

CSS Process

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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.

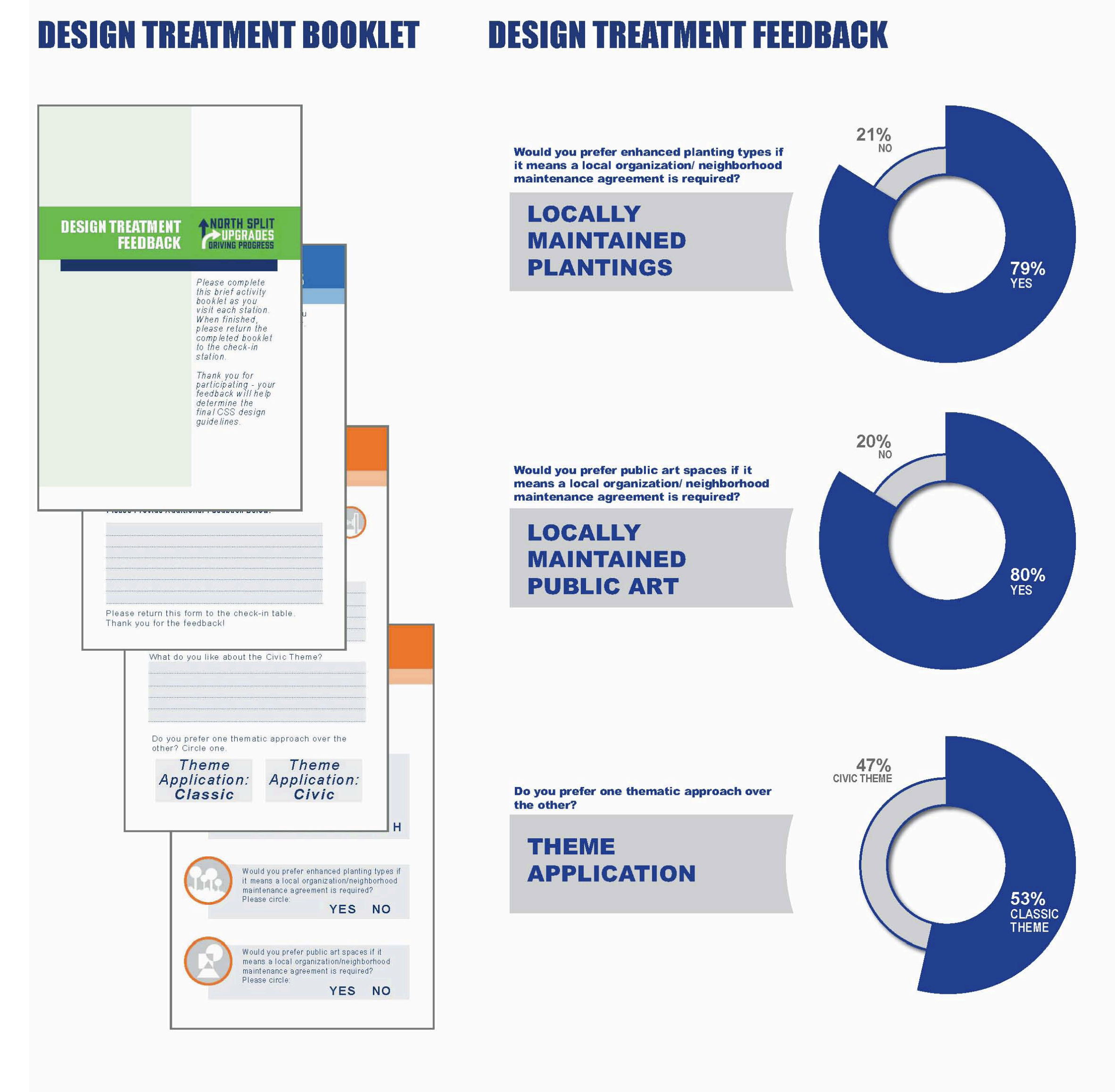
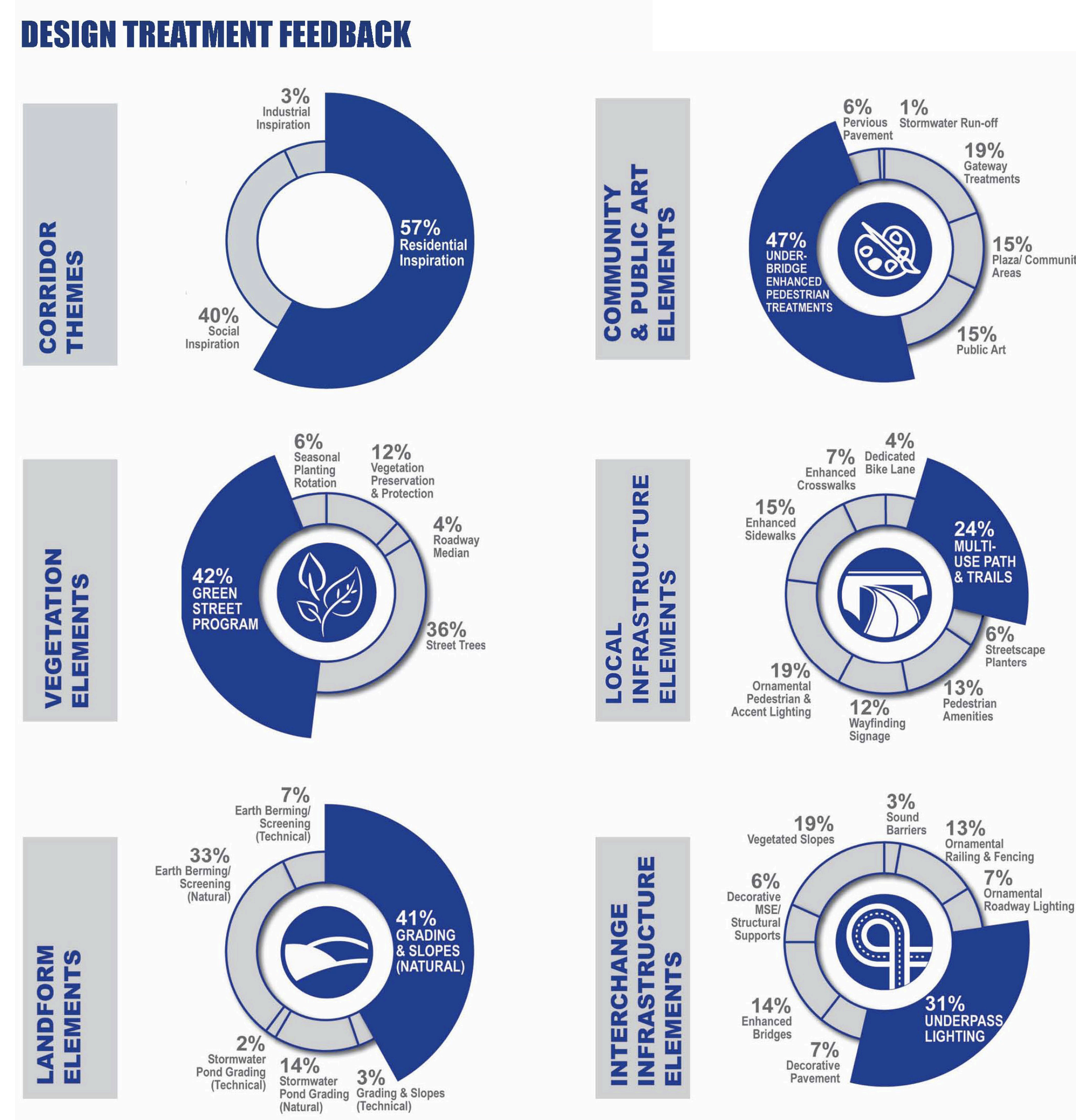
Round 2: Preliminary Design Treatments

