		54-652	Kentucky Springs Rd	Louisa County	4837	Sherewood Dr to Johnson Rd
19	Y	US 522	Zachary Taylor Hwy	Louisa County	4801	Wares Crossroads to Spotsylvania Line
20	Y	US 33	Jefferson Hwy	Louisa County	4687	Hanover line to Willow Brook Rd

Recommendations for Year Two and On

Maintenance

This program may go into a maintenance mode starting in year four. The allocation in TOT funds will be adjusted accordingly.

Designs will be approved separately at the Board's discretion.

Artwork Recommendation for Gateway Signs and Water Tower



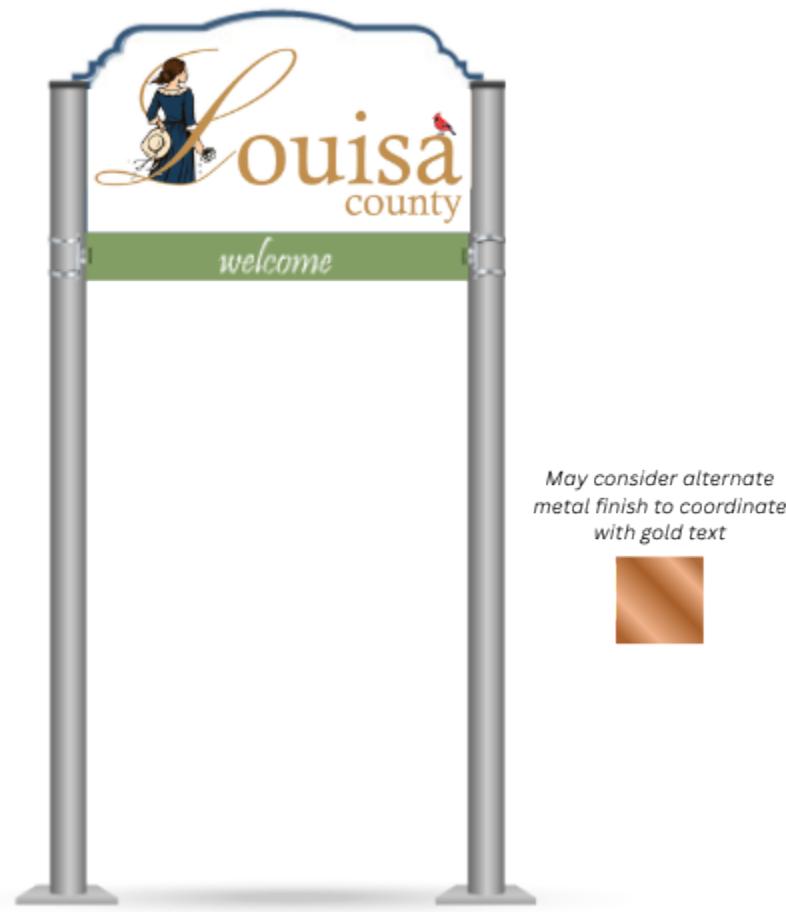
Design #3c - McCotter and Jones selection

Designs will be approved separately at the Board's discretion.



