

AESTHETIC DESIGN GUIDELINES SUMMARY

CSS Process

CSS Process

The CSS process was broken down into two separate and distinct parts:

Round 1: Visioning

The first phase of the process began with a visioning stage that identified overall design goals and objectives. The CSS Design Team conducted a contextual inventory of the project area and its surrounding neighborhoods to develop two overall character and theme variations that guide the development of proposed design elements.

Round 2: Preliminary Design Treatments

The second phase of the process began by synthesizing the input received and the overall character and theme direction developed in Part 1. The Design Team prepared preliminary CSS design treatment concepts that illustrate how a design theme language and character can be developed in the physical design of the interchange.

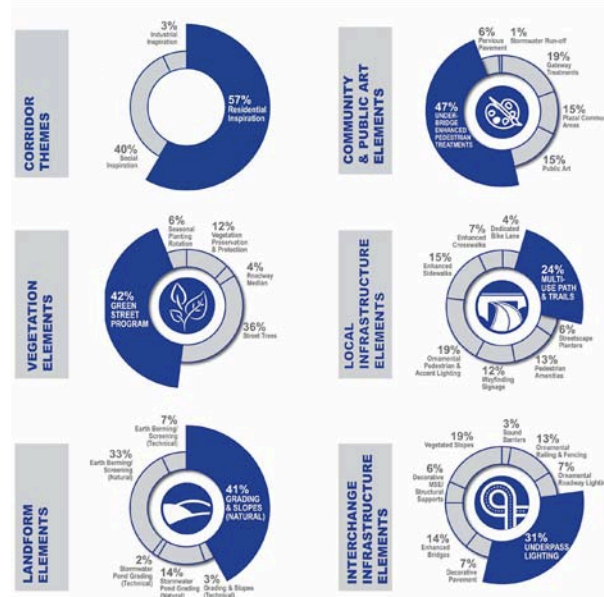
Round 1 Workshops



Round 2 Workshops



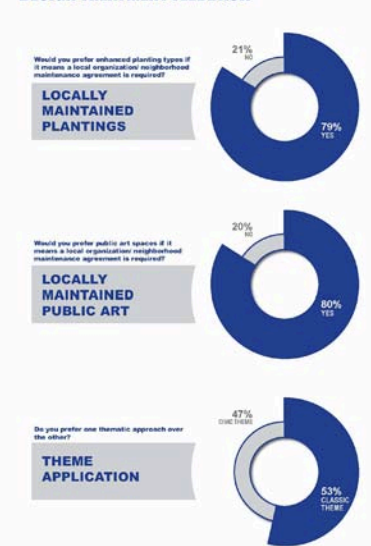
DESIGN TREATMENT FEEDBACK



DESIGN TREATMENT BOOKLET



DESIGN TREATMENT FEEDBACK



AESTHETIC DESIGN GUIDELINES SUMMARY



COLOR

Design Summary:

The following summarizes the general characteristics of color application guidelines for the I-65/I-70 North Split project:

Characteristics:

- Colors reinforce and blend with the surrounding context.
- Colors embrace the natural color of constructed materials that are complementary to other colors proposed, therefore minimizing painting applications.
- Colors should be durable and long-lasting, integral color systems.

CHART:

Color A1: RGB: 128, 128, 128	Color A2: RGB: 204, 204, 204	Color A3: RGB: 240, 240, 240
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APPLICATION:

CONCRETE (A)

- Bridge Monuments, Piers & Caps
- Bridge Rails & Parapets
- Sign Structure Supports
- Retaining Walls
- Bridge Abutment Walls

Color B1: RGB: 187, 179, 159	Color B2: RGB: 252, 219, 181
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CONCRETE (B)

- Noise Barrier Panels, Caps & Posts

Color C: RGB: 55, 95, 95

CONCRETE & STEEL (C)

- Bridge Beam/Girder (Color shall be applied at locations where metallizing is not required)

Color D: RGB: 65, 64, 66

METALS (D)

- Ornamental Lights
- Sign Lettering
- Noise Barrier Posts

Color E: RGB: 219, 195, 135

ACCENT (E)

- Wall Detailing
- Corner Monument Detailing
- Relief Texture

RGB
STANDS
FOR:
RED (R)
GREEN (G)
BLUE (B)

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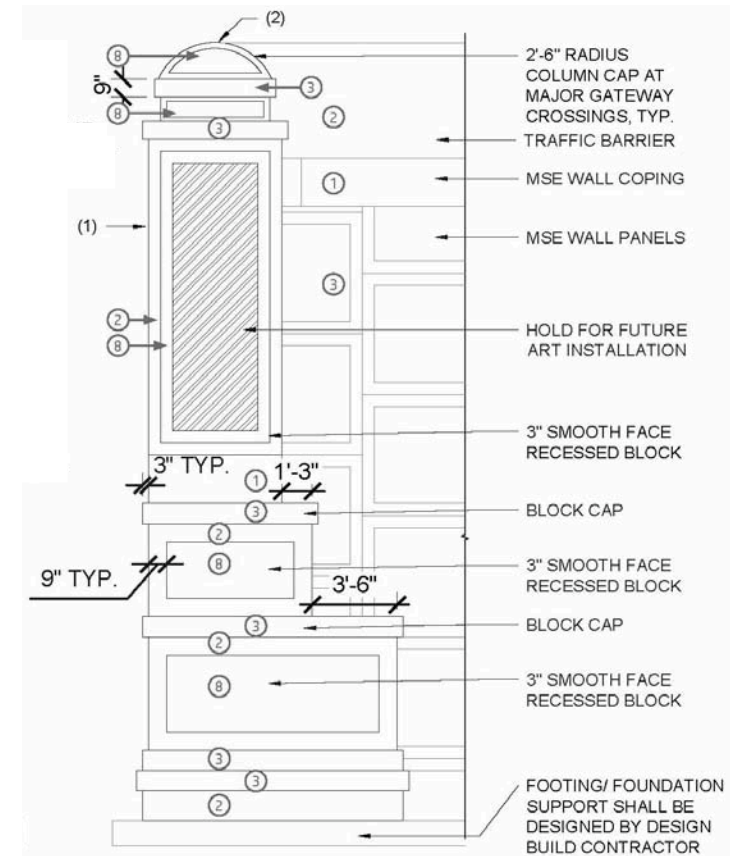
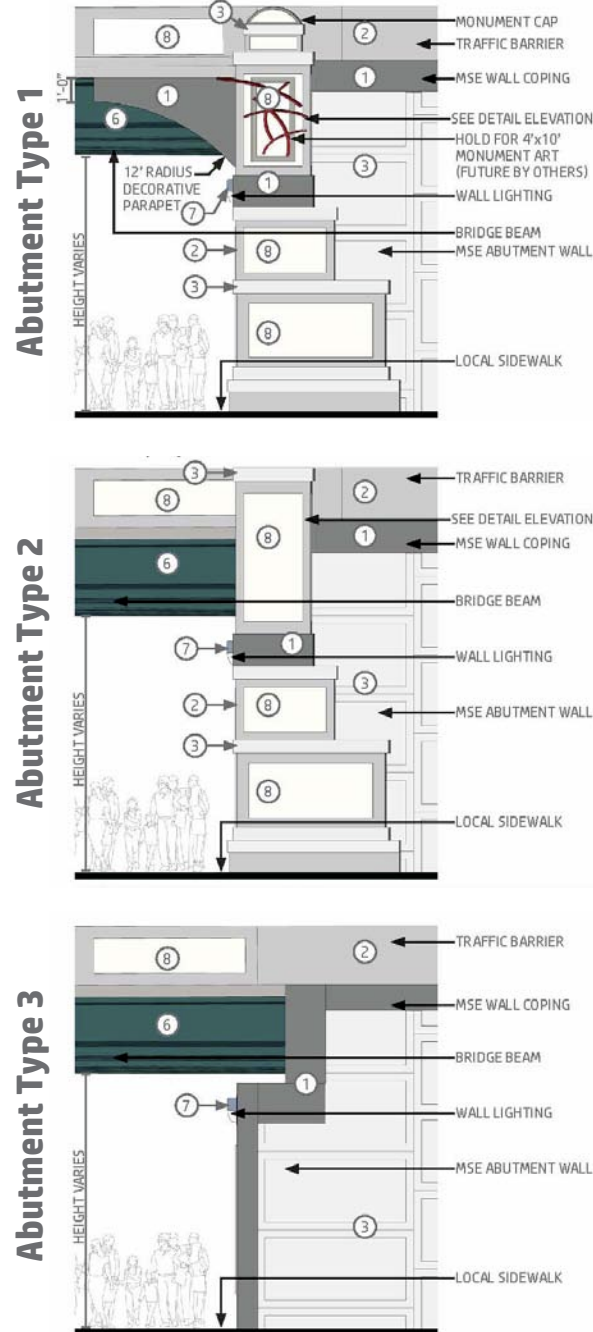
ABUTMENT WALLS