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





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

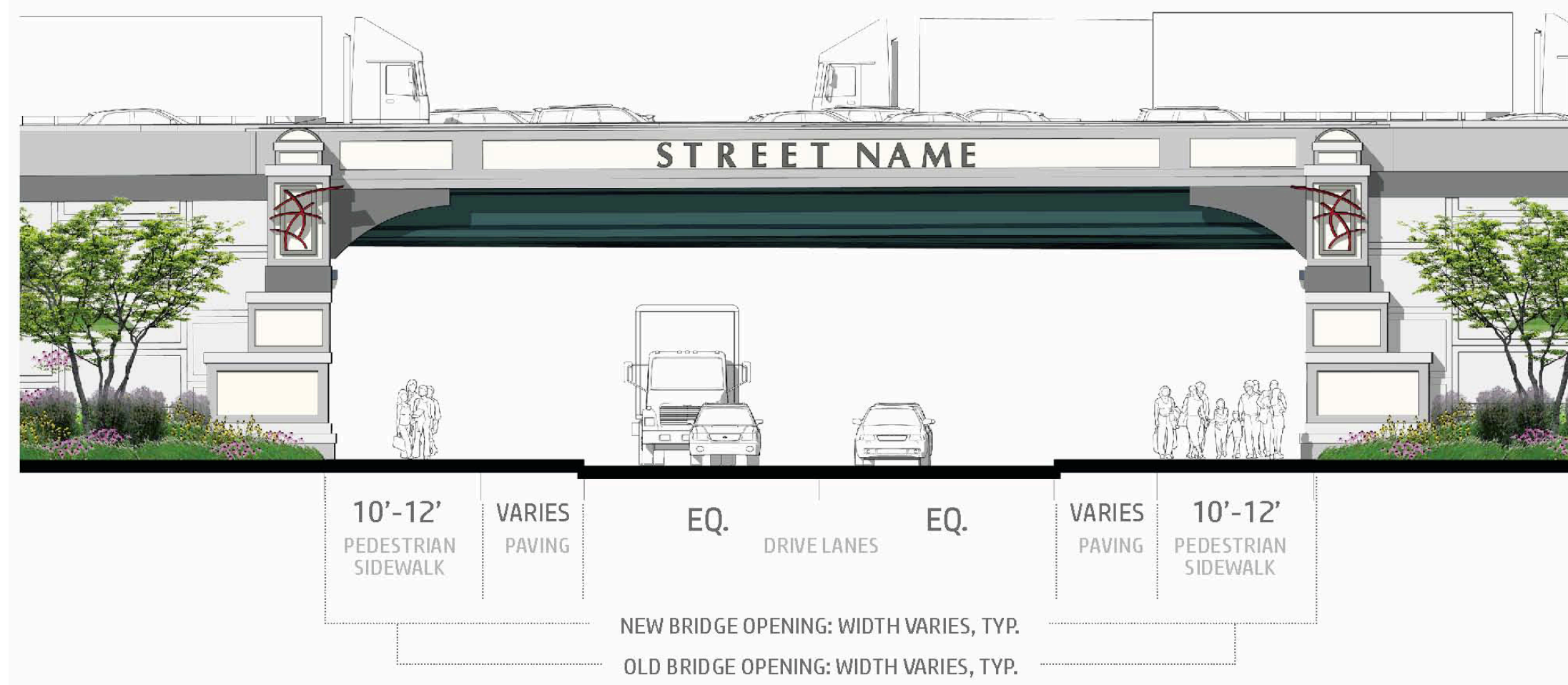
Three bridge opening types were developed for local roadway connections. These bridge opening types shall be:

- Bridge Opening Type 1:** These bridge openings shall function as neighborhood gateways, arterial street enhancements, and access points to the interstate.
- Bridge Opening Type 2:** These bridge openings shall be visually similar to the Major Gateway Bridges.
- Bridge Opening Type 3:** These guidelines are designed for 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.