Design #3c - Water Tower, with white and dark blue outlines

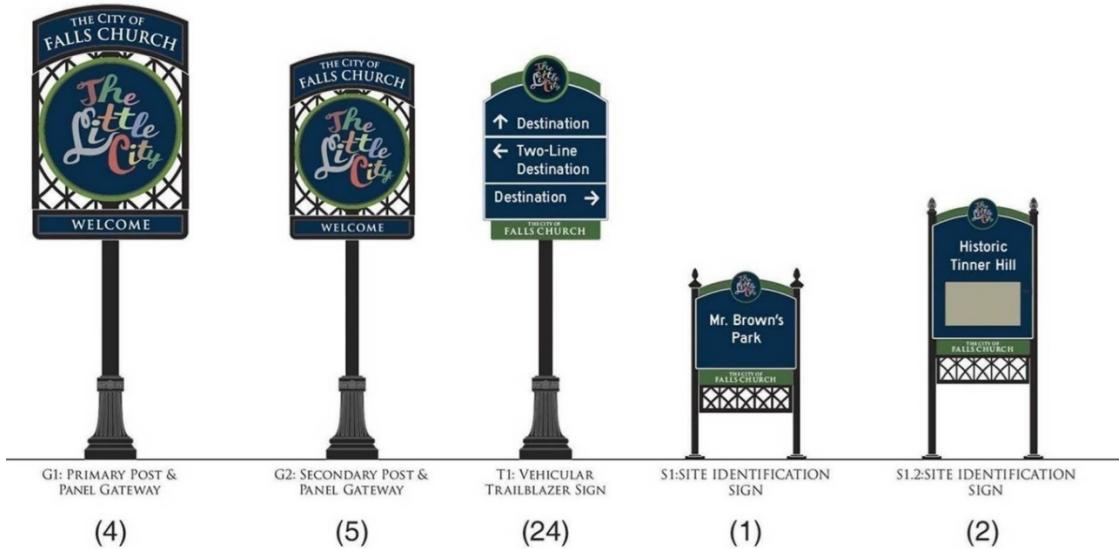
Designs will be approved separately at the Board's discretion.