Design Summary:

Abutment walls are one of the most significant design components within an interstate corridor. These elements act as the primary substructure, elevating interstate bridges over local streets. They provide the opportunity for the inclusion of public art, and expanded pedestrian systems.

Characteristics:

- Abutment walls are constructed upright, rather than the existing sloped abutment walls, using MSE systems to gain pedestrian access space below the bridges and minimize sediment deposit.
- Abutment walls provide a location - an outdoor gallery - for the installation of art.
- Abutment walls incorporate textured materials to suggest a strong/long-lasting foundation
- Abutment walls provide textural variation in varying scales and details discernible at both driver and pedestrian levels.



TYPE 1 DETAIL ELEVATION (TYPICAL)

AESTHETIC DESIGN GUIDELINES SUMMARY



RETAINING WALLS

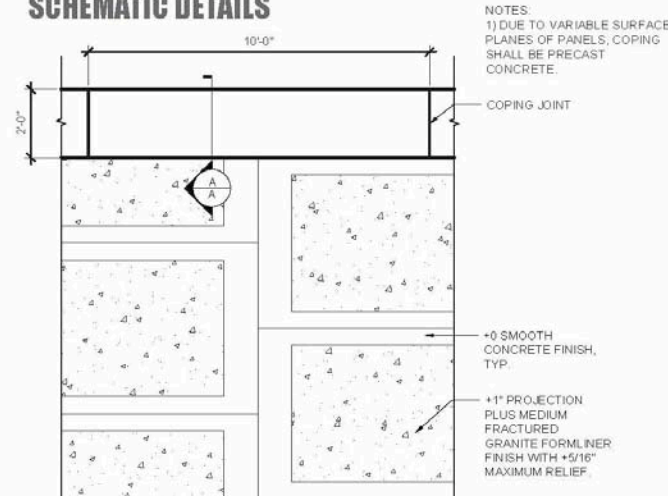
Design Summary:

Retaining walls help to stabilize steep grades by creating sloped and/or tiered terrain that can provide space for enhanced plantings and expanded pedestrian systems.

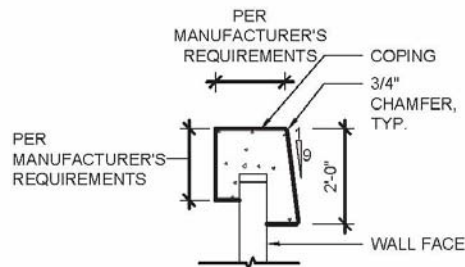
Characteristics:

- Retaining walls provide a location for the placement of vegetation to assist in stabilization, and help soften and blend the bridge structures with the surround in a naturalized fashion.
- Retaining walls are designed with textured materials to suggest a strong, natural and long-lasting foundation system- a necessary support for the more architectural, constructed structures above (bridges and noise barriers).
- Retaining walls are designed with textural variation in materials to provide a level of scale and detail that is visible and discernible at both driver and pedestrian levels.

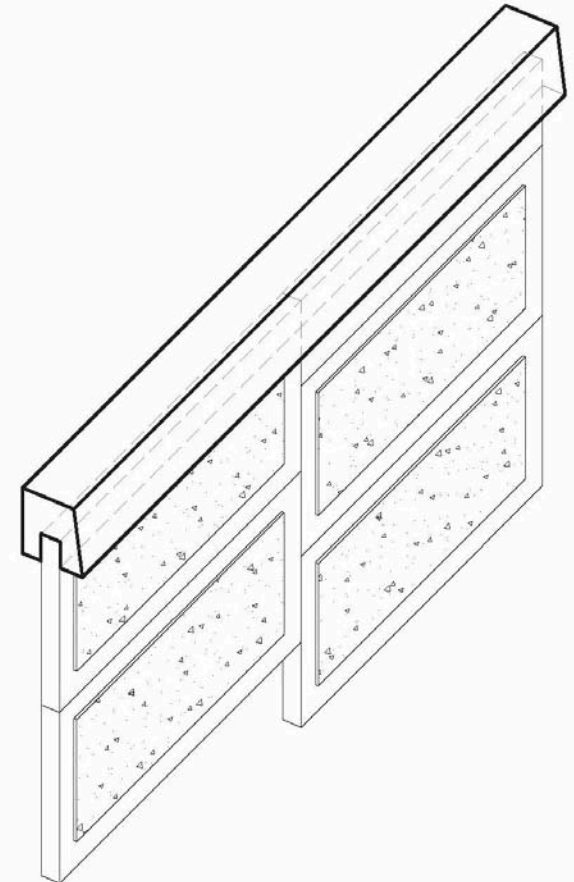
SCHEMATIC DETAILS



ELEVATION COPING WITH PANEL (TYPICAL)



SECTION A - COPING (TYPICAL)



ISOMETRIC-COPING WITH PANEL (TYPICAL)

CROSS SECTION (TYPICAL)

AESTHETIC DESIGN GUIDELINES SUMMARY



SURFACING

Design Summary

There are several different types of ground plane surface treatments in the I-65/I-70 North Split project, including unit pavers, concrete, and asphalt. Each surface type plays a unique role in the design. The surface selections, finishes, and layouts will establish distinctive colors, patterns, and textures that will help delineate one use zone from another.

