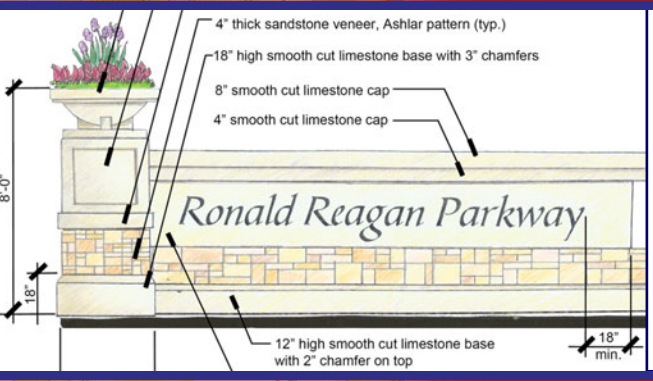
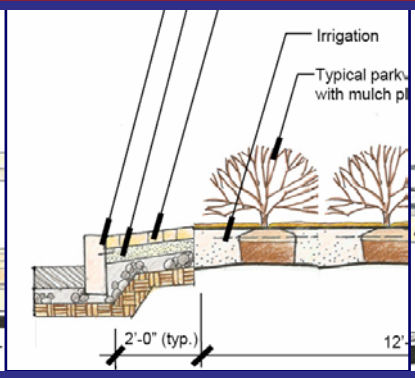
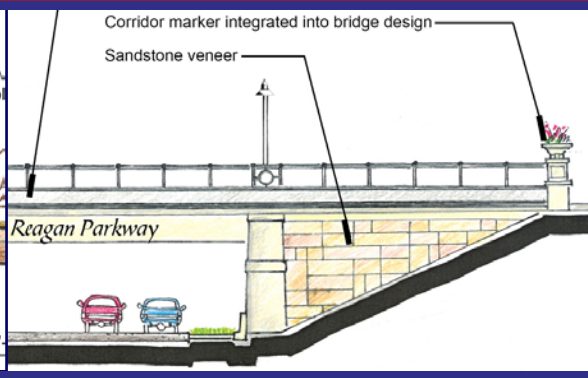
RONALD REAGAN

Corridor Design Guidelines







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HENDRICKS COUNTY, INDIANA

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Section 1: Introduction

Purpose and Use of the Design Guidelines

PURPOSE OF THE DESIGN GUIDELINES

The Ronald Reagan Corridor Design Guidelines are an essential component of the Ronald Reagan Corridor Master Plan. Design Guidelines provide the unique opportunity to influence the visual character of the parkway before it is built by promoting high quality, and unique design treatments that reinforce the community's vision for the corridor.

The intent of the Corridor Design Guidelines is to set standards that help guide the build-out of the parkway. The guidelines are based on the vision that was established for the corridor in the master planning process. These Design Guidelines take that vision a step further by defining a clear direction for the design of parkway enhancements by the use of design details and standards. The result of utilizing these design standards will be a high-quality design statement along the entire corridor that attracts and maintains a similar high-quality level of development.

These guidelines are a collection of ideas for the design of the Ronald Reagan Parkway, with the intent of establishing it's place as a premier business address. They are intended to give the County and local municipalities a tool to use in evaluating projects and to give designers, engineers, and developers a tool for understanding community expectations.

The design detail drawings in the following sections have been established with three clear objectives. The first is to identify materials that achieve the aesthetic illustrated in Master Plan. The second is to determine size and dimensions of each enhancement. And the final objective of the guidelines is to establish a clear relationship to the roadway for each enhancement.

It is intended that these guidelines and recommendations be applied throughout the course of the corridor's development- and it is understood that this may be a long process. It is important to understand that the recommendations contained in this document are meant to serve as design guidelines. These guidelines are not meant for construction, rather they are meant as a visual guide for designers and decision-makers. Final construction details should be developed during the final design phases of each segment of the project.

DESIGN IMPLEMENTATION

The preferred method of construction is the development of the parkway as a single project with all lanes being built at one time. However, without a federal appropriation for the entire road, the current plan for build-out of the parkway is to build the southbound lanes first in phases as funding becomes available. The southbound lanes will serve as the primary roadway until the future northbound lanes are built. All amenities related to the southbound lanes should be built with the first phase of construction. During the second phase of the construction when the northbound lanes are built, all amenities related to the northbound lanes will be built and installed. This method of designing the roadway in phases will be a challenge for ensuring that the final design appears as if it was built at one time. Therefore, is important that construction is coordinated in order to ensure a cohesive parkway design once completed. The following list outlines construction phasing for the parkway amenities:

AMENITIES TO BE CONSTRUCTED WITH SOUTHBOUND LANES:

- Multi-use trail along entire west side of corridor
- Lighting along entire west side of corridor
- Gateway elements at west side of corridor only
- Median markers
- Wayfinding signage for southbound traffic
- Bridge treatments

AMENITIES TO BE CONSTRUCTED WITH NORTHBOUND LANES:

- Lighting along entire east side of corridor
- Gateway elements at east side of corridor
- Wayfinding signage for northbound signage
- Median enhancements including pavers and plantings
- Bridge treatments