Design #3c - Small Gateway

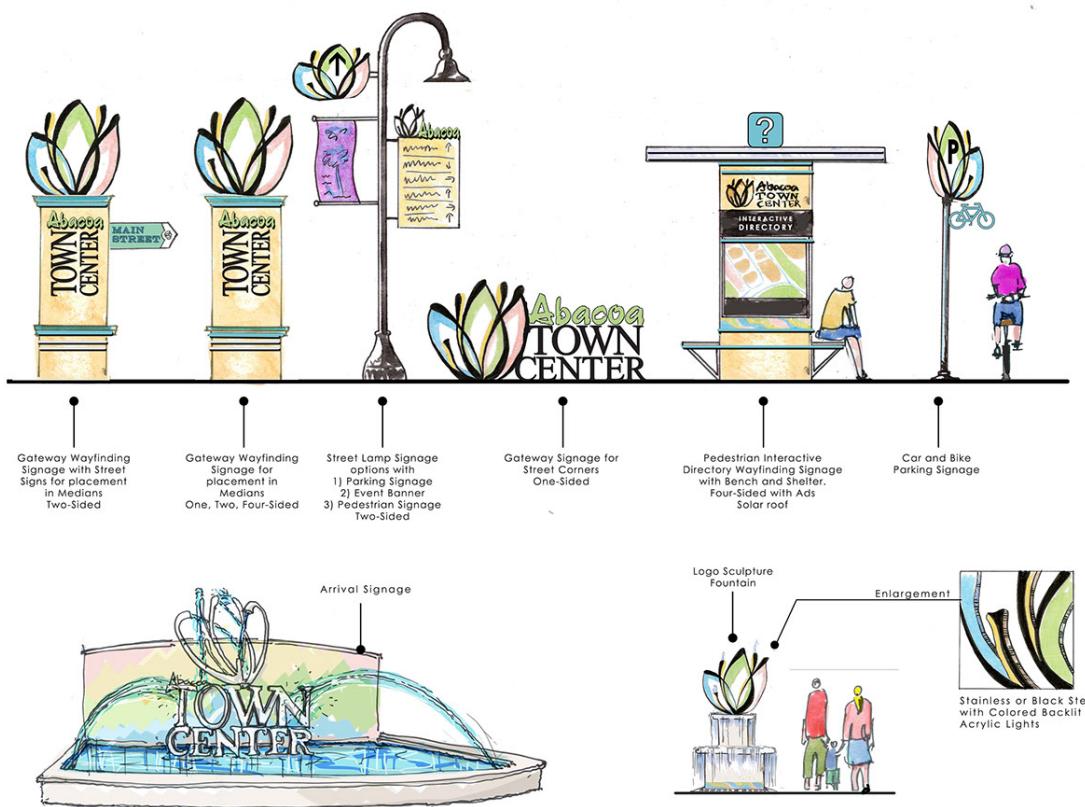
Appendix

Example Signs