Characteristics

- Surface treatments reflect the local character of the natural and man-made environment.
- Surface treatments were chosen based on their high-quality and durability in order to reduce lifetime maintenance costs.
- Surface treatments clearly define the vehicular and pedestrian environment.



WALKWAY SURFACE

MATERIAL CHARACTER



**RUNNING BOND
PATTERN**



SAW CUT JOINTS



COLOR BANDING



ACCENT COLORS



HEAVY DUTY

AESTHETIC DESIGN GUIDELINES SUMMARY



LIGHTING

Design Summary

The recommended lighting types include two distinct treatment options that respond to the needs of vehicles, pedestrians, bicyclists and adjacent property owners. These two lighting types shall include:

1. Down Lighting
2. Up Lighting

Characteristics

- Lighting types include a hierarchy to match appropriate lighting levels to specific conditions.
- Pole and fixture recommendations reduce light pollution in order to have the least amount of impact to surrounding neighborhoods
- Lighting “families” enforce uniformity and consistency throughout the project area.

NOTE: Down Lighting in underpass must meet pedestrian lighting standards.



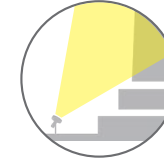
DOWN LIGHTING



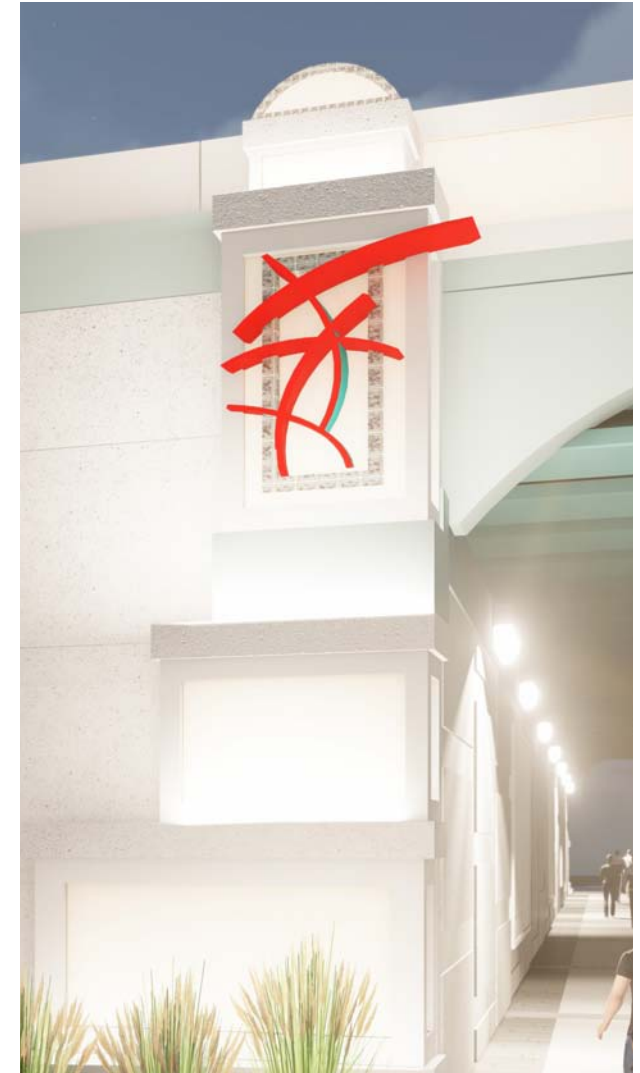
WALL MOUNTED LIGHT



COLUMN MOUNTED LIGHT



UP LIGHTING



MONUMENT UPLIGHTING

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SIGNAGE

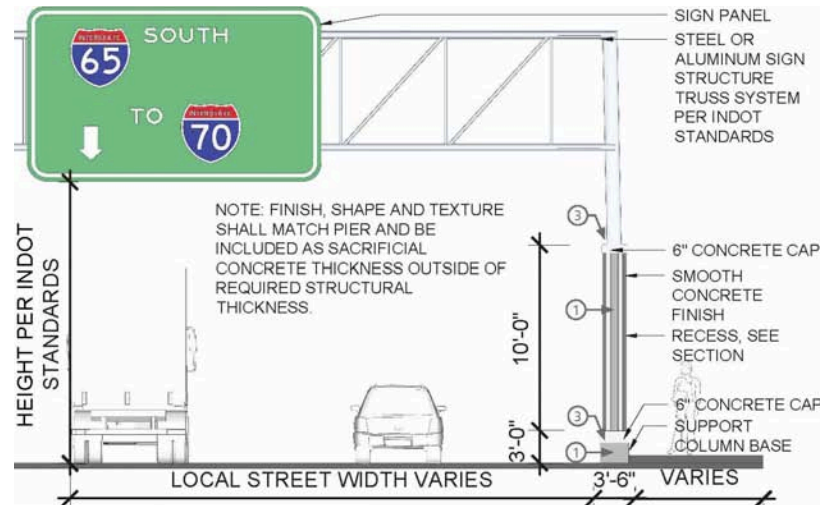
Design Summary

Interstate signage is highly standardized and subject to approval by the Federal Highway Administration (FHWA). The CSS process examines base enhancements of on- and off-ramp signage at the local level, rather than at the interstate level, to ensure that it is neighborhood appropriate.

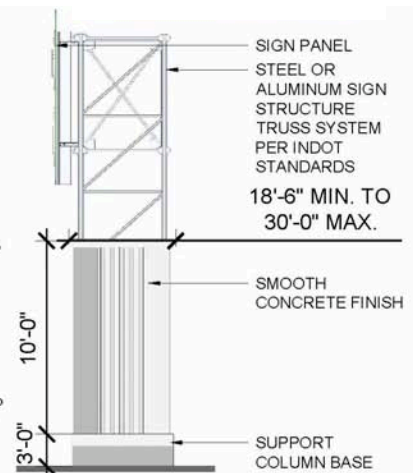
Characteristics

- Signage layout should minimize the number of bridge mounted or adjacent signage to provide clear views of the bridge enhancements.
- Signage should maintain uniform panel sizes where possible.
- Sign base design should conform to corridor theming.
- Signage should improve wayfinding along the I-65/I-70 North Split project corridor where possible.