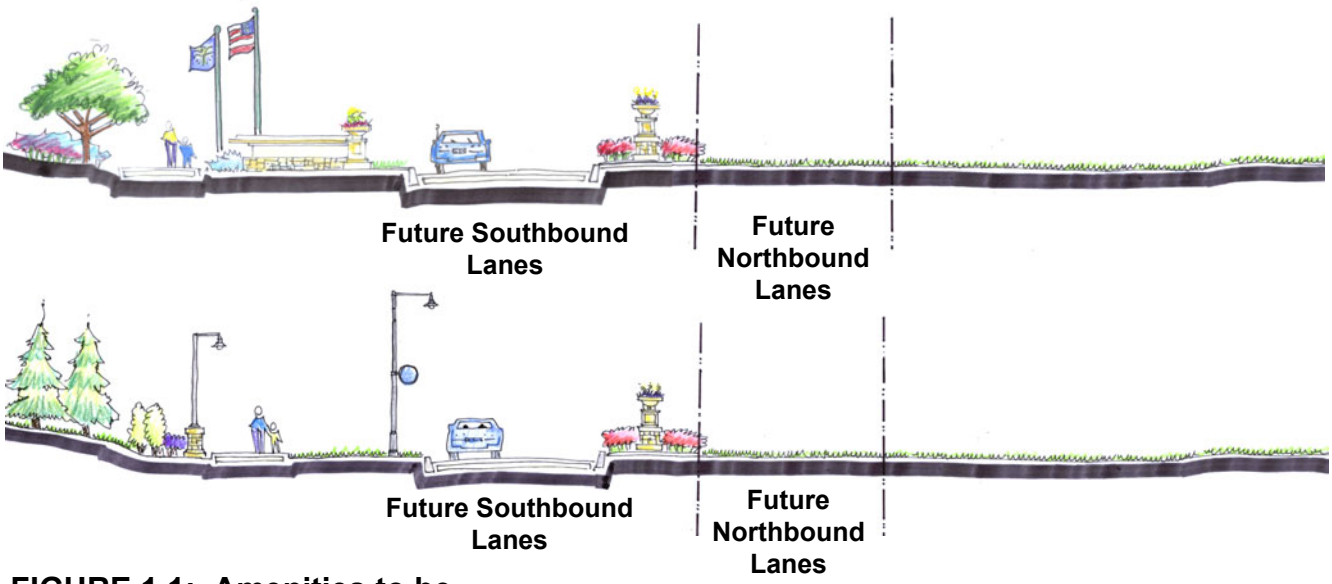


FIGURE 1.1: Amenities to be Constructed with Southbound Lanes

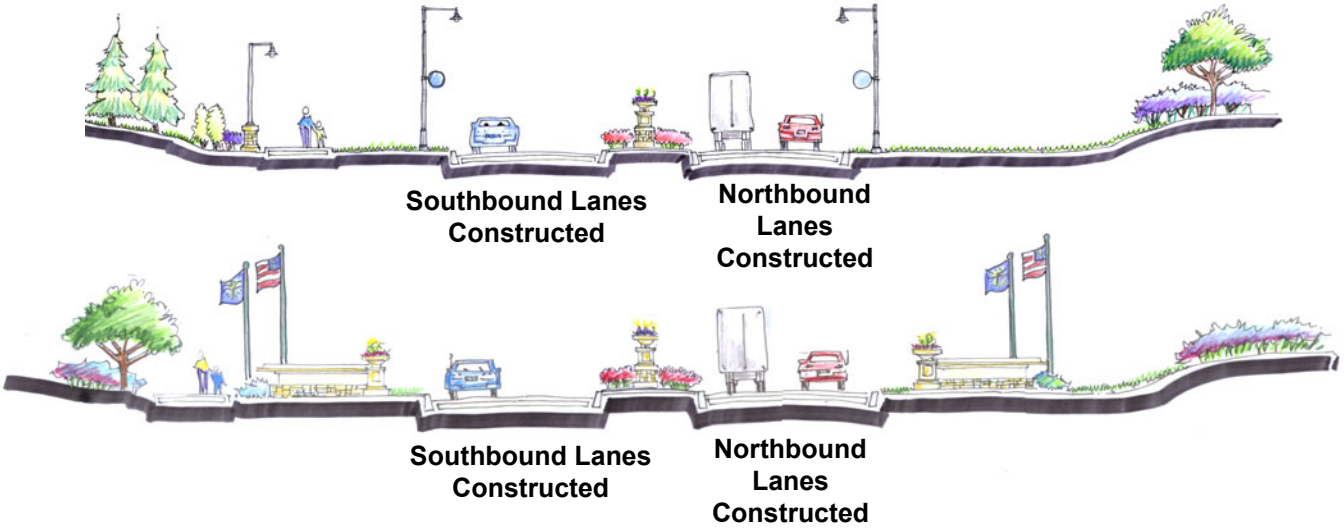


FIGURE 1.2: Amenities to be Constructed with Northbound Lanes will complete the parkway

INTRODUCTION TO THE PARKWAY ENHANCEMENTS

The parkway enhancements outlined in the chart below provide an overview of the amenities that will be described in more detail in the sections that follow. This chart can be used as a quick reference to determine the location of each enhancement within the right-of-way and the frequency or location that each occurs.

DESIGN ELEMENTS	LOCATION	FREQUENCY OR LOCATION ALONG PARKWAY
GATEWAY SIGNAGE	Right-of-Way	I-74 and I-70 Interchanges
MEDIAN MARKERS	Center of Median	I-74, I-70, Rockville Road, 86th St.
SECONDARY SIGNAGE	Greenspace area or Right-of-way	At private developments
BRIDGE TREATMENTS	Major and Minor Bridges	I-74 and SR 136 & CSX crossing South of SR 36
CORRIDOR LIGHTING	Entire 16 miles	300-350' o.c. both sides of roadway
TRAFFIC SIGNAL POLES	All signalized intersections	Entire 16 mile corridor
WAYFINDING SIGNAGE	Right-of-Way	Every 1 to 2 miles as determined
PARKWAY MEDALLION	Mounted to signal or light poles	Major intersections and gateways
MULTI-USE TRAIL	Entire Roadway, West side	Entire length of roadway
PEDESTRIAN AMENITIES	Plazas, Parks, Major Trail Crossings	All areas where pedestrian amenities required
MEDIAN TREATMENTS	All Median Noses	min. 50 lf accent plantings all medians; min. 100 lf pavers on both sides of curbed medians
LANDSCAPE TREATMENTS	Right-of-Way and Greenspace Area	Entire length of roadway

FIGURE 1.3: Design Elements Matrix

Two

Section 2: Materials

Transportation Enhancements Materials Selection

MATERIAL SELECTION

The selection of materials is a key factor in establishing a high-profile design aesthetic and keeping costs at a moderate level. In order to achieve this objective, a moderate level of design treatments has been selected for the entire corridor. To create the greatest possible impact without tremendous levels of investment, the consensus throughout the planning and design process has been to provide a focused level of investment at key portals. Therefore, major gateway areas will receive the greatest level of enhancements by the implementation of major gateway signs, median markers, parkway medallions, and gateway accent plantings. This technique will create prominent gateway statements throughout the corridor that will establish the look and feel of a premier economic address.

The materials palette for the corridor consists of three major aesthetic themes that are carried throughout the parkway design:

- Natural stone
- Classic black finishes
- Standard manufacturer's products

Each of these material-related themes has been approved as part of the Ronald Reagan Corridor Master Plan process. The prerequisite to their use is that they be utilized in a moderate level of treatment. This level of treatment was determined during the selection process with the steering committee.

In response to this need, a palette of classic materials and finishes was compiled and organized into a series of design standards that meet the requirements of a moderate level treatment.

Materials have been selected for the entire corridor with the intent of providing a unique look with the use of realistic materials options. The materials palette was designed with the use of readily available materials to reduce costs. Native Indiana limestone and sandstone veneer have been integrated throughout the project as regionally quarried stone that has a classic visual appeal. Furthermore, the use of standard manufactured materials such as ornamental lights and parkway planters have been utilized to reduce costs and simplify construction. The integration of native materials and standard products results in a look for the corridor that is uniquely its own.

The parkway palette described on the following pages has been defined in detail in order to ensure a consistent look throughout the entire corridor. Guidelines for the use of the primary parkway materials - sandstone, limestone, parkway planters, and black finishes - are described on the following pages. These elements have been integrated throughout the parkway design in order to unify the entire corridor. The guidelines on the following pages that are provided for each of these elements (sandstone, limestone, parkway planters, and black finishes) should be utilized as a reference to help guide the development of all details presented in this document. In addition, the materials guidelines that follow should also be utilized when establishing new or related parkway amenities not detailed in this document, such as potential retaining walls, paved plazas, etc.

FIGURE 2.1: The use of natural stone, classic black finishes, and standard manufacturer's products have been selected as a parkway palette.




SANDSTONE

Sandstone has been selected as the material of choice for all wall and monument veneer and paving. With its local availability and classic look, sandstone represents a realistic option with a high-quality appeal. Sandstone has been integrated throughout the corridor as a monument veneer, wall veneer, and paver. The style chosen for the parkway wall treatments is that of an Ashlar pattern with a machine split face in a range of colors that portray a naturalistic quality. General guidelines for the use of sandstone are listed to the right. This application should be utilized on the following parkway features:

- ***Corridor Markers***
- ***Major Gateway Signs***
- ***Secondary Gateway Signs***
- ***Bridges***
- ***Median paving***

FIGURE 2.2 Ashlar sandstone veneer with machine split face in a range of colors & sizes.