TYPICAL BRIDGE ELEVATION

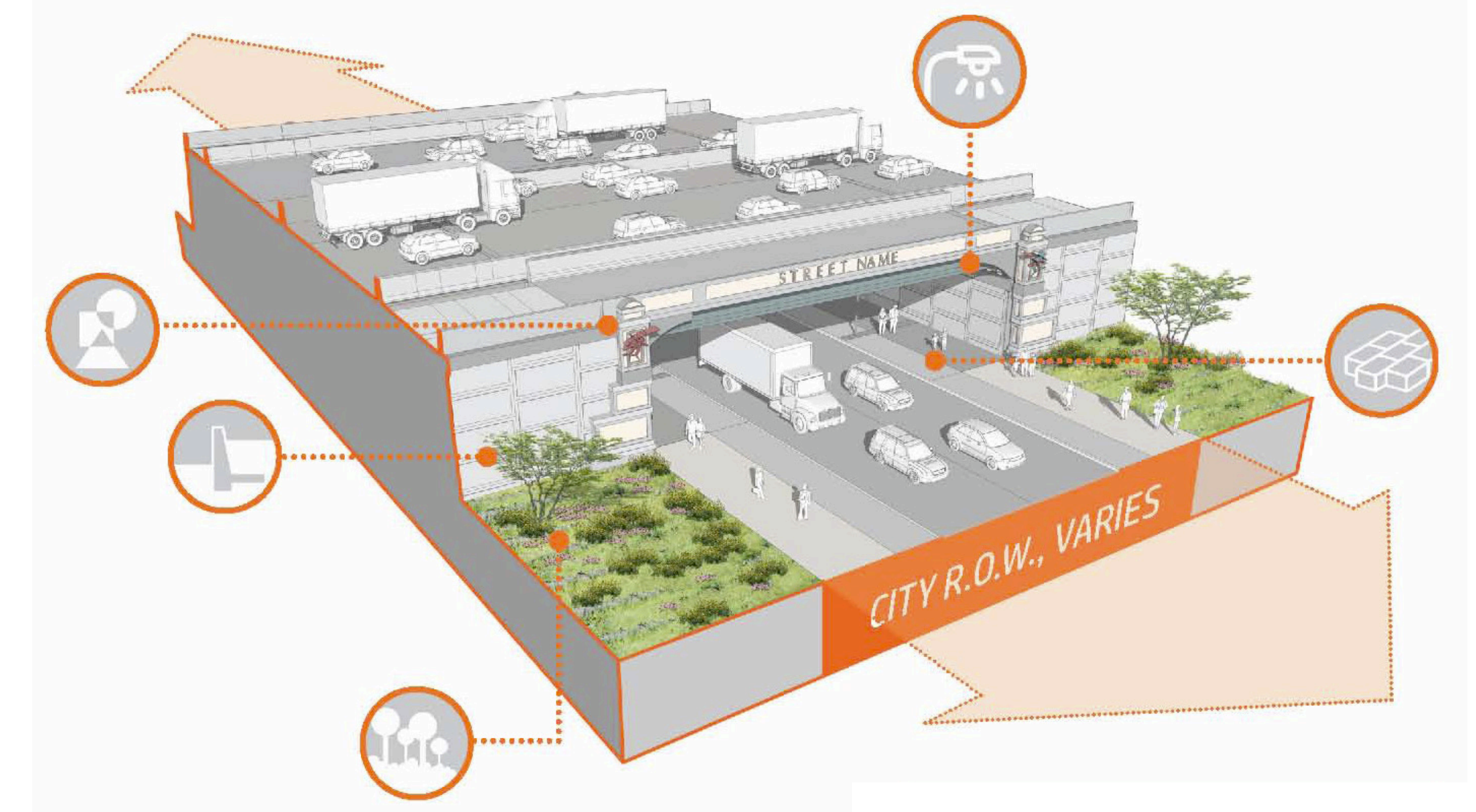
NOTES:

- CORNER MONUMENTS ONLY REQUIRED ON THE OUTSIDE OF EXTERIOR BRIDGES FOR A TOTAL OF 4 PER CROSSING.