OVERHEAD BOX TRUSS ON LOCAL STREETS

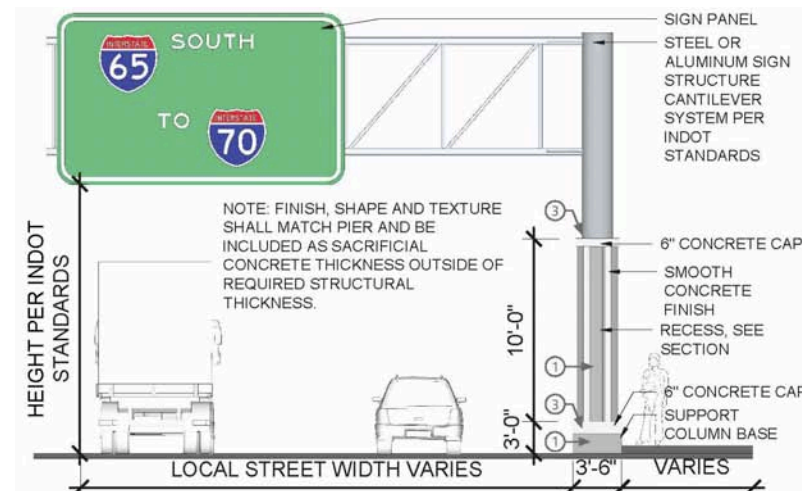


FRONT ELEVATION (TYPICAL)

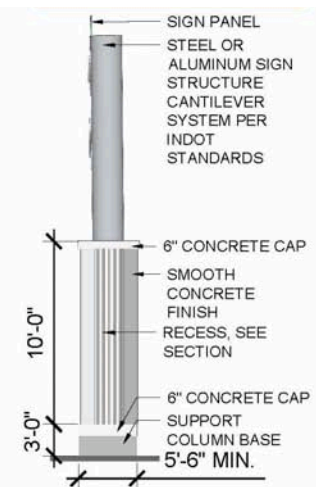


SIDE ELEVATION (TYPICAL)

OVERHEAD CANTILEVER ON LOCAL STREETS



FRONT ELEVATION (TYPICAL)



SIDE ELEVATION (TYPICAL)

AESTHETIC DESIGN GUIDELINES SUMMARY



TRAFFIC BARRIERS

Design Summary

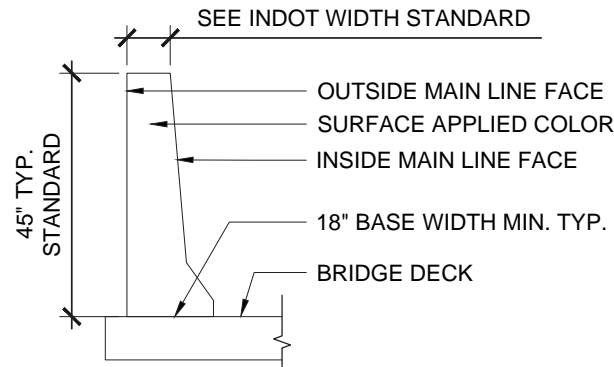
Concrete barriers will be used at the interstate level on the I-65/I-70 North Split project. At a functional level, barriers protect motorists and pedestrians at the local level from any possible movements off bridges or down embankments. At an aesthetic level, they can incorporate graphics, such as type face or imagery. Two types of traffic barriers used within the project area are:

1. Standard Barrier

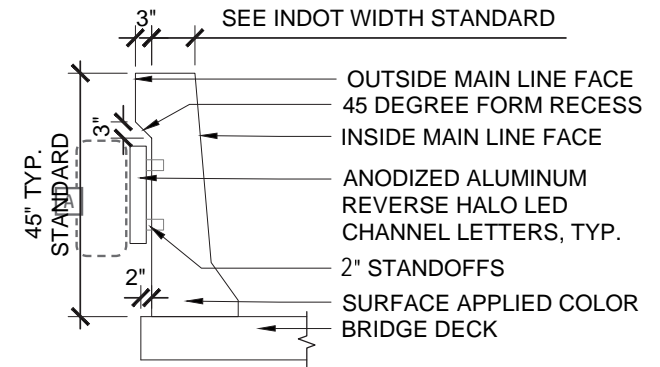
2. Sign Barrier

Characteristics

- Color mixing or concrete material will match that specified in Color, Form & Texture.
- Font style will be determined as part of the final phase of design development.
- Aside from specialty letter panel treatments, form and construction of concrete barrier will follow INDOT standards.



STANDARD BARRIER CROSS SECTION (TYPICAL)



SIGN BARRIER CROSS SECTION (TYPICAL)