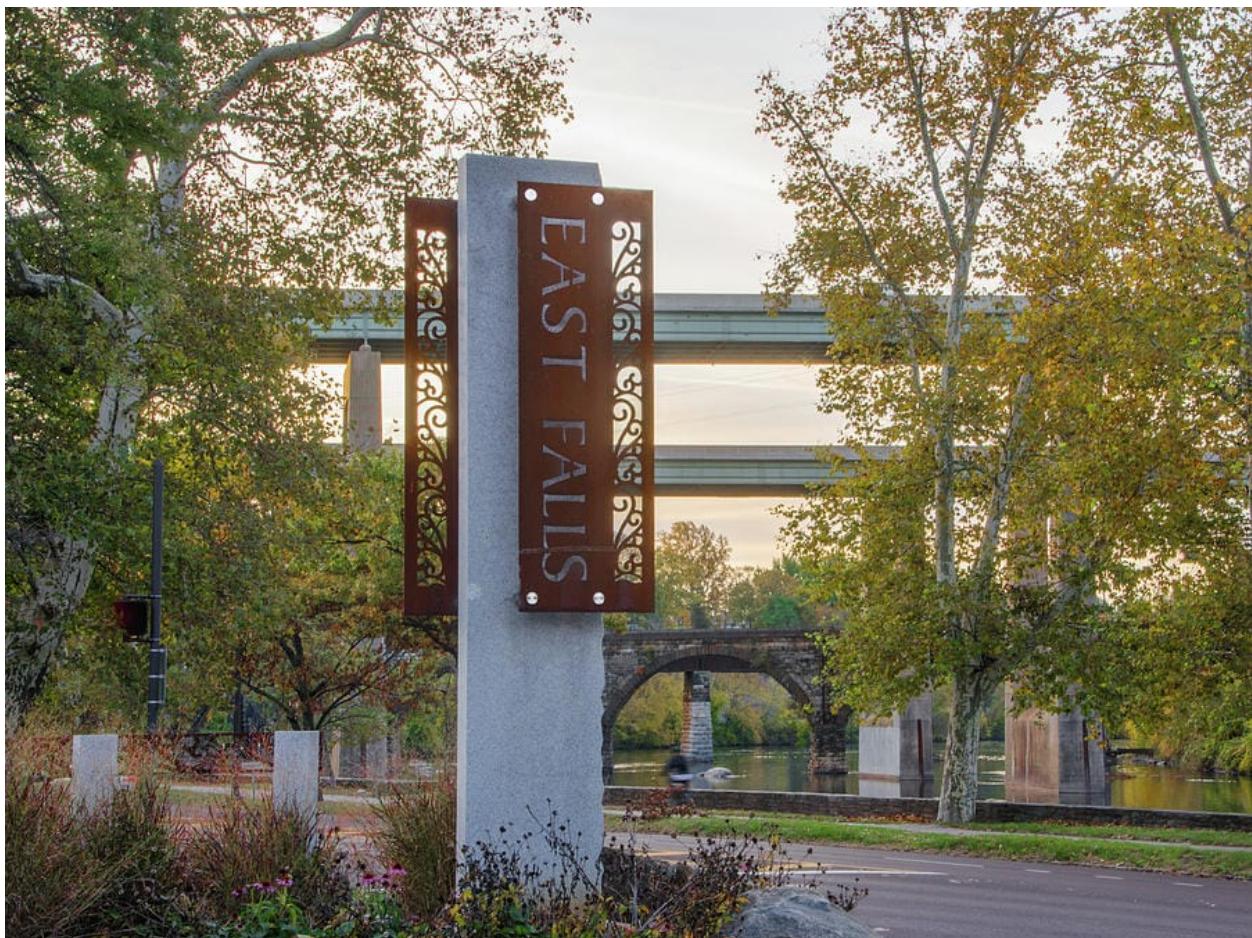


FAMILY OF SIGNS

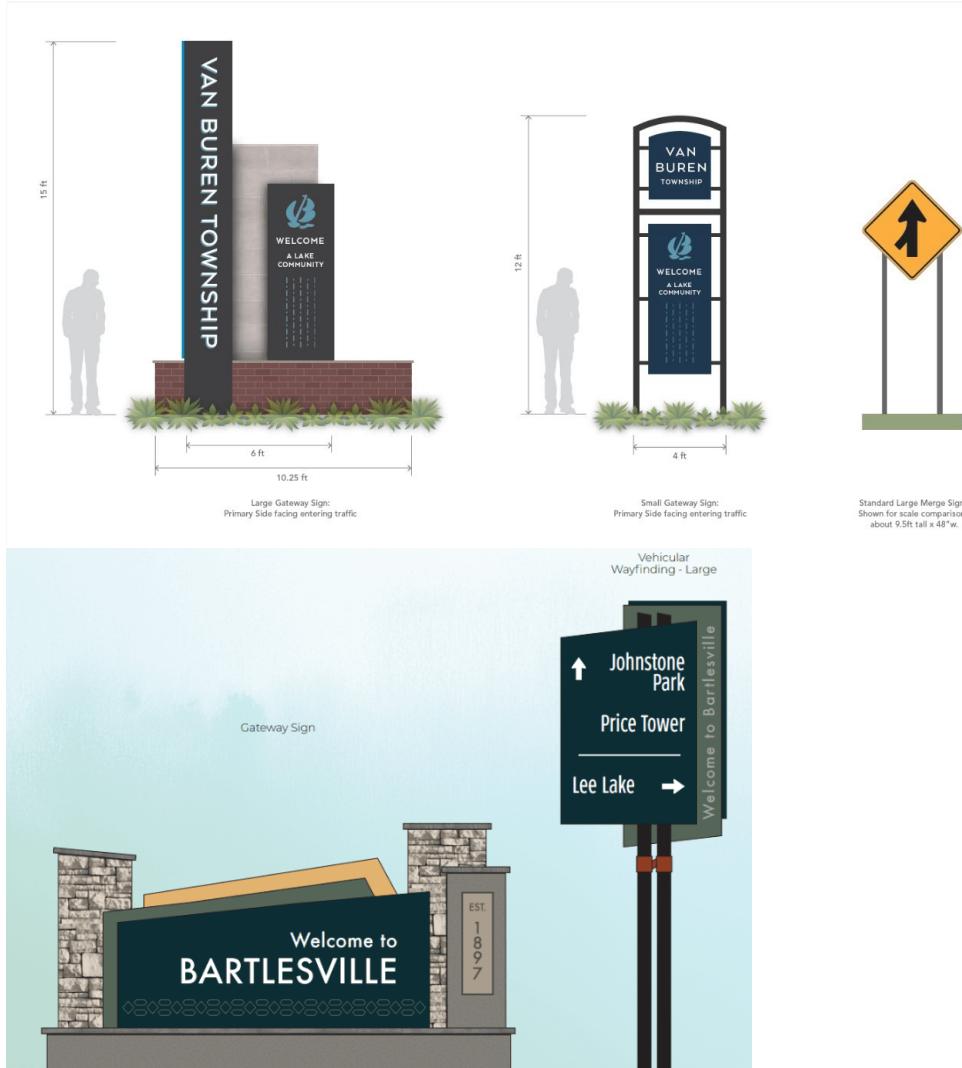
38" = 1'-0"

