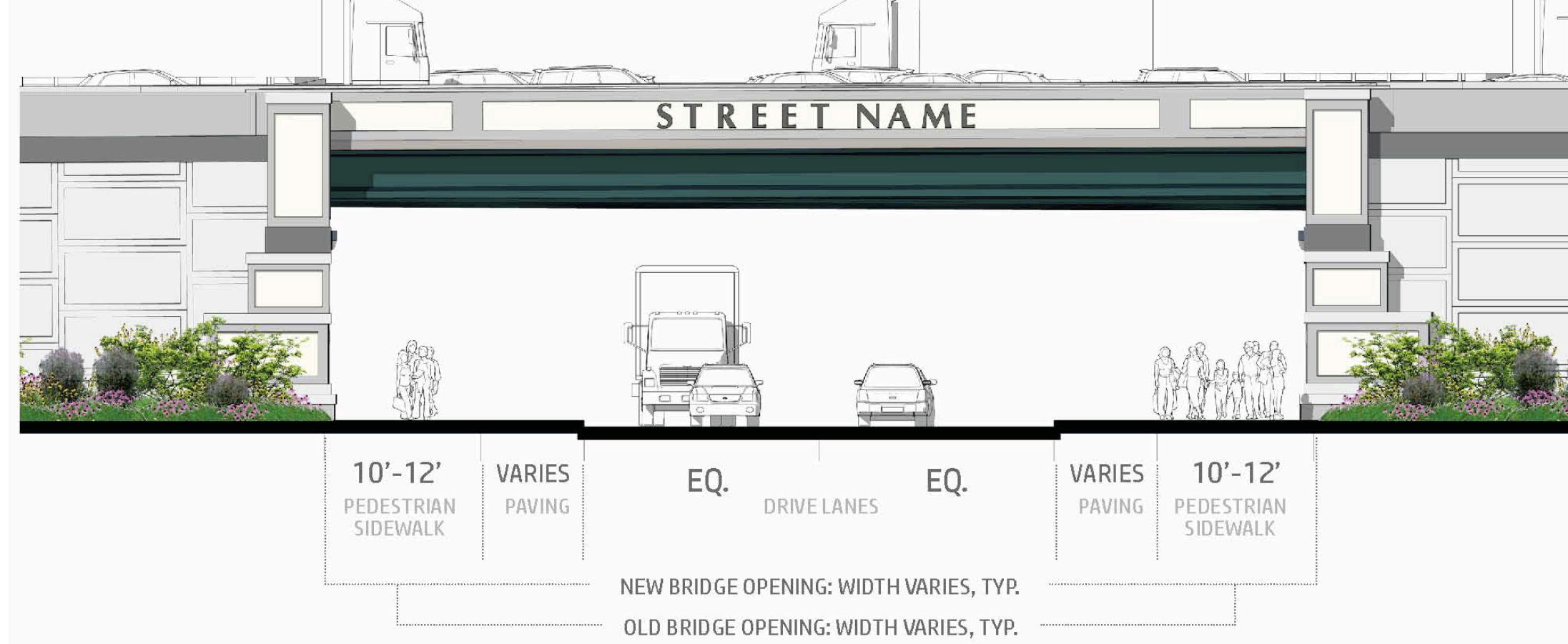
Bridge Opening Type 1

TYPICAL COMPONENT APPLICATION