SIGN BARRIER TEXT

AESTHETIC DESIGN GUIDELINES SUMMARY



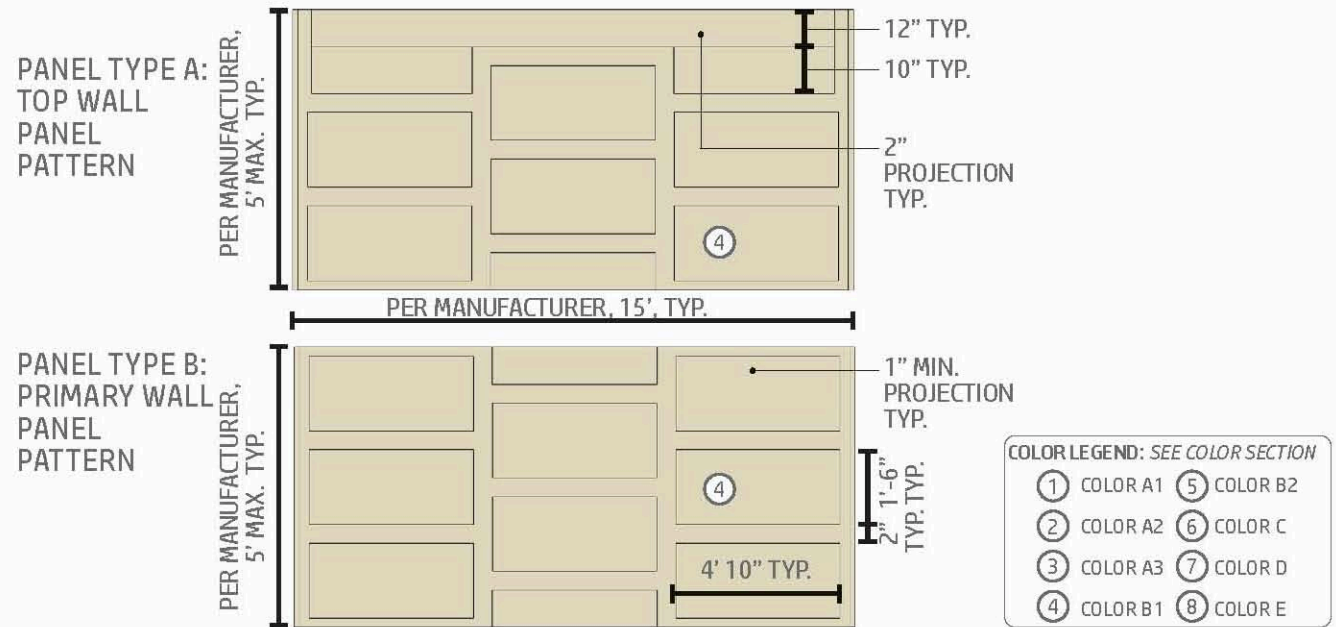
SOUND BARRIERS

Design Summary

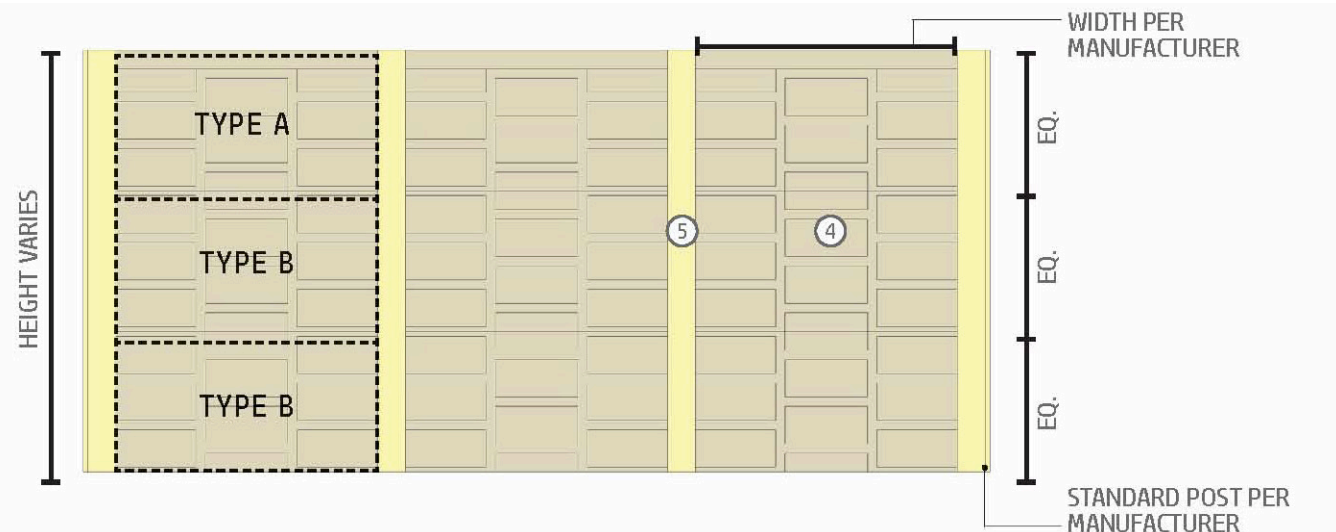
Sound barriers are solid obstructions constructed between the interstate and adjacent land uses, primarily to reduce elevated noise level impacts on affected residents. Sound barriers can reduce sound by absorbing noise from the interstate and reflecting it back across the interstate or forcing it to take a longer path to sound receivers.

Characteristics

- Sound barriers must be feasible in terms of acoustics and engineering.
- The views of adjacent property owners must be considered when planning for sound barriers.
- Sound barriers must be cost-effective and meet noise reduction goals for impacted properties.



SOUND BARRIER PANEL TYPES (TYPICAL)



SOUND BARRIER FRONT ELEVATION (TYPICAL)

AESTHETIC DESIGN GUIDELINES SUMMARY



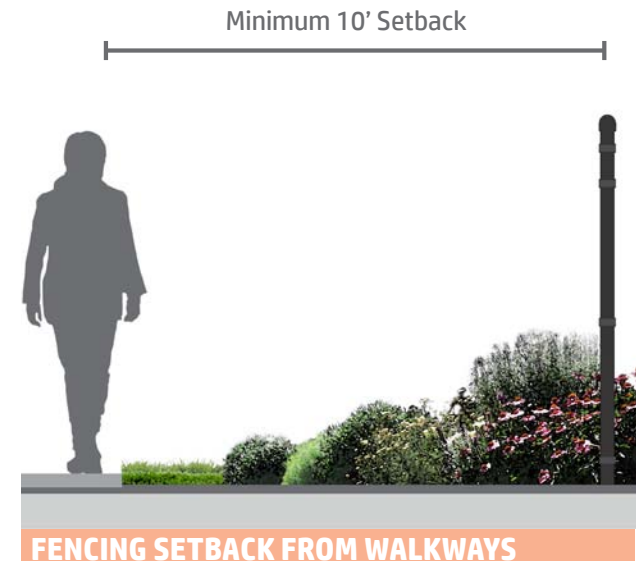
FENCING

Design Summary

Fencing is used in the right-of-way to separate pedestrians from the interchange, at ground level, in select locations and on side slopes. Fencing is necessary to protect pedestrians, vehicular traffic, and adjacent property owners from potential conflict. It serves two purposes, including restricting access and defining INDOT maintenance limits. In addition to being a functional element, the design of fencing must consider its surroundings, complement bridge components, and blend with the surrounding landscape.

Characteristics

- Fence materials should complement bridge elements and the landscape.
- Fencing shall be chain-link with black vinyl coating and meet height requirements between 4' and 6', with 6' fencing used adjacent to the Monon Trail.



AESTHETIC DESIGN GUIDELINES SUMMARY



BRIDGES OPENINGS

Overview:

The proposed design of the bridge opening infrastructure provides wider underpass openings, creating a safer and more inviting environment for accommodating pedestrians and vehicles.

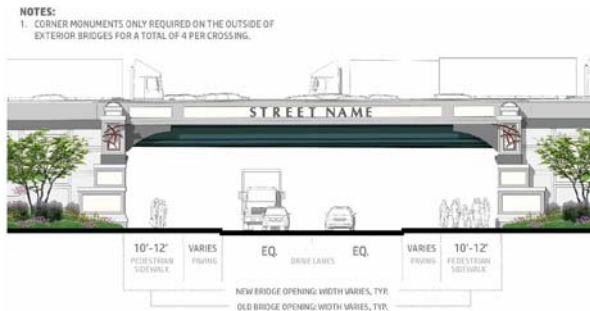
Bridge Opening Types

Three bridge opening types were developed for local roadway connections. These bridge opening types shall be:

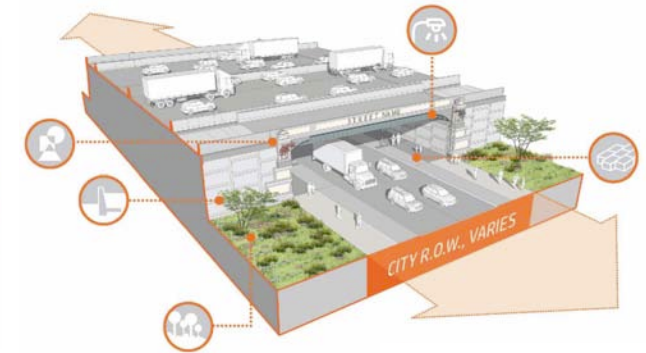
- 1. Bridge Opening Type 1:** These bridge openings shall function as neighborhood gateways, arterial street enhancements, and access points to the interstate.
- 2. Bridge Opening Type 2:** These bridge openings shall be visually similar to the Major Gateway Bridges.
- 3. Bridge Opening Type 3:** These bridges shall occur at bridges within the interchange, interior bridges sandwiched between a set of Major or Minor Bridges, or other areas where there is little or no pedestrian activity.