Visions for Growth

LAKE ANNA
VIRGINIA



Design included in January 2016 Report of Citizens Committee

National Academies Guide for Roundabouts, Chapter 14 (Artwork)



This PDF is available at <http://nap.nationalacademies.org/27069>



CHAPTER | 4

Illumination, Landscaping, and Artwork

Contents

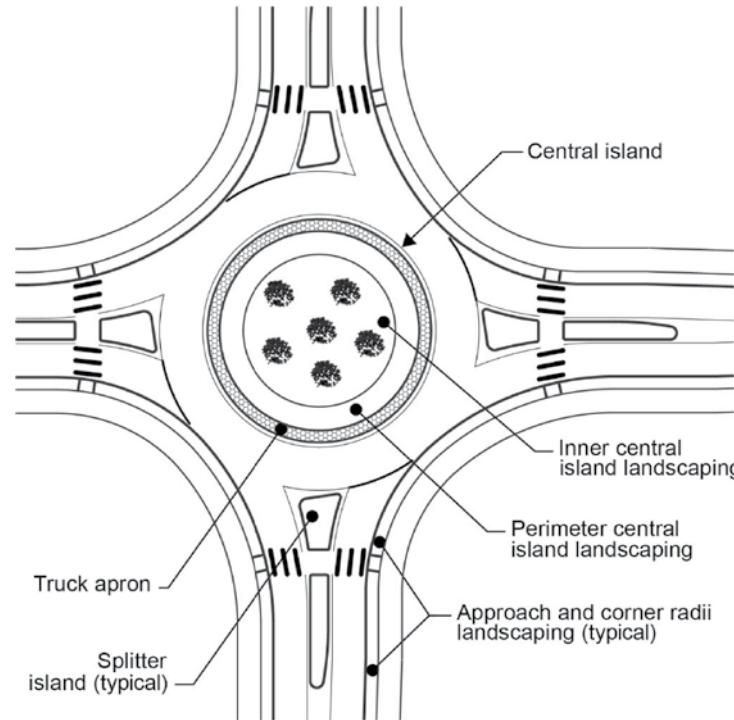
- 14-2 14.1 General Illumination Considerations
- 14-2 14.1.1 Lighting Policies
- 14-3 14.1.2 Dark Sky Principles
- 14-3 14.2 Lighting Levels
 - 14-3 14.2.1 Roundabouts on Streets with Continuous Lighting
 - 14-4 14.2.2 Isolated Roundabouts (No Continuous Lighting on Any Approach)
 - 14-5 14.2.3 Crosswalk Lighting
 - 14-5 14.2.4 Transition Lighting
- 14-6 14.3 Illumination Equipment Type and Location
- 14-8 14.4 Landscaping
 - 14-9 14.4.1 Landscaping Objectives
 - 14-10 14.4.2 Central Island Landscaping
 - 14-12 14.4.3 Median and Approach Landscaping
 - 14-14 14.4.4 Sidewalk or Path Buffers
- 14-14 14.5 Art and Other Fixed Objects
- 14-18 14.6 References

14.1.1 Landscaping Objectives

A landscaping plan consistent with the project context and type can help provide several benefits without sacrificing other design outcomes. Fundamentally, landscaping at a roundabout has several objectives:

- **Support intersection visibility on approach and maintain adequate sight distance.** Landscaping should allow drivers to observe the signing and shape of the roundabout as they approach, and it should provide adequate visibility for making decisions within the roundabout. While sight distance is often thought to be influenced only by static features, landscape and vegetation growth and maintenance can also temporarily affect sight distance.
- **Prevent excessive sight distance.** Excessive intersection sight distance can lead to higher vehicle speeds that increase crash risk and severity for all road users. Landscaping features indicate to approaching drivers that they cannot pass straight through the intersection. International evidence suggests it is advantageous to provide no more than the minimum required intersection sight distance on each approach (16). Practitioners should also note that mounding the central island can reduce headlights shining across the circle to opposing directions of travel.