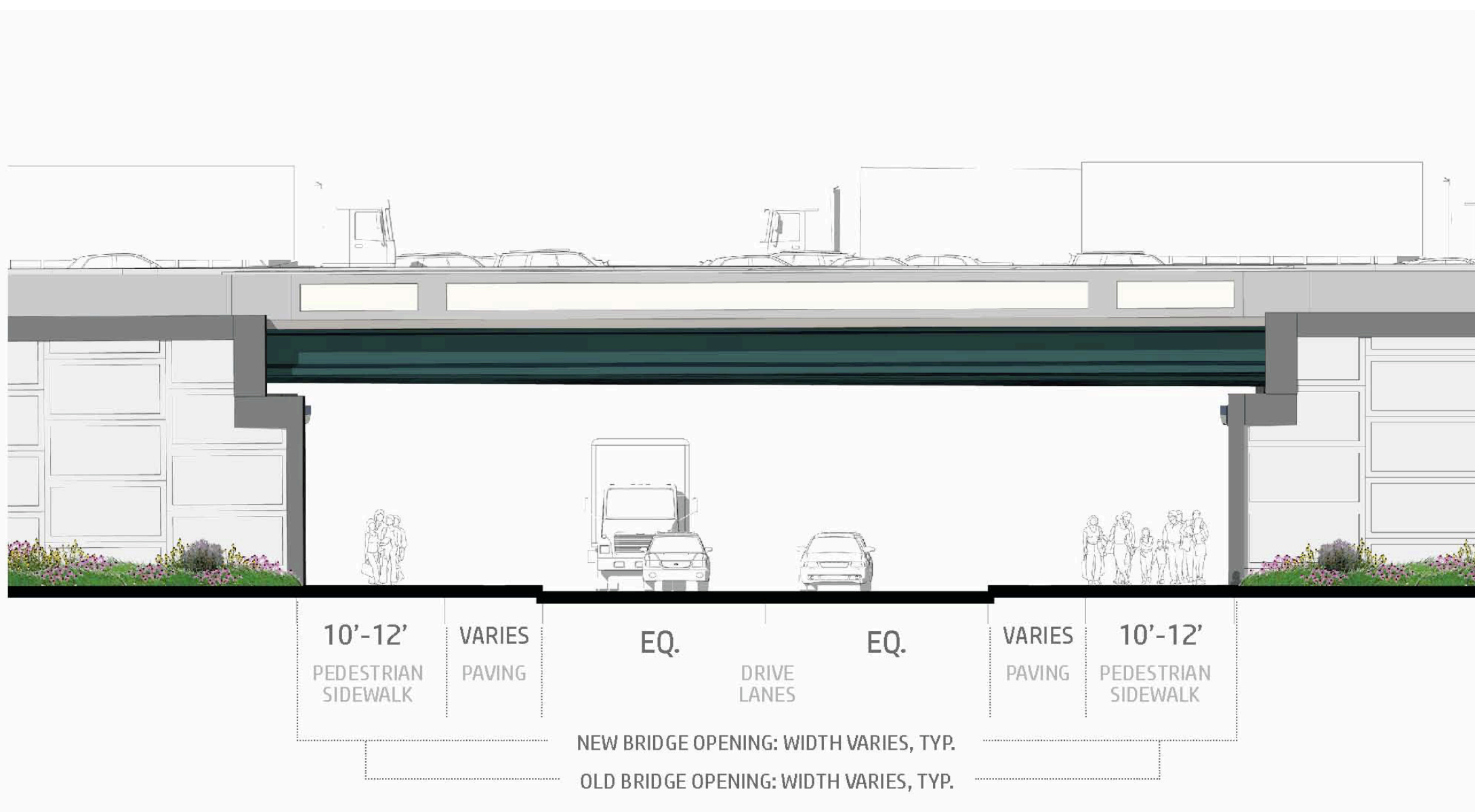
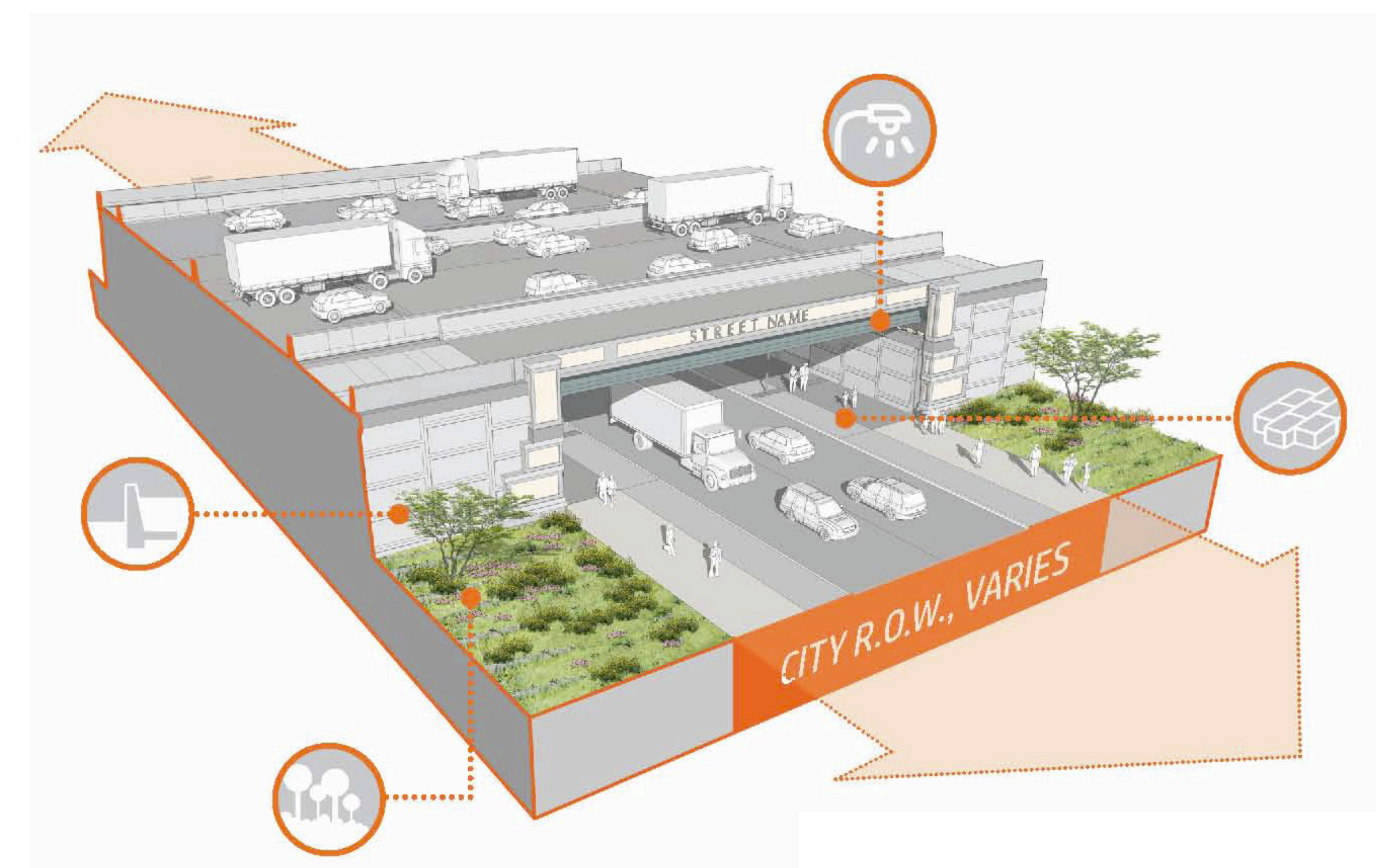


NOTES:

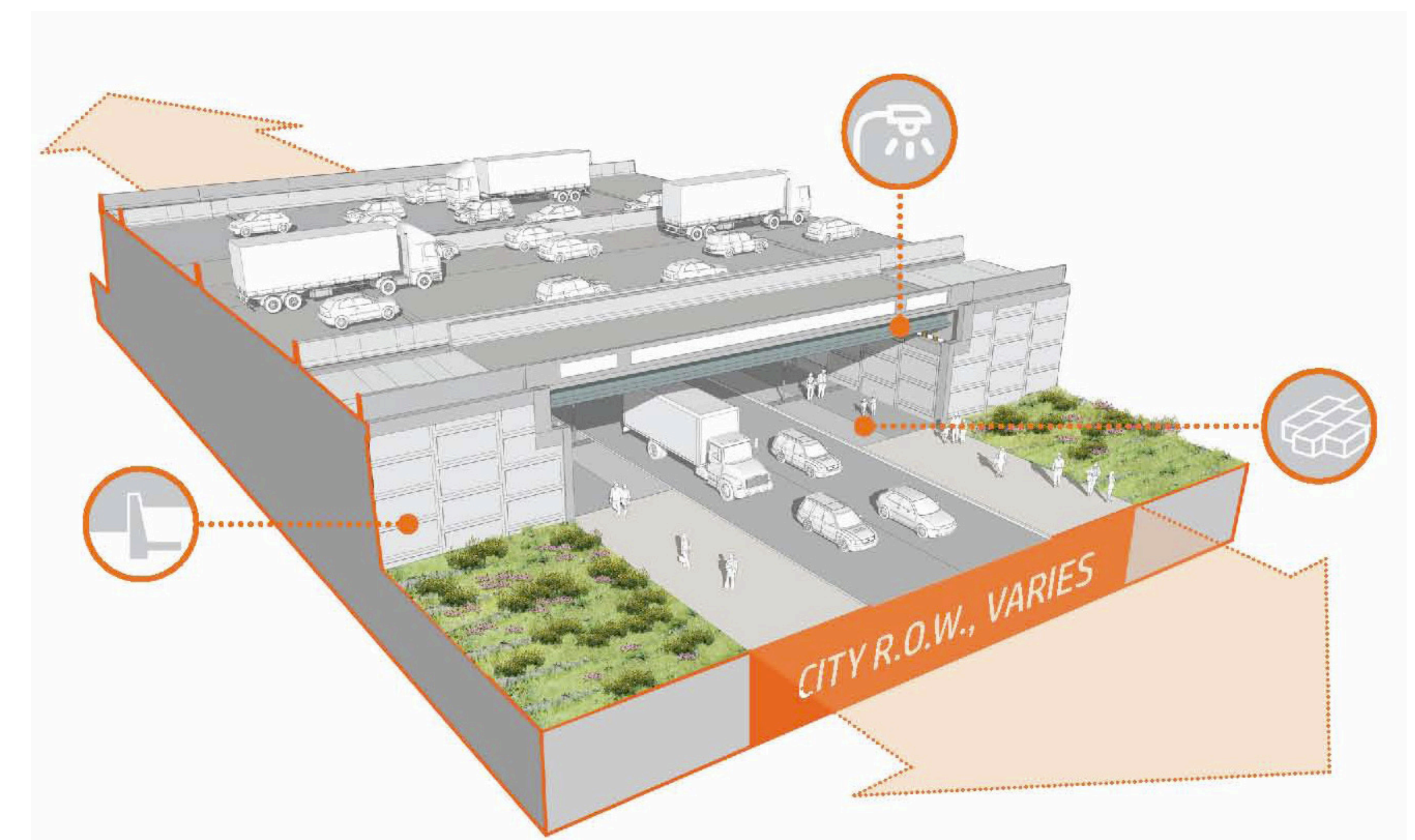
- PLANTING AND LIGHTING BUFFER ZONES ONLY REQUIRED AT ST. CLAIR STREET CROSSING.
- CORNER MONUMENTS ONLY REQUIRED ON THE OUTSIDE OF EXTERIOR BRIDGES FOR A TOTAL OF 4 PER CROSSING.



Bridge Opening Type 2



Bridge Opening Type 3





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



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.



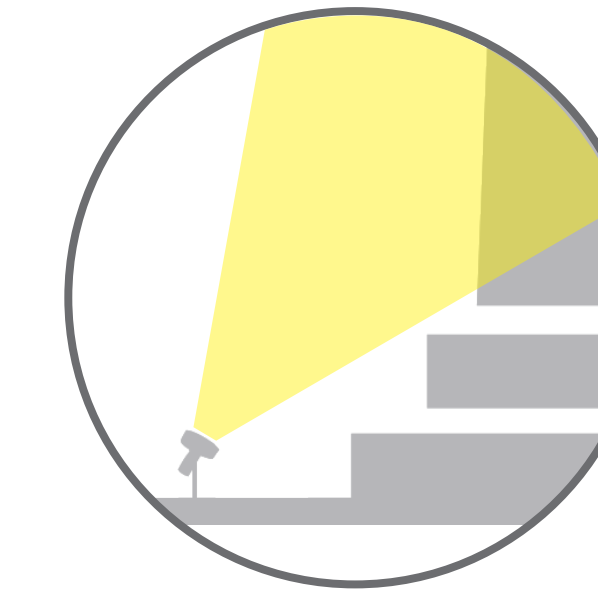
DOWN LIGHTING



WALL MOUNTED LIGHT



COLUMN MOUNTED LIGHT



UP LIGHTING



MONUMENT UPLIGHTING



LANDSCAPE OVERVIEW

Design Summary

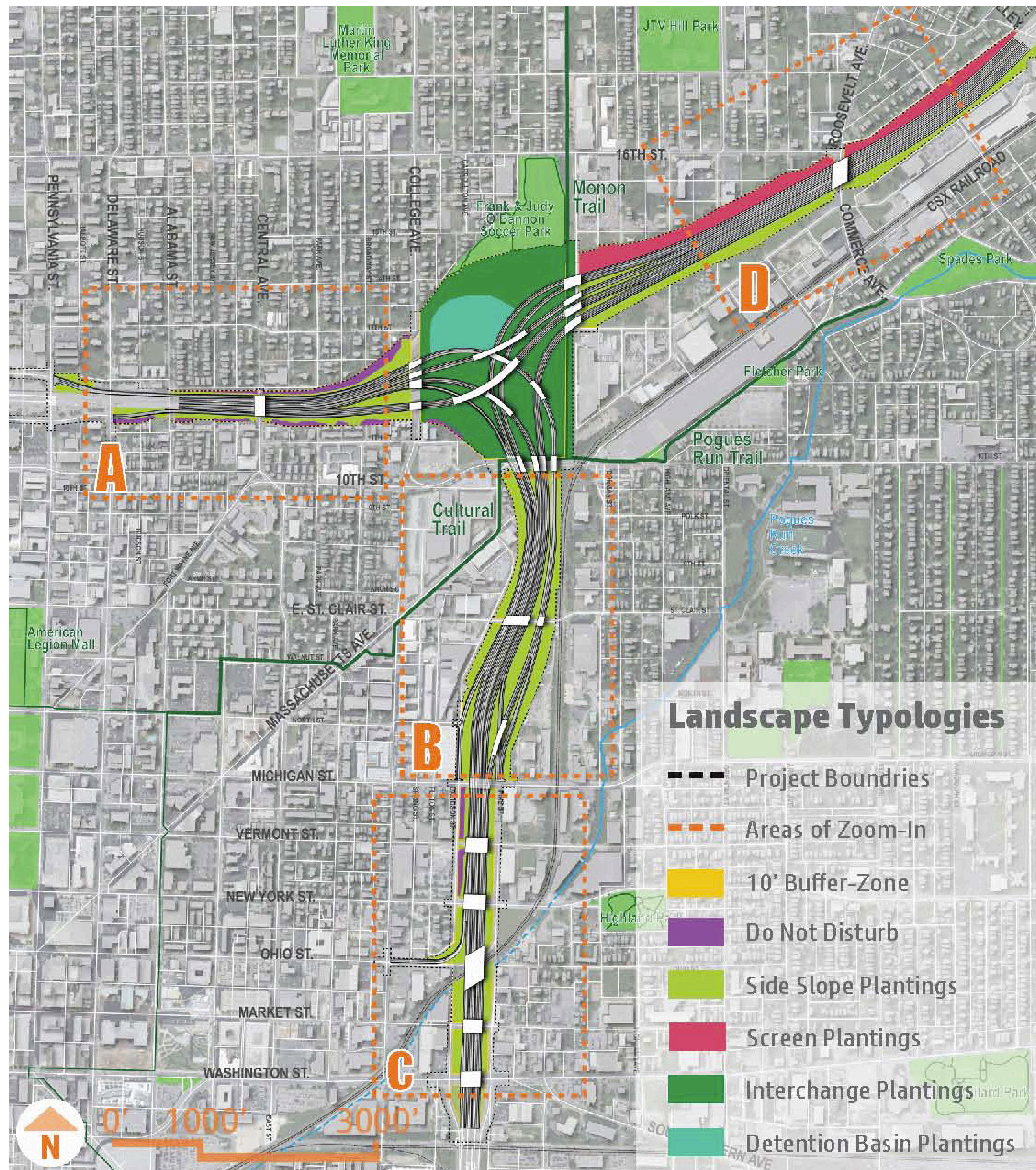
The landscape palette shall utilize a range of treatments that focus on native plant selections to enhance the interchange and overall corridor. The graphic on the right identifies **general** areas of appropriateness for landscape treatment typologies. Final typologies may vary depending on the final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



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



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



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 associated with mowing and maintenance
- Supports native flora and fauna



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



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.



TYPEOLOGY 6: DETENTION BASIN

Design Intent

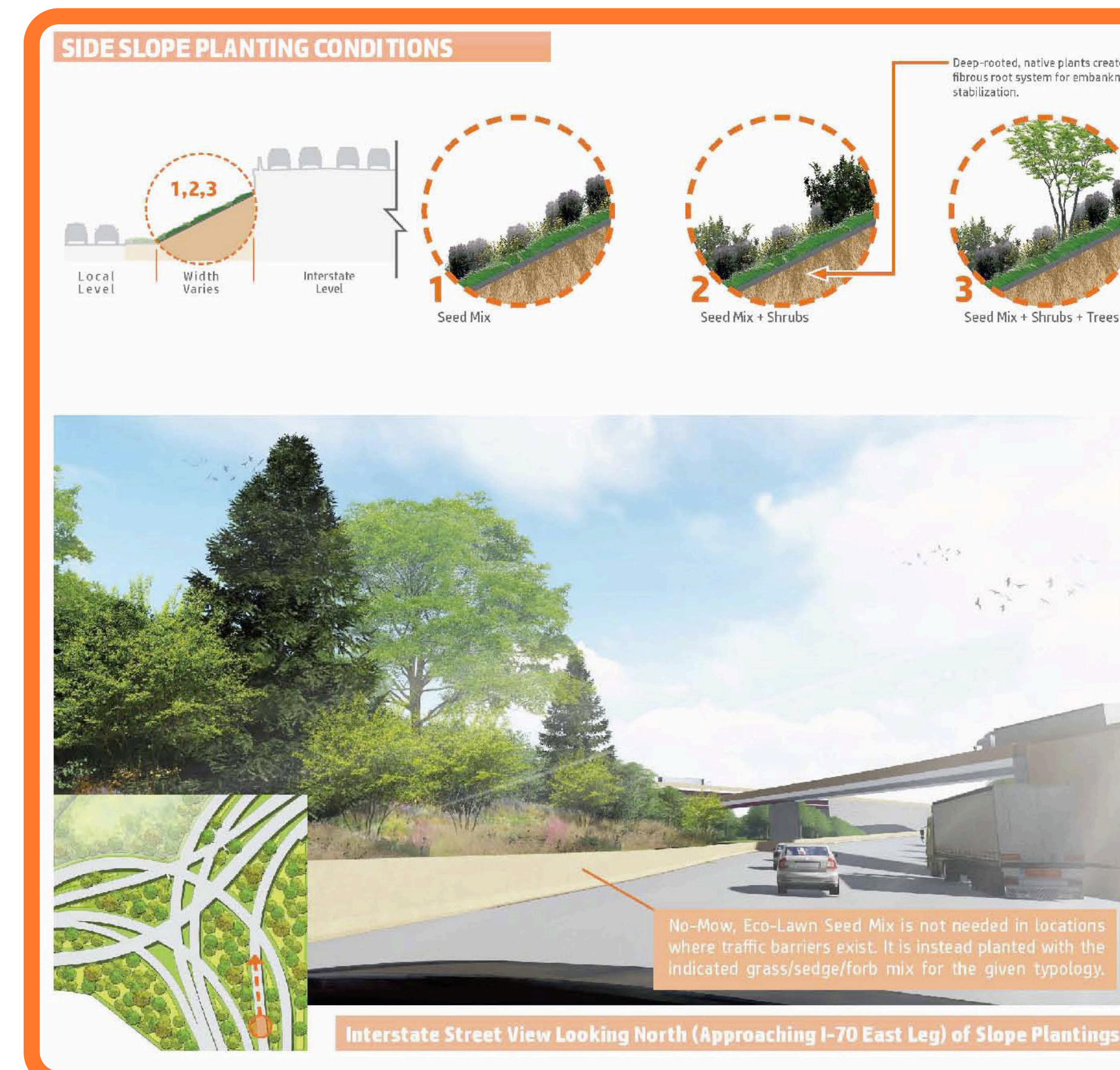
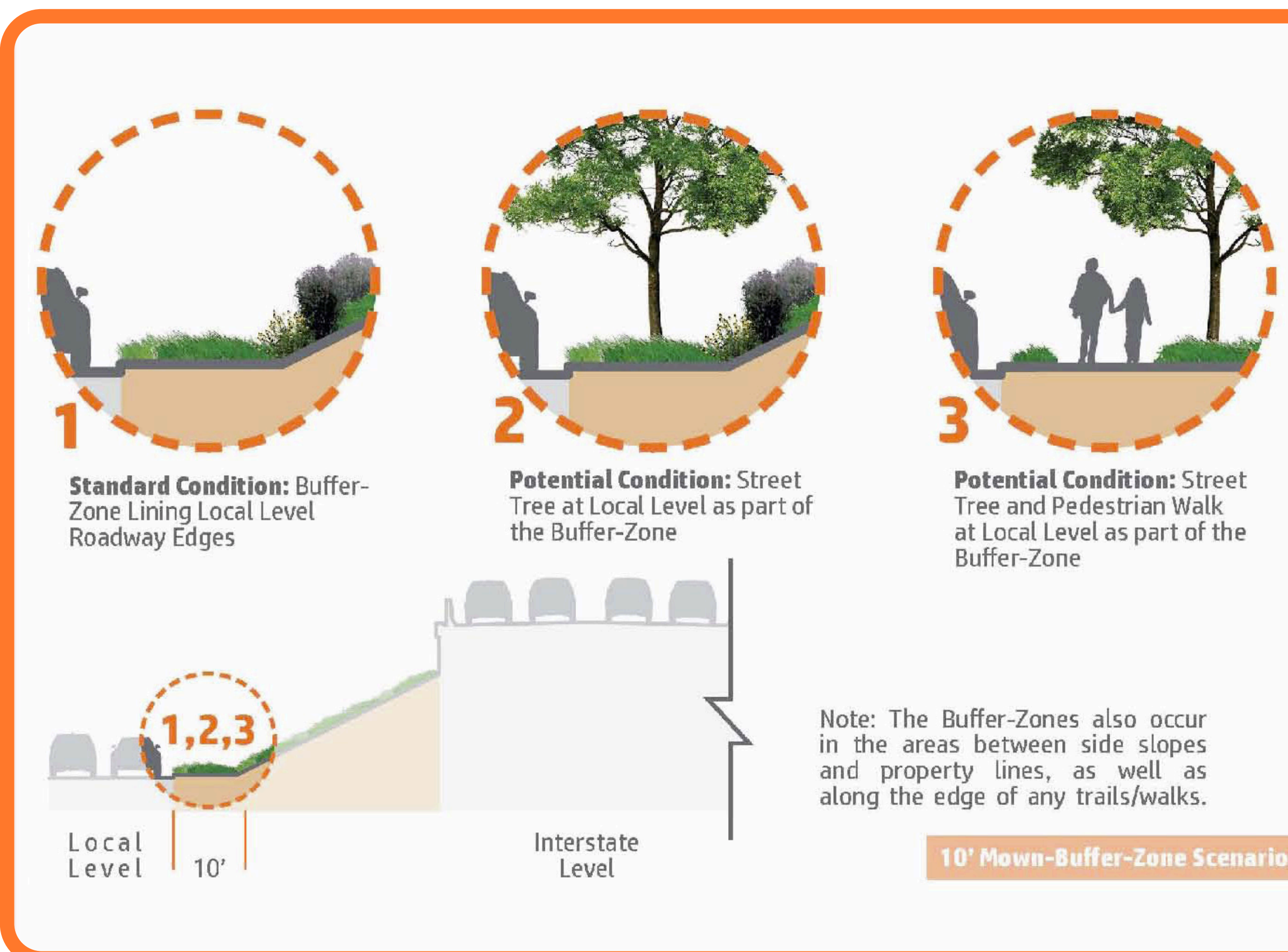
A heavily planted area for the purpose of stormwater detention – a dry extended detention basin – is favored over a traditional retention pond for benefits it offers the urban landscape.

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



INTERCHANGE: PLAN VIEW



INTERCHANGE: Bird's Eye View Looking Southwest



TYPICAL STREET

DAYTIME STREET VIEW



NIGHT TIME STREET VIEW



COMMERCE AVENUE

DAYTIME STREET VIEW



10TH STREET

DAYTIME STREET VIEW



WASHINGTON STREET

DAYTIME STREET VIEW



NIGHT TIME STREET VIEW



ALABAMA STREET

DAYTIME STREET VIEW



NIGHT TIME STREET VIEW