Bridge Opening Type 1

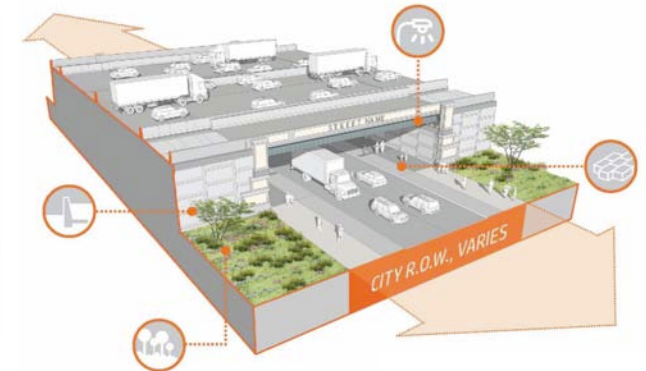
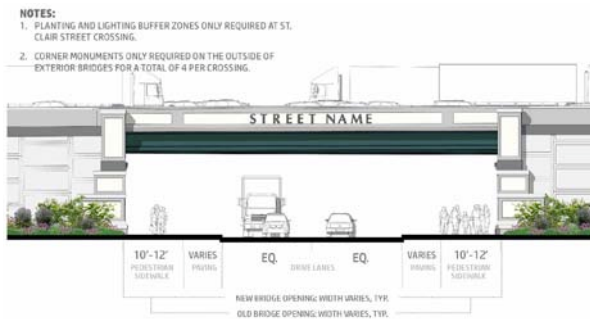
TYPICAL BRIDGE ELEVATION



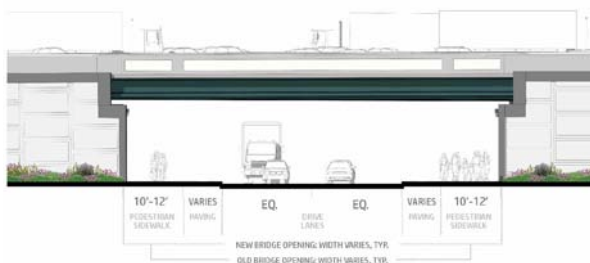
TYPICAL COMPONENT APPLICATION



Bridge Opening Type 2



Bridge Opening Type 3



AESTHETIC DESIGN GUIDELINES SUMMARY



LANDSCAPE OVERVIEW

Design Summary

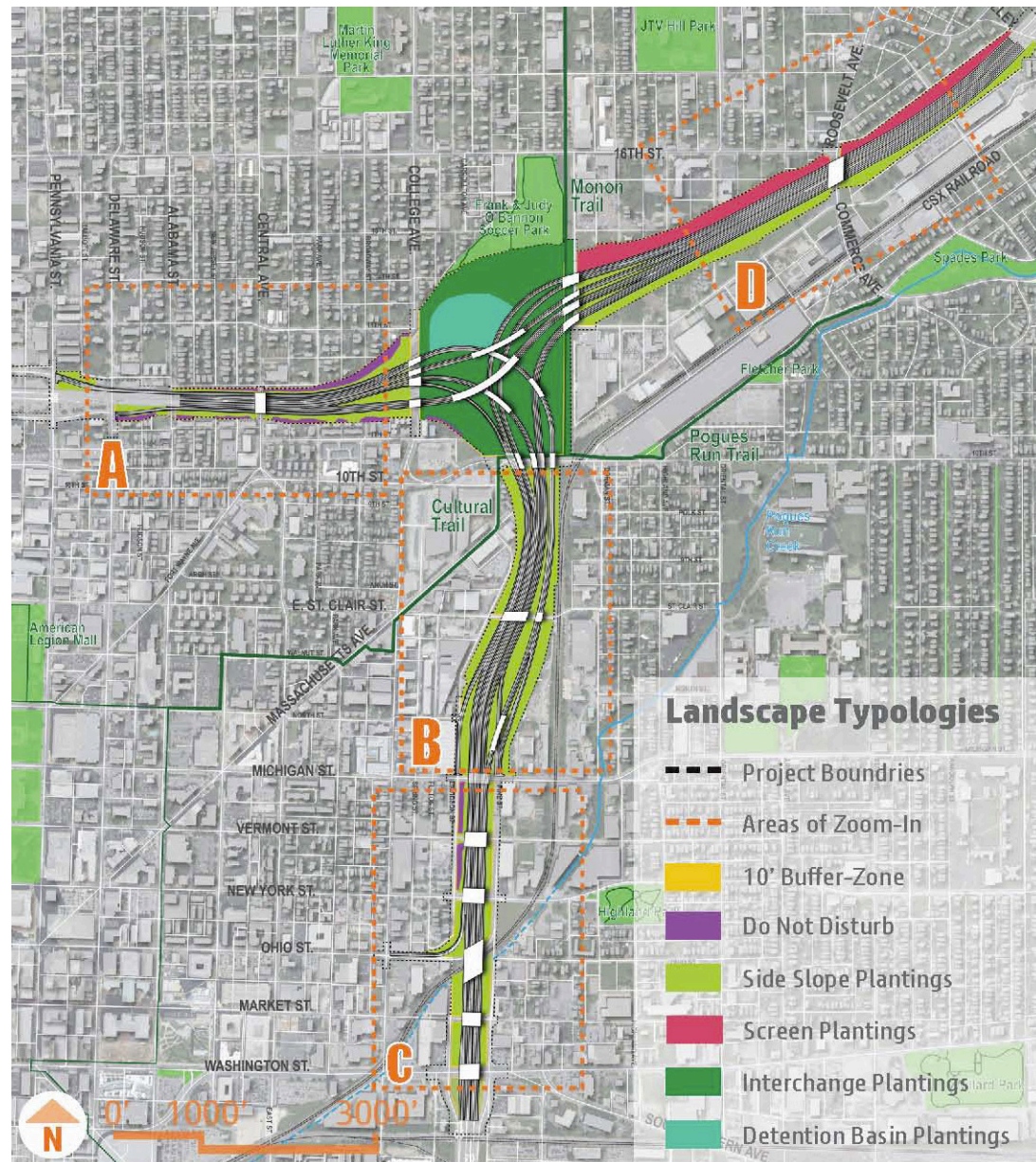
The landscape palette shall utilize a range of treatments that focus on native plant selections to enhance the interchange and overall corridor. The graphic on the right identifies **general** areas of appropriateness for landscape treatment typologies. Final typologies may vary depending on the final engineering considerations of the interstate and associated structures.