Exhibit 14.8. Landscaping zones at a roundabout.



- **Help pedestrians who are blind or have low vision locate sidewalks and crosswalks.** The buffer strip beside a sidewalk or walking path is an essential wayfinding component for pedestrians who are blind or have low vision. Traversable walking surfaces versus non-traversable surfaces, such as soft landscaping or hardscaping, are effective components that support wayfinding (17).

If achieved, these landscaping objectives provide considerable benefit over a roundabout without such landscaping.

14.1.2 Central Island Landscaping

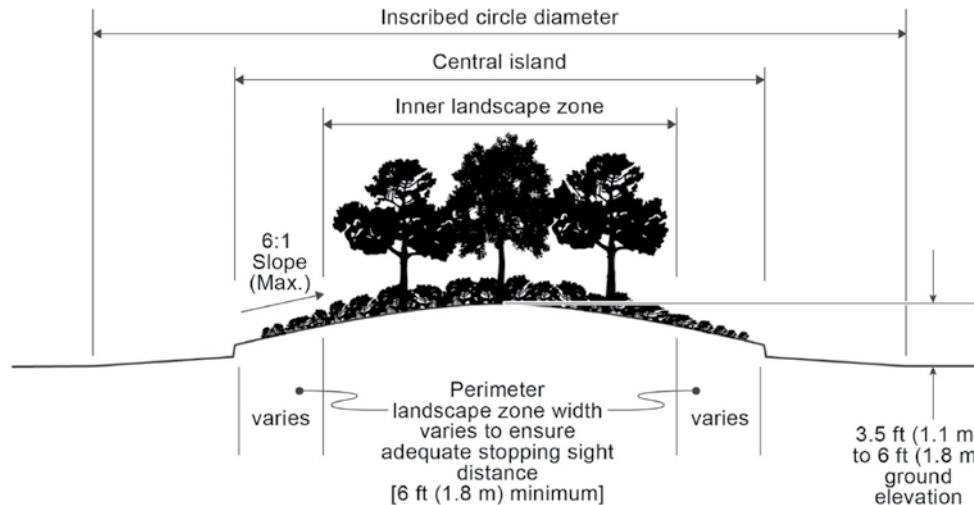
Within non-traversable central islands, landscaping can

- Improve intersection conspicuity,
- Promote lower speeds,
- Break the headlight glare of oncoming vehicles, and
- Focus driver attention to the left at the entry to look for conflicting vehicles.

Typically, different types of landscaping are selected for the inner and outer portions of the central island, as described in the following and depicted in Exhibit 14.9. They can be classified into the inner landscape zone and the perimeter landscape zone.

Within the inner landscape zone, landscaping can be strategically located and managed to limit the amount of excess intersection sight distance, help encourage slow speeds, and provide a terminal vista for supporting approach visibility and stopping sight distance. The perimeter portion of the central island can be landscaped with low-level shrubs, grass, or groundcover, which can help maintain stopping sight distance requirements for vehicles within the circulatory roadway as well as improve intersection sight distance for vehicles entering the roundabout. The planting zone width around the perimeter of the central island will vary depending on the size of the roundabout and the required sight triangles, as described in Chapter 9: Geometric Design Process and Performance Checks.

Exhibit 14.9. Landscaping profile for non-traversable central island.



SOURCE: Adapted from Wisconsin Department of Transportation (18).

Exhibit 14.10 illustrates an example of central island landscaping.

A roundabout with a larger diameter provides more opportunity for prominent placemaking or landscaping that can serve as a gateway feature. However, an agency may not be able to provide ongoing maintenance because of cost or other resource limitations. Practitioners need to consider maintenance when developing the landscape plan to inform the types and quantity of landscaping that might be needed. This includes needs for irrigation, drought tolerance, and frequency of required maintenance. As trees grow, they can affect sight distance triangles if not properly maintained. In northern climates, practitioners need to consider the salt tolerance of any plant material along with snow storage and removal practices. In addition, landscaping requiring watering may increase the likelihood of wet and potentially slippery pavement.