STANDARD DESIGN GUIDELINES FOR ASHLAR SANDSTONE:

- Sandstone veneer 4" thick, machine split face
- Sandstone pavers, smooth sawn
- Ashlar pattern with uniform Course heights and lengths in a range of 8 or more sizes
- Patterns utilize a range of colors including Wheat, Buff, Steel Quartz, Amethyst Quartz, and Royal with Red Spots
- PRODUCT SOURCE: Quarried in IN

FIGURE 2.3: Ashlar sandstone veneer is used for its high aesthetic quality and cost-effectiveness at the Automated Transportation Management System Headquarters in Indianapolis

INDIANA LIMESTONE

Indiana limestone has been selected as the material for all wall and monument caps, bases, and sign faces throughout the corridor. Indiana limestone is truly a regional trademark and the use of this native material is encouraged wherever possible. As a locally quarried material, limestone can be easily acquired and can be integrated in cost effective ways. For example, limestone veneer can be utilized in some instances to portray the same look with less cost investment than solid limestone. The style chosen for the parkway wall treatments is that of solid limestone panels and end caps with straight lines and chamfers. General guidelines for the use of Indiana Limestone are listed to the right. This application should be utilized on the following parkway features:

- ***Corridor Markers***
- ***Major Gateway Signs***
- ***Secondary Gateway Signs***
- ***Bridges***

FIGURE 2.4: Limestone wall caps are used frequently throughout the City of Indianapolis as a high-quality material that is quarried locally.

STANDARD DESIGN GUIDELINES FOR INDIANA LIMESTONE:

- Indiana Oolitic limestone
- Limestone selected should match the standards of the Indiana Limestone Institute of America's "Indiana Limestone Handbook" for the following: standard grade, buff color, and smooth finish
- PRODUCT SOURCE: Quarried in Lawrence, Monroe, or Owen Counties, Indiana.

FIGURE 2.5: Limestone wall caps and sandstone veneer are utilized in Indianapolis' Near North Neighborhood to convey a classic Indiana look with modern applications.

PARKWAY PLANTERS

Longshadow dry cast limestone prairie planters are utilized to create a unique look that will be recognizable as a corridor identity feature. In order to ensure a consistent end-product and to avoid costs associated with custom designs, this standard product that can be easily acquired throughout the construction of the entire corridor has been selected as the centerpiece for all parkway monument signage and median markers. These planters are offered in various sizes along with coordinating pedestals by Longshadow Garden Ornaments, Ltd. Their dry cast limestone construction will coordinate with the use of limestone caps and sign faces at gateway signage and median markers.

FIGURE 2.6: Longshadow Dry-Cast Limestone Planters help to establish a unique look to the corridor without the added cost and inconvenience of constructing custom pieces.

General guidelines for the use of Parkway Planters are listed below. This application should be utilized on the following parkway features:

- ***Corridor Markers***
- ***Major Gateway Signs***
- ***Secondary Gateway Signs***
- ***Bridges***

STANDARD DESIGN GUIDELINES FOR PARKWAY PLANTERS

- Dry Cast Limestone Construction Prairie Style Planters
- 2 sizes: 15 high x 36 square x 26 square base
  22 high x 48 square x 36 square base
- Coordinating Prairie Pedestals with panels
- PRODUCT SOURCE: Longshadow Garden Ornaments, Pomona, Illinois, 618-893-4831, www.longshadow.com

CLASSIC BLACK FINISHES ON STANDARD MANUFACTURER'S PRODUCTS

The use of classic black finishes has been established for all parkway amenities. Black finishes have been selected in an effort to coordinate nearly 16 miles of roadway without the risk of irregularities in color-matching between roadway sections and types of amenities. Furthermore, a black finish consistent among parkway enhancements will portray a classic look, keeping in theme with the parkway's vision for an elegant and timeless image. Roadway lighting, signal poles, railings, and pedestrian amenities. should be finished with a black powder coat finish pretreated to prevent corrosion. The use of black also reduces fading, and will reduce maintenance in the long run.

Black finishes will be applied to both standard and custom parkway amenities. However, standard manufacturer's products are preferred in most cases. The use of standard manufacturer's products is important for two reasons. The first is that it ensures consistency along the entire development of the corridor and eliminates the hassle of constructing custom-made products several times over as the corridor is built in phases. Furthermore, it reduces costs associated with large amounts of custom amenities.

General guidelines for the use of black finishes and standard manufacturer's products are listed below. This application should be utilized on the following parkway features:

- ***Roadway and pedestrian Lighting***
- ***Signal Poles***
- ***Bridge Railings***
- ***Flag Poles***
- ***Benches/ bike racks/ trash receptacles***

STANDARD DESIGN GUIDELINES FOR BLACK FINISHES & STANDARD MANUFACTURER'S PRODUCTS

- Black powder coated finish to prevent corrosion.
- Use of standard manufacturer's products whenever possible for all Signal poles, ornamental lighting, railings, and pedestrian amenities. Some customization may be necessary for achieving desired parkway aesthetic.

FIGURE 2.7: Black finishes and standard products portray a classic look and ensure a consistent design.

Three

Section 3: Gateway Elements

Design Guidelines for Major Gateway Signs, Secondary Gateway Signs, & Median Markers

PURPOSE AND DESCRIPTION: GATEWAY ELEMENTS

Gateway signs and monuments have been developed as signature design elements for the parkway. As one of the single most important features for creating a memorable impression for those who travel its path, gateway features will set the Ronald Reagan Parkway apart from other corridors and will celebrate the corridor as a premier business address. Three types of gateway features are utilized to create a unifying theme for the parkway: major gateway signs, secondary gateway signs, and corridor markers. Major gateway signs are large prominent structures that will make a big impact at critical entry points onto the parkway, primarily I-70 and I-74. These will become the signature entries onto the corridor. Secondary gateway signs are recommended to highlight specific developments and destinations. These signs are designed with the same materials palette as the major gateway signs. In addition to signage, corridor gateway markers featuring Longshadow planters have been developed as vertical gateway features that can be utilized in the medians at major and minor gateway areas. These markers will also reflect the palette of stone materials that is utilized in the gateway signage. They will act as defining elements that help to further signify the parkway as a special and celebrated place. Design recommendations for the construction of major gateway signs, secondary gateway signs, and corridor markers are listed in the guidelines and details that follow.