Guidelines

- Use native, low-maintenance plants whenever possible to soften urban elements of the corridor
- Provide a diverse palette of plants species

Landscape Typologies:

1. 10' Buffer Zone
2. Do Not Disturb
3. Side Slope Plantings
4. Screen Plantings
5. Interchange Plantings
6. Detention Basin Plantings



LANDSCAPE TYPOLOGIES OVERVIEW MAP

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TYPEOLOGY 1: 10' BUFFER ZONE

10' Buffer-Zones

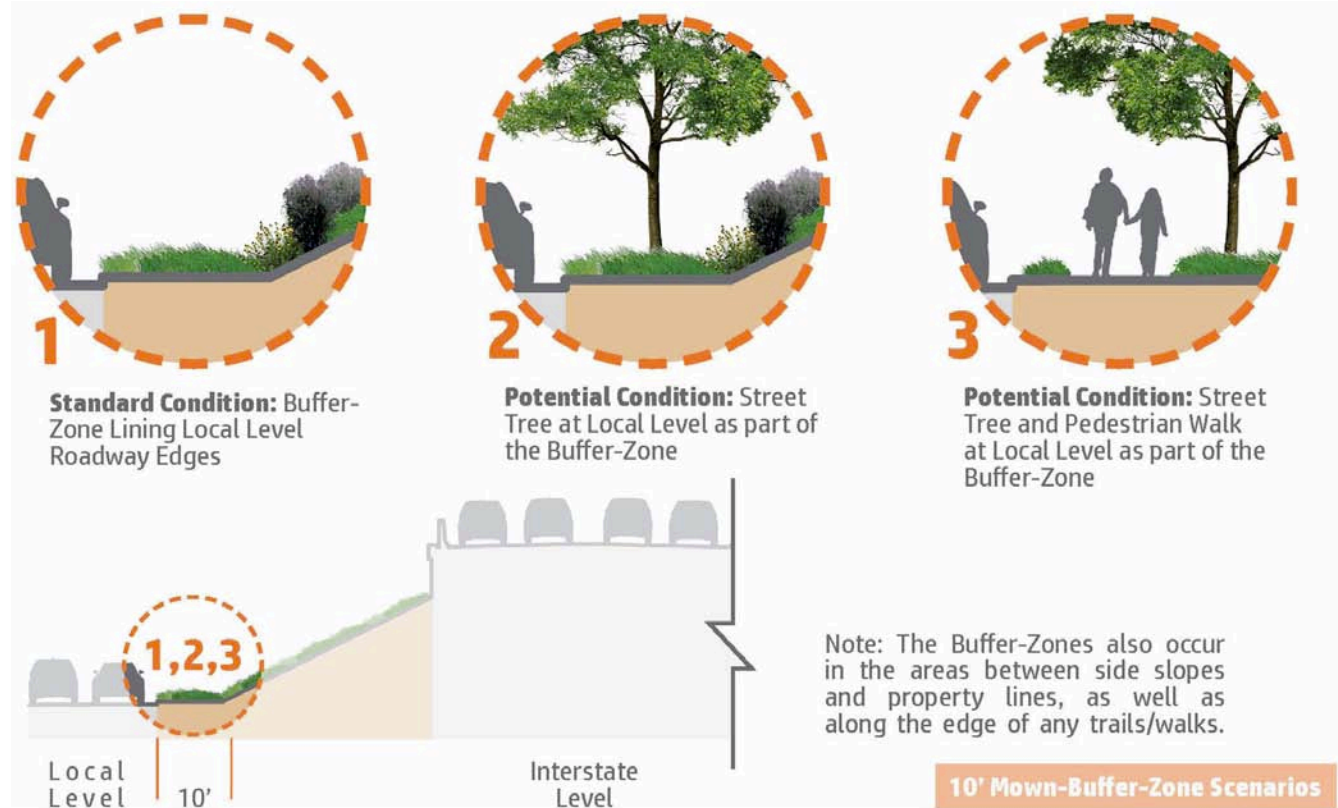
The 10' Buffer-Zones are intended to maintain a set-back for plantings so there is no interference between the landscaped areas and roadway functions, as well as providing unobstructed views.

Design Concept 'The Lawn'

The Buffer-Zones provide a uniform edge around all plantings allowing for a "naturalized" look, while keeping a manicured appearance of turf amongst the urban context. This appearance is created through the use of a "low-to-no-mow" seed mix.

Benefits

- Minimizes costs associated with mowing and maintenance
- Creates a safe, open buffer zone along the roadway
- Provides order to naturalized plantings



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TYPEOLOGY 2: DO NOT DISTURB

Design Intent

Tree Preservation Areas protect trees that are deemed “significant” to the landscape. The tree preservation areas are included in the final “Do Not Disturb” areas for the project site.

Further details about tree preservation in the I-65/I-70 North Split Project can be referenced from the Section 106 Consultation Process and should correspond with the final “Do Not Disturb” project limits.

Design Concept ‘The Nature Reserve’

Protect trees throughout all phases of construction, keeping valued natural elements existing within the city.

Benefits

- Retain visual interest
- Protect environmental health
- Provide erosion control

Tree Values

Trees provide lifelong environmental and aesthetic benefits that improve community quality of life. Trees add value to their surroundings by preserving water and soil quality, removing pollutants from the air, lowering surface and air temperatures and providing habitat for wildlife. While trees are some of our most valuable urban assets, they are vulnerable to environmental conditions.

Tree Protection

Trees have basic needs for survival and growth. Water and soil nutrients must be managed to maintain their health, safety and appearance. If not properly protected, construction activities such as soil compaction, grading, improper root and limb pruning, bark injury, incorrect storage of construction materials and dumping of waste can cause stress and damage to trees. However, in most cases, trees will survive if separated from construction equipment and materials.

Various professionals are involved in protecting trees throughout the construction process, including arborists, landscape architects, engineers, planners and municipal agencies. Protecting trees takes time, money and communication. All phases of construction should include tree protection procedures.

According to the Penn State Extension’s *A Guide to Preserving Trees in Development Projects*, Tree preservation occurs during the entire construction process:

Pre-construction

- Tree inventory
- Planning, design, negotiations
- Removals
- Staking of construction footprints under trees—required limb pruning
- Insect control or other care
- Fencing preserved trees

Construction

- Communication and education
- Protection zones
- Required root pruning
- Maintenance of fencing
- Monitoring tree health
- Tree care

Post-Construction

- Communication and education
- Protecting
- Tree care

*Locations for the tree preservation areas can be found in the map on page 40.

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TYPEOLOGY 3: SIDE SLOPE PLANTINGS

Design Intent

Plants, rather than extended infrastructure, can be used for erosion control and soil stabilization along the interstate embankments as a cost-effective and less-infrastructure dependent option.

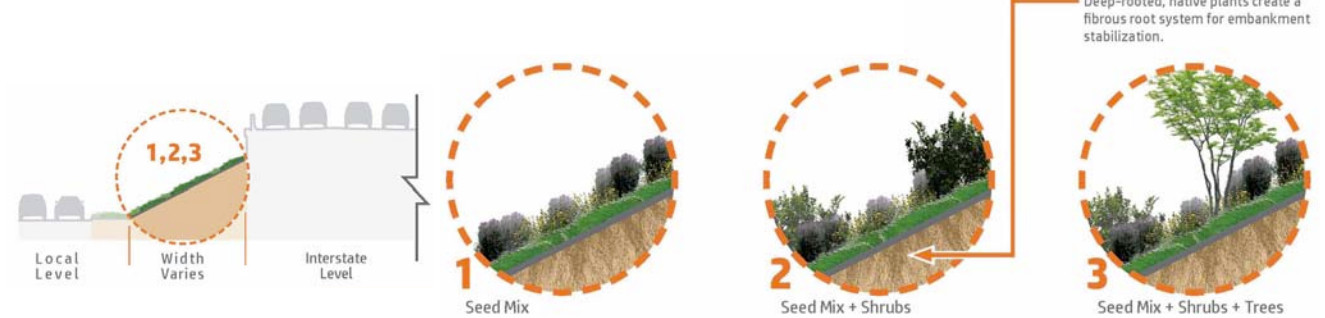
Design Concept: 'The Uplands'

Species of the upland plant community provide a root system for erosion control measures and adapt to the constructed terrain.