A domed or mounded central island can provide the same conspicuity and terminal vista benefits as landscaping but should not exceed a horizontal-to-vertical ratio of 6:1 (adapted from

Exhibit 14.10. Example of central island landscaping.



LOCATION: NE Lombard Street/Airport Way Frontage Road/PDX Economy Parking Lots, Portland, Oregon. SOURCE: Lee Rodegerds.

the guidance for transverse slopes in the AASHTO Roadside Design Guide) (19). Exhibit 14.9 provides elevations and sloping for a mounded central island. Mounding can deflect errant drivers to the right and reduce the likelihood of a head-on collision while absorbing some of the energy of entry. However, a mounded central island without landscaping does not adequately deter drivers from occasionally driving onto or over the central island.

Illuminating features on the central island can also provide positive visual evidence of the round-about. Lighting aimed at plantings and signs provides the necessary contrast for non-traversable areas of the roundabout. Eco-luminance is a concept that integrates lighting with vegetation by using lower mounting heights and reflected light from plants and retroreflective elements. The potential benefits of this approach include illuminating a roundabout using less energy and with improved aesthetics and positive contrast for all users (20).

For roundabouts with traversable central islands, central island landscaping is not an option. Exhibit 14.11 illustrates a retrofitted mini-roundabout that retained median landscaping even though the fully traversable central island does not provide landscaping opportunities.

14.1.3 Median and Approach Landscaping

Landscaping on a roundabout's approaches can enhance safety by making the intersection a focal point (i.e., enhancing its visibility) and narrowing the visual field for approaching drivers. This creates a funneling effect that induces drivers to slow down on approach.

Landscaping at splitter islands is subject to different considerations than landscaping on the central island. Landscaping at splitter islands must avoid obstructing stopping sight distance to the crosswalk, yield signs, and the roundabout entrance, particularly if reverse curvature is present on an approach. However, median and splitter island landscaping can be used to help remove excess sight distance. As discussed in Chapter 9: Geometric Design Process and Performance Checks, splitter islands are within intersection sight distance triangles between entering and conflicting vehicles, and they frequently serve as part of bicyclist and pedestrian crossings. Exhibit 14.12 and Exhibit 14.13 provide examples where the vegetation in the splitter island is beginning to undesirably encroach on stopping sight distance and intersection sight distance, respectively.

Exhibit 14.14 provides an example of low-lying vegetation in the splitter island with no risk of obstructing sight distance. The size of the splitter islands and the location of the roundabout

Exhibit 14.11. Example of roundabout with traversable central island and exterior landscaping.



LOCATION: Brunswick Forest Parkway/Low Country Boulevard, Leland, North Carolina. SOURCE: Kittelson & Associates, Inc.

Exhibit 14.12. Example of undesirable blockage of stopping sight distance on roundabout approaches.



SOURCE: Larimer County, Colorado.

Exhibit 14.13. Example of undesirable blockage of intersection sight distance at roundabout entry.



LOCATION: La Jolla Boulevard/Midway Street, San Diego, California.
SOURCE: Mark Linters.

Exhibit 14.14. Example of low vegetation in splitter island.



LOCATION: Old Meridian Street/N Pennsylvania Street, Carmel, Indiana.
SOURCE: Lee Rodegerdts.

Exhibit 14.15. Example of low-lying vegetation providing a detectable buffer.

LOCATION: Monterey Avenue/Causey Avenue, Clackamas, Oregon. SOURCE: Lee Rodegerdts.

are determining factors when assessing whether to provide landscaping within the splitter islands. Generally, low-growing landscaping is recommended within sight triangles on either side of the pedestrian crossing and between the crossing and the circulatory roadway.