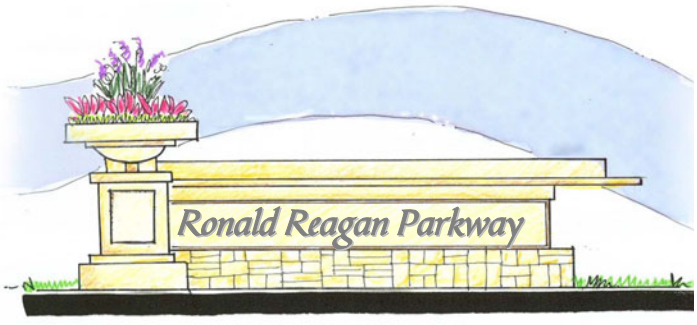


FIGURE 3.1: Major Gateway Sign Design Concept Illustration
As adopted in the Ronald Reagan Corridor Master Plan

STANDARD DESIGN GUIDELINES FOR MAJOR GATEWAY SIGNS

- Major gateway treatments should be utilized at the I-70 and I-74 gateways (and I-65 when this segment occurs).
- Major gateway areas should feature formal plantings and flags to heighten the entry experience.
- Major gateway signs should flank the roadway and should be sited appropriately to depict a sense of entry into the corridor.
- The location of signs and plant materials should not obstruct the motorist's view of oncoming traffic. Local regulations should be referenced to ensure appropriate sight distances.
- Minimum setback from face of curb curb: 8'-0"
- Minimum setback in non-curbed sections: 16'-0" from edge of travel lane (or per clear zone requirements as established in final design)
- Gateway signs should be constructed per the details in this section utilizing limestone bases and caps and sandstone veneer with Longshadow prairie planters as the primary materials. Plantings are recommended in planters. Limestone caps should be purchased if plantings are not utilized.
- Parkway name should be displayed prominently in a script font with sandblasted engraved letters, painted black.
- Planter column: 8'-0" total height, 38" wide
- Sign Dimensions: 6'-0" total height, 18'-0" length typical
- Signs to be designed by a licensed landscape architect or engineer and structural components to be designed by a structural engineer.

STANDARD DESIGN GUIDELINES FOR SECONDARY GATEWAY SIGNS

- Secondary gateway signs should be utilized to mark entry to public and private establishments.
- Formal plantings should be utilized at the base of signs, and beds should be a minimum of 3'-0" wide along the front and back of signs. Plantings should contain a mixture of shrubs, groundcovers, and perennials.
- The location of signs and plant materials should not obstruct the motorist's view of oncoming traffic. Local regulations should be referenced to ensure appropriate sight distances.
- Signs should be located on private property, preferably within the 30' required greenspace fronting private developments.
- Gateway signs should be constructed per the details in this section utilizing limestone bases and caps and sandstone veneer with Longshadow prairie planters as the primary materials. Plantings are recommended in planters. Limestone caps should be purchased if plantings are not utilized.
- Planter column: 4'-9" total height, 36" wide
- Sign Dimensions: 3'-10" total height, 7'-6" length typical
- Signs to be designed by a licensed landscape architect or engineer and structural components to be designed by a structural engineer.

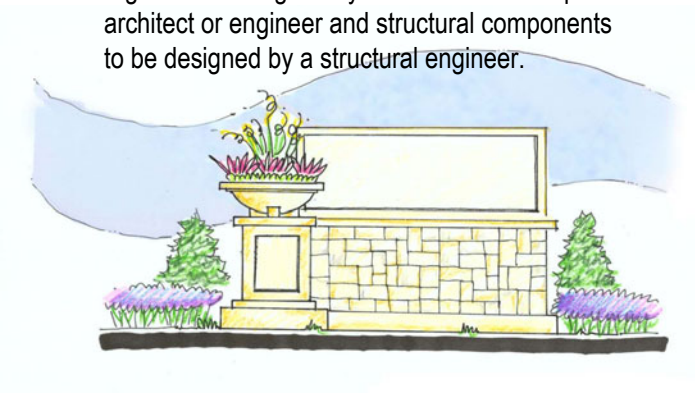


FIGURE 3.2: Secondary Gateway Sign Design Concept Illustration
As adopted in the Ronald Reagan Corridor Master Plan

STANDARD DESIGN GUIDELINES FOR CORRIDOR MARKERS

- Corridor markers should be utilized to mark entry to major and minor gateways and should be located centrally within curbed medians.
- Formal plantings should be utilized at the base of markers.
- The location of markers should not obstruct the motorist's view of oncoming traffic. Local regulations should be referenced to ensure appropriate sight distances.
- Corridor markers should be constructed per the details in this section utilizing limestone bases and caps and sandstone veneer with Longshadow prairie planters as the primary materials. Plantings are recommended in planters. Limestone caps should be purchased if plantings are not utilized.
- Two sizes of columns should be utilized depending on the scale of the gateway situation. Minor markers should be utilized in urban sections, and major markers should be utilized at the interstate gateways.
  - Major corridor marker: 10'-1" total height, 48" wide
  - Minor corridor marker: 7'-1" total height, 36" wide
- Columns to be designed by a licensed landscape architect or engineer and structural components to be designed by a structural engineer.

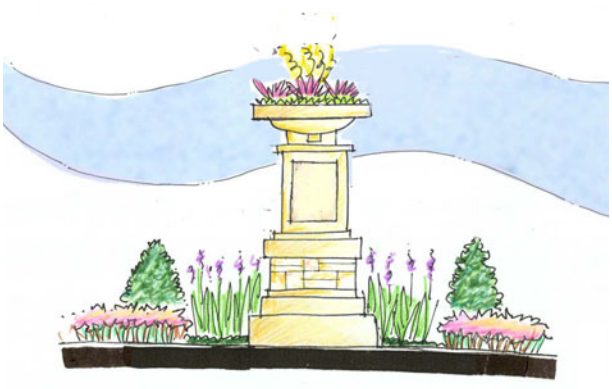
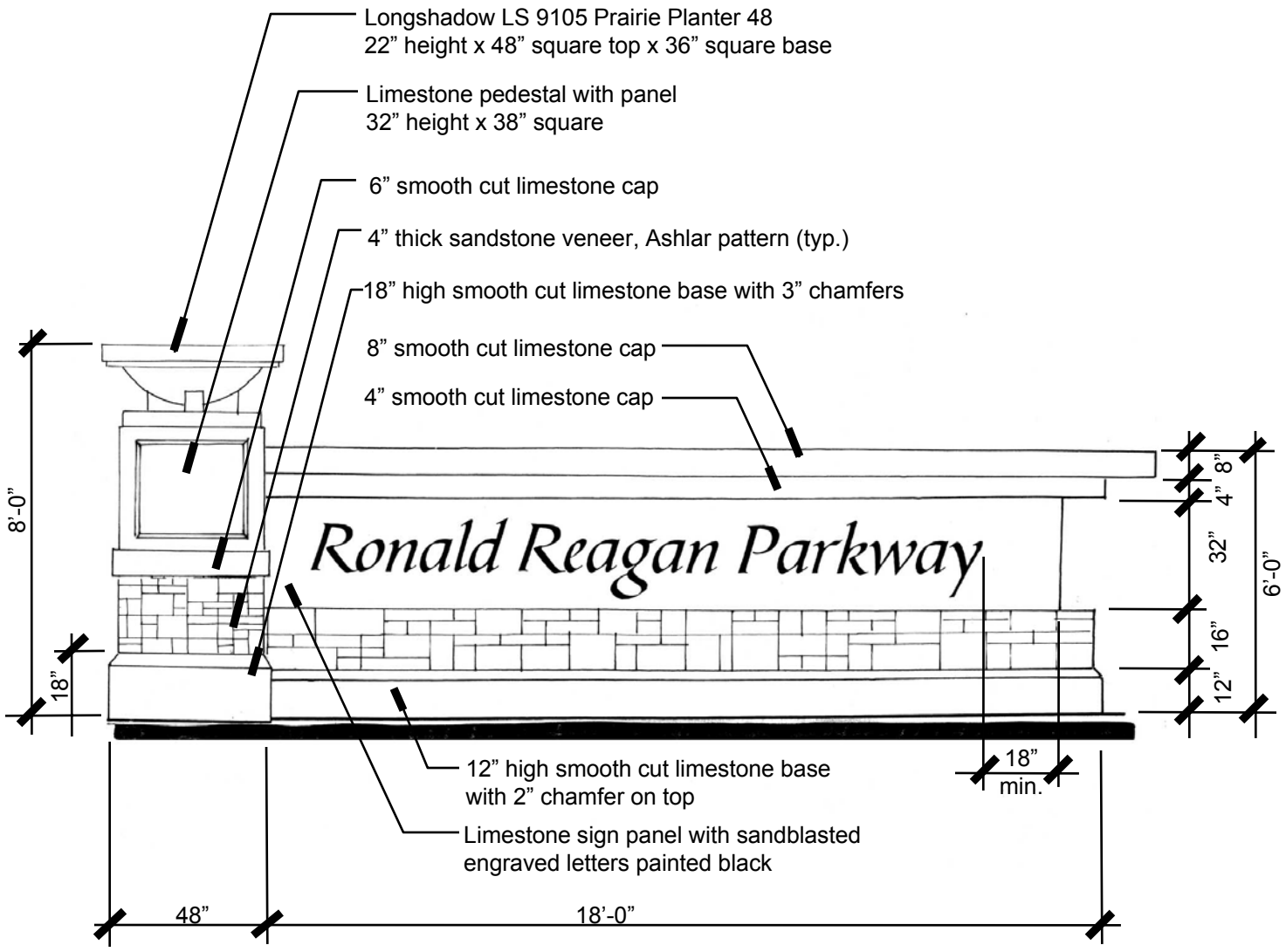
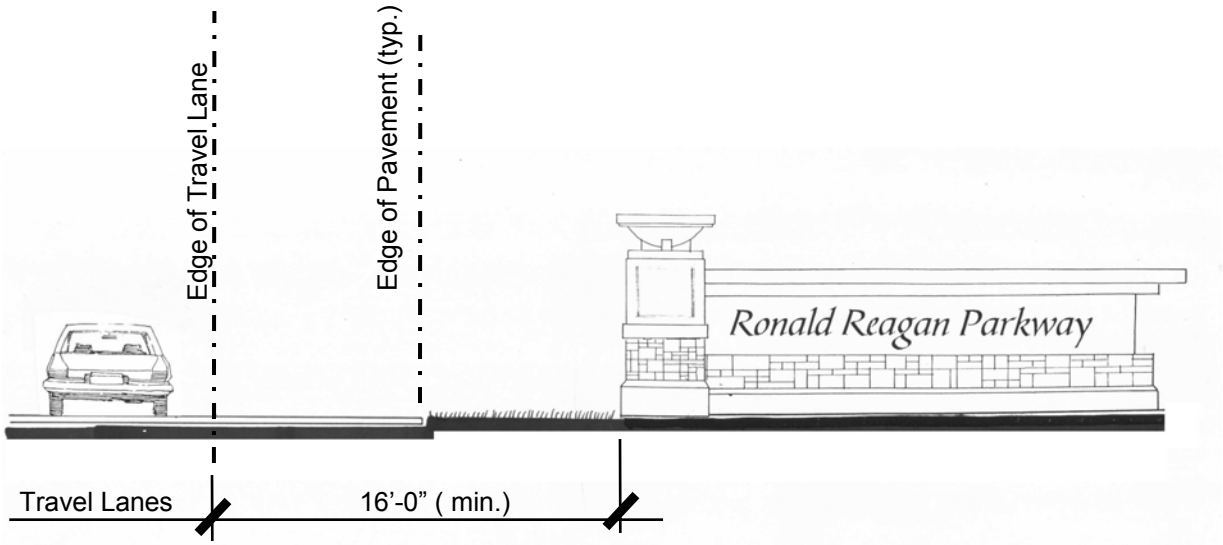


FIGURE 3.3 : Corridor Markers Design Concept Illustration
As adopted in the Ronald Reagan Corridor Master Plan

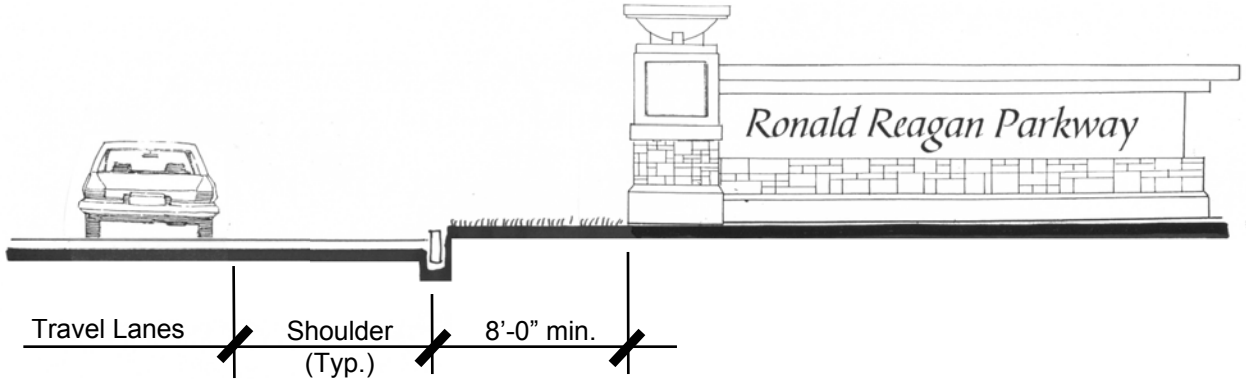


3.4 MAJOR GATEWAY SIGN ELEVATION

NOT TO SCALE



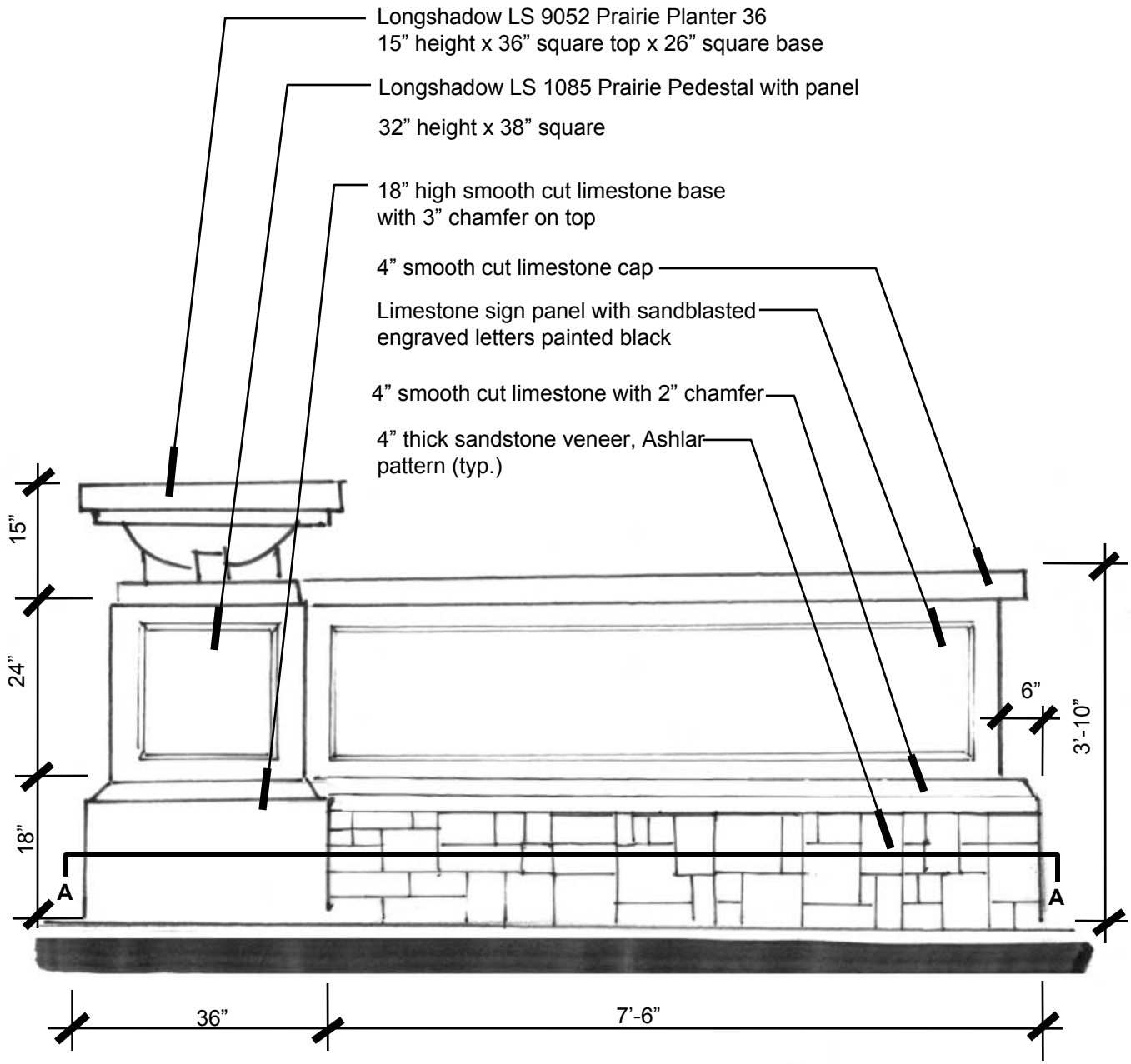
NON-CURBED ROADWAY SECTIONS



CURBED ROADWAY SECTIONS

3.5 MAJOR GATEWAY SIGNS- RELATIONSHIP TO PARKWAY

NOT TO SCALE

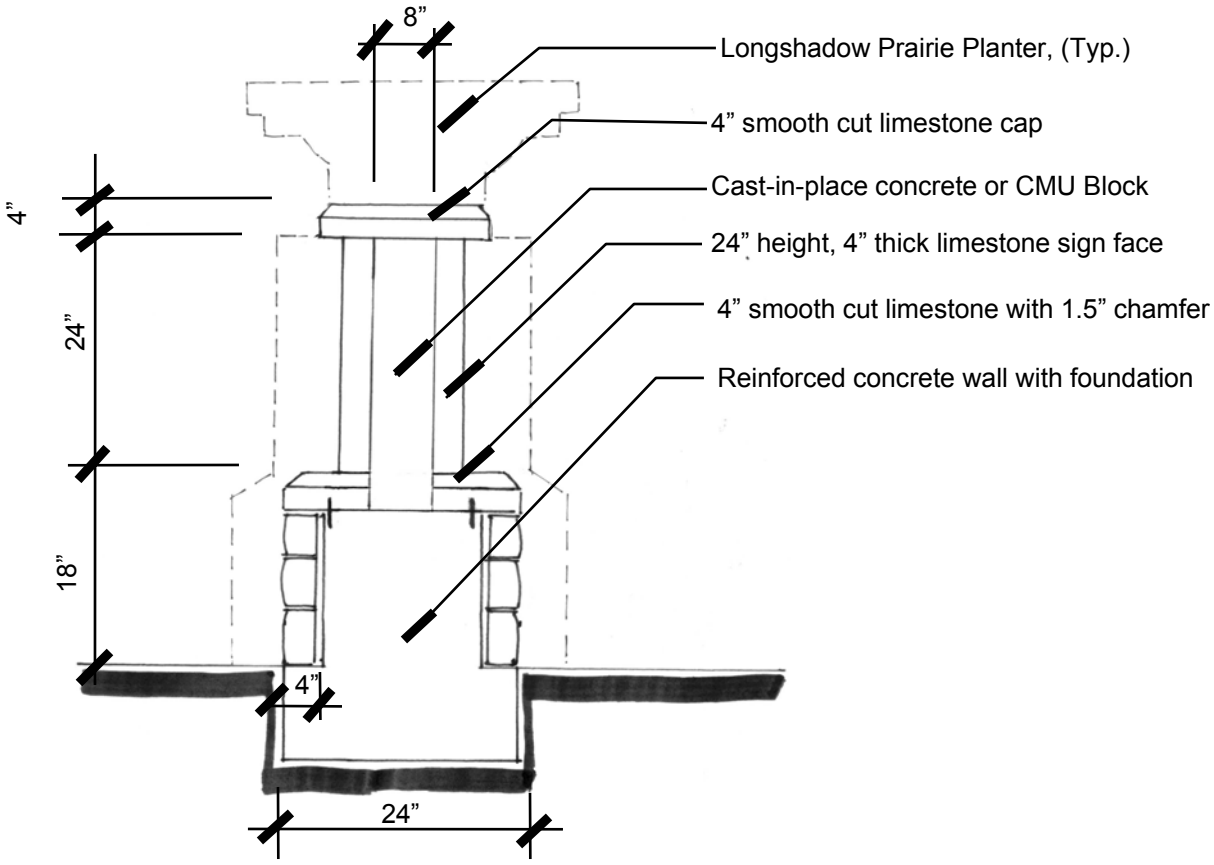


NOTES:

1. See Detail 3.8 for Section ‘AA’

3.6 SECONDARY GATEWAY SIGN ELEVATION

NOT TO SCALE



3.7 SECONDARY GATEWAY SIGN SECTION

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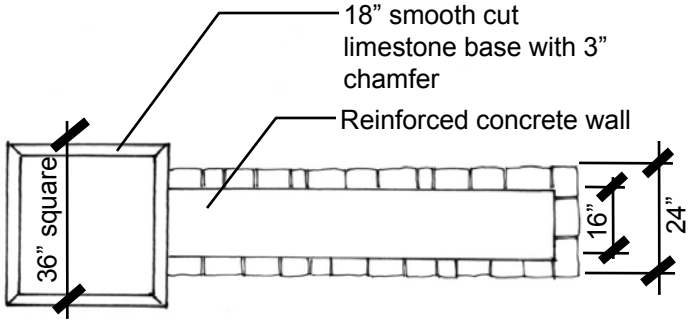

3.8 SECONDARY GATEWAY SIGN SECTION A

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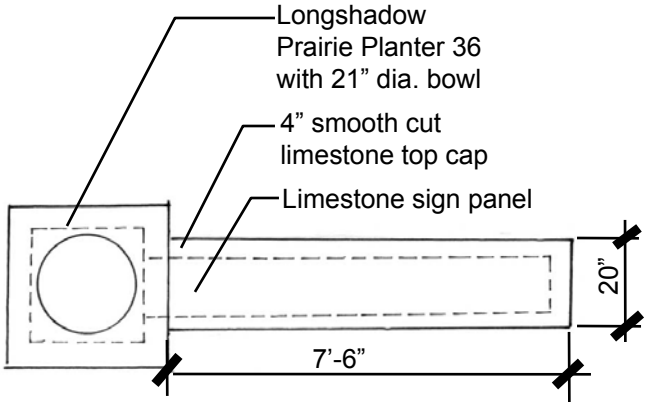
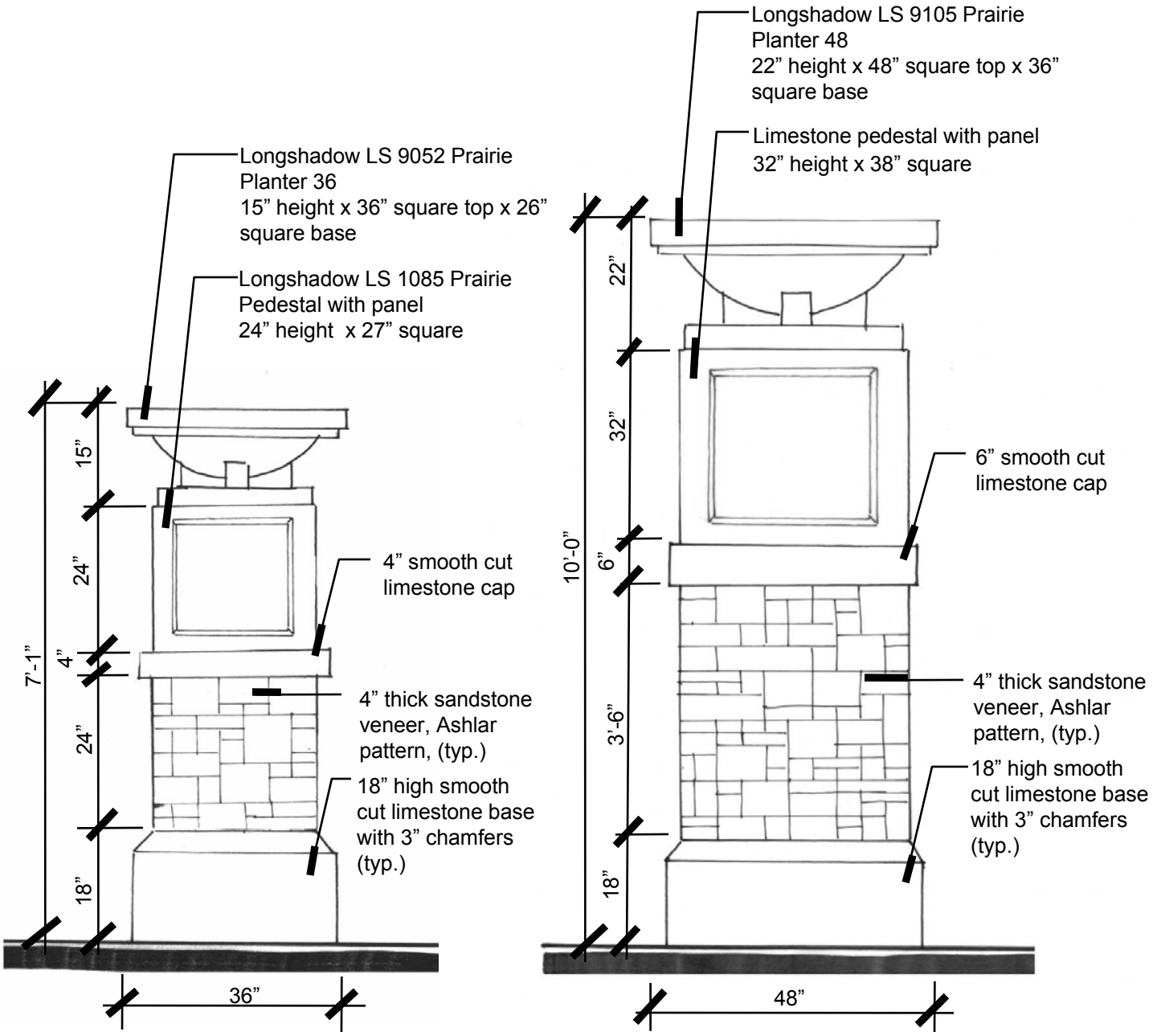


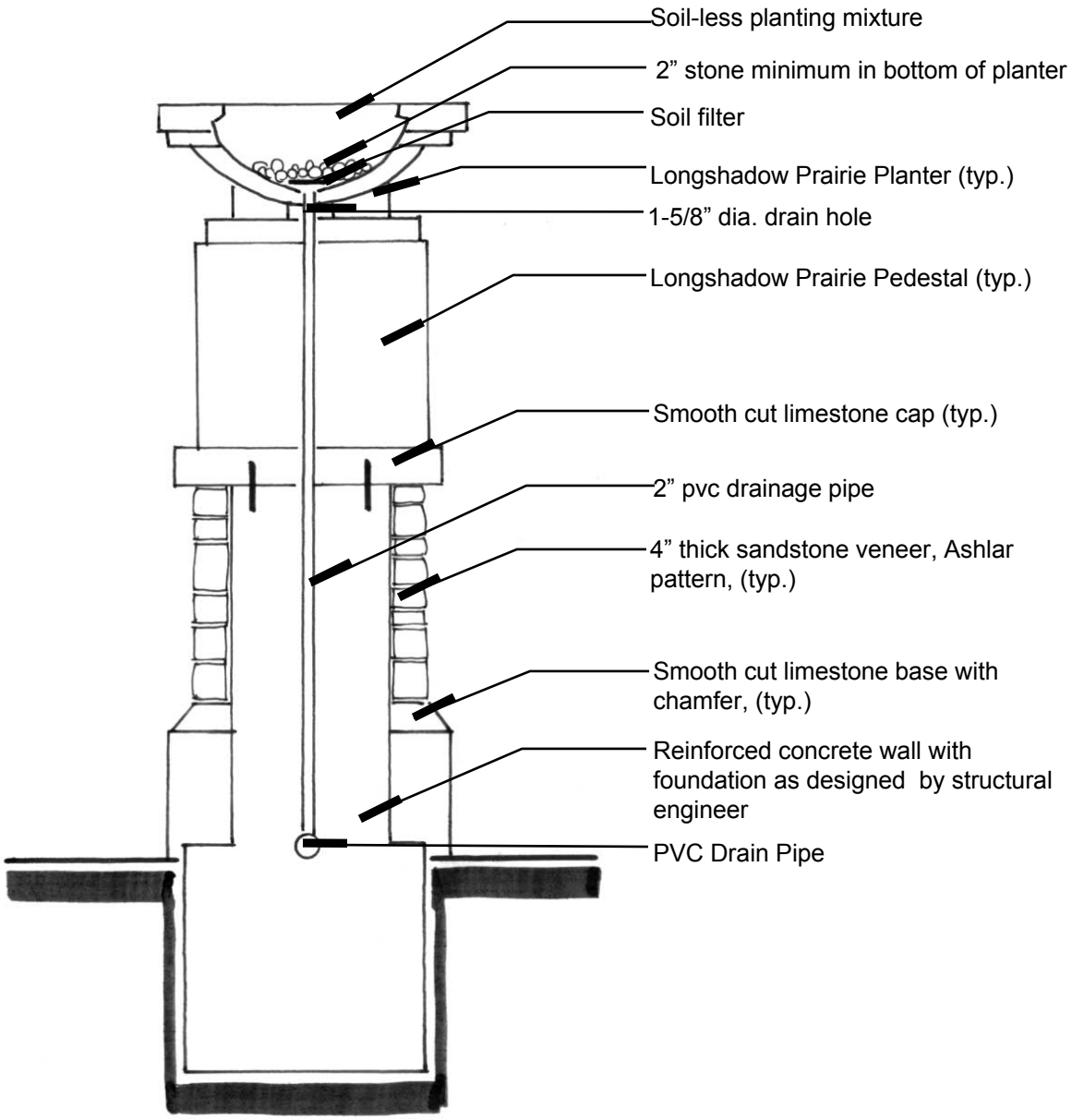
3.9 SECONDARY GATEWAY SIGN PLAN VIEW

NOT TO SCALE



3.10 CORRIDOR MARKER ELEVATIONS

NOT TO SCALE



3.11 CORRIDOR MARKER AND GATEWAY COLUMN SECTION

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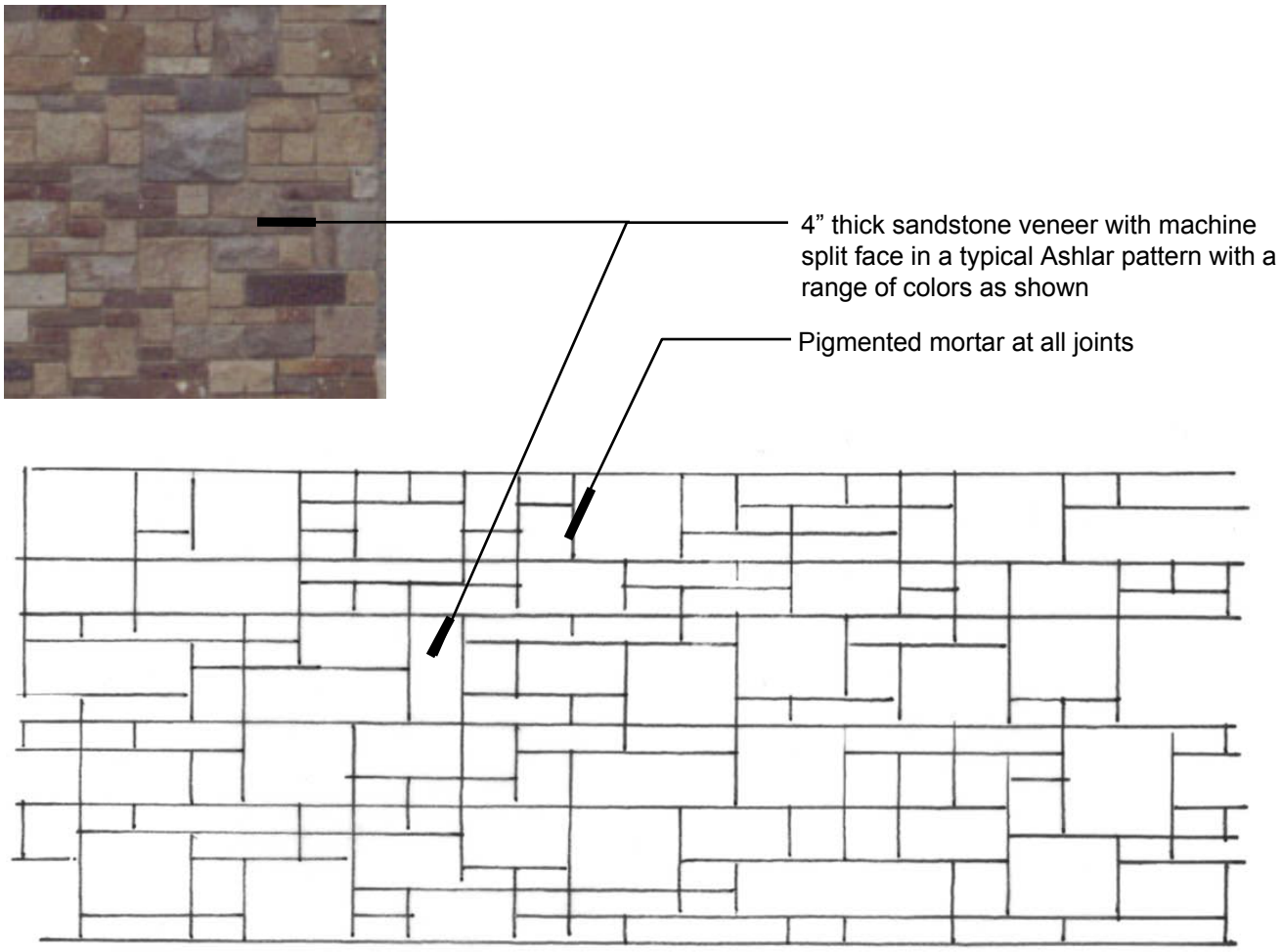


NOTES:

1. Sandstone shall be of uniform course heights and lengths
2. Assemble stone in modular panels using 8 or more stone sizes
3. Panels shall be assembled with a range of colors distributed throughout. Colors should include 80% of “Wheat”, “Buff”, and “Steel quartz” and 20% of “Amethyst quartz”, “Bordeaux”, and “Royal with Red Spots”.

3.12 ASHLAR PATTERN FOR SANDSTONE APPLICATIONS

NOT TO SCALE

Four

Section 4: Bridge Enhancements

Design Guidelines for Bridge Enhancements

PURPOSE AND DESCRIPTION: BRIDGES

As established in the Ronald Reagan Corridor Master Plan, a high level of design should be introduced into all structural elements along the parkway. Bridge enhancements are no exception. Special treatments are recommended at major and minor bridges along the parkway in order to reinforce the parkway's status as a premier business address and create an exciting experience for motorists and pedestrians.

Bridges along the parkway primarily serve a valuable function of connecting the parkway as it passes over other regional highways. Bridges of this nature where the parkway passes over roadways within its path occur at I-74, I-70, and SR 36. These bridges have been designated to receive major bridge treatments. Several important elements have been integrated into the design guidelines of major bridge treatments in order to create not only functional connections, but attractive and viable crossings for both vehicular travelers and pedestrians. First of all, the continuation of the multi-use trail is integral to the design of all bridges. Not only should the trail connect to the bridge, but it should continue across the bridge via a pedestrian promenade with pedestrian-scaled lighting and ornamental railing. In addition, enhanced wall treatments should be utilized on the face of bridges in order to establish a strong visual link with the design of other parkway amenities. Furthermore, the Ronald Reagan Parkway name shall be incorporated into the bridge structure for improved wayfinding and to celebrate the parkway.

A minor bridge is located where the parkway crosses the CSX railyard. This bridge shall be designed in a manner consistent with the major bridges, utilizing the bridge elements that would be visible from the parkway as described for the major bridge treatments such as corridor markers, multi-use path, pedestrian lighting, and decorative