Benefits

- Unifies the east, west and south legs through repetition of plant massing and grouping
- Addresses erosion control concerns with an aesthetic solution
- Minimizes costs associate with mowing and maintenance
- Supports native flora and fauna

SIDE SLOPE PLANTING CONDITIONS



AESTHETIC DESIGN GUIDELINES SUMMARY



TYPEOLOGY 4: SCREEN PLANTINGS

Design Intent

Plants can minimize and soften the appearance of sound barriers.

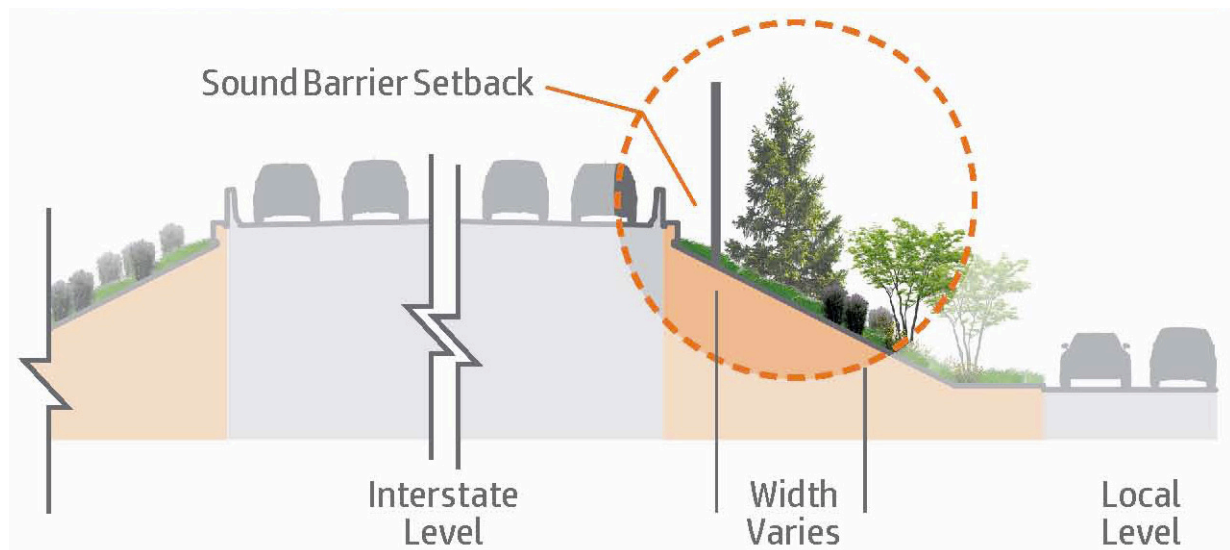
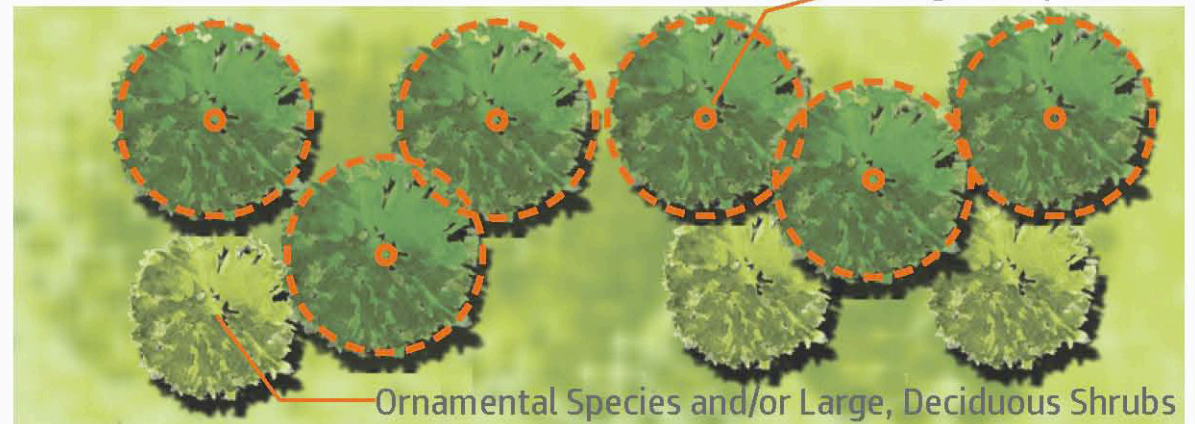
Design Concept: 'The Woodlands'

The massing of evergreen and deciduous plants at the base of sound barriers can create a natural backdrop that mimics a woodland edge transition, when viewed from adjacent properties.

Benefits:

- Reduces the visual prominence of sound barriers
- Creates a visually interesting buffer and soft edge
- Offers a natural backdrop to neighboring communities

2:1 Ratio of Evergreen to Deciduous Species Preferred



SCREEN PLANTINGS WITH SOUND BARRIER

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TYPEOLOGY 5: INTERCHANGE PLANTINGS

Design Intent

Plants can give purpose to expansive spaces in a manner that is low in cost and required maintenance, but high in visual quality. Over time, the maturation of trees in this area will create a more dense canopy that will begin to take on characteristics of some stakeholder desires to create an “urban forest.” This is essentially the heavy massing of trees to create an urban vegetative treatment style.

Design Concept: ‘The Prairie’s Edge’

The seeding and planting of large, open areas with mixes of native grasses, sedges and forbs, as well as a variety of tree species, responds to the public’s desire for a natural-feel landscape juxtaposed against the urban setting.



The 20' No-Tree-Buffer-Zone within the interchange is a similar concept to *Typology 2: 10' Buffer-Zone* seen along the local roadways. This 20' No-Tree-Buffer Zone (occurring along the edge of all interstate roadways) is a continuation of the chosen seed mixes that extends from the inner portion of the interchange under any interchange bridges. This zone is void of planted trees, and any interior trees shall be planted so that mature canopy widths DO NOT impede the interstate roadway.

Grouped Ornamental Trees
at No-Tree-Buffer-Zone Edge

Aerial View Looking Towards Downtown of the Interchange Plantings

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TYPEOLOGY 6: DETENTION BASIN

Design Intent

A heavily planted area for the purpose of stormwater detention - a dry extended detention basin - is favored over a traditional retention pond for benefits it offers the urban landscape.

Design Concept: 'The Wetlands'

A detention basin to resemble that of a wetland environment will provide more aesthetic value to the site, minimize the amount of standing water and allow even infiltration.

Benefits

- Filtrates pollutants from storm water runoff
- Allows for infiltration of otherwise standing water
- Designed alternative to traditional systems, offering aesthetic value
- Blends "natural" and urban environments
- Supports local flora and fauna