14.1.4 Art and Other Fixed Objects

In addition to landscaping, some agencies use the roundabout's central island as an opportunity to display local art or other gateway features. Communities often desire public art or other large aesthetic objects within the central island, including statues, fountains, monuments, and other gateway features for community enhancement. In some areas, a roundabout design can help define a community, township, or region by displaying a piece of art that represents local

Exhibit 14.16. Example of embedded river rock being placed in the buffer.

SOURCE: Fred Wismer.

heritage. Art can also aid placemaking, giving each roundabout in a community a distinct look. While the choice of art can sometimes spark debate due to differences in aesthetic tastes, it can also bring critically needed support to the project. Examples of artwork and other objects on the central island are shown in Exhibit 14.17 through Exhibit 14.22.

Including art and other fixed objects at roundabouts depends largely on the context of the roundabout. Any central island art or other objects need to be of a size and scale to be readily appreciated and observable from the outer perimeter of the intersection. The central island is not to include any inviting elements, such as benches or plaques, that might encourage a person to walk onto the central island for closer inspection. In addition, the central island features cannot

Exhibit 14.17. Example of central island art.



LOCATION: 14th Street/Galveston Avenue, Bend, Oregon. SOURCE: Lee Rodegerdts.

Exhibit 14.18. Example of central island art.



LOCATION: Gannett Avenue/Rittenhouse Street, Des Moines, Iowa. SOURCE: Lee Rodegerdts.

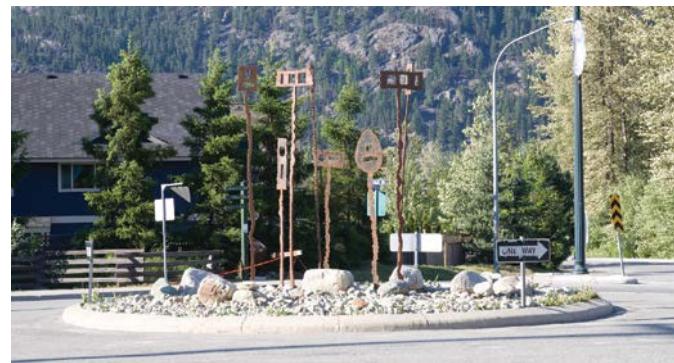
Exhibit 14.19. Example of central island art.



LOCATION: Monterey Avenue/Stevens Road, Clackamas, Oregon.
SOURCE: Lee Rodegerdts.

Exhibit 14.20. Example of central island art.

NOTE: Boulders should be constructed of frangible materials. LOCATION: Carlsbad Boulevard/State Street, Carlsbad, California. SOURCE: Lee Rodegerdts.

Exhibit 14.21. Example of central island art.

LOCATION: Portage Road/Aspen Boulevard/Birch Street, Pemberton, British Columbia, Canada. SOURCE: Lee Rodegerdts.

affect the drivers circulating the roundabout. For example, fountains on the central island of a roundabout may be feasible, but maintenance, the potential for leaks, and the range of spray under windy conditions must be considered.

Fixed objects present a potential hazard to vehicles that depart from the roadway, and they become more critical as approach speeds increase. If fixed objects are placed on the central island, they need to be designed and located to minimize crash risk and severity. This is especially important in environments with higher approach speeds, where fixed objects may improve visibility from a distance but introduce the risk of a crash with the fixed object. Roundabouts may have different levels of entry channelization depending on site context and intersection geometry. For example, if speed control relies on the central island (rather than entry curvature and splitter island channelization), the likelihood of errant vehicles striking the central island may be greater. If used, fixed objects are to be placed within the inner landscape zone at a location where the roundabout's geometry deflects approaching vehicles away from the object, as discussed in Section 14.4. To the extent possible, frangible materials are to be used in the perimeter landscape zone.

Exhibit 14.22. Example of central island art.

LOCATION: Rehoboth Avenue/Grove Street/Columbia Avenue, Rehoboth Beach, Delaware. SOURCE: Lee Rodegerdts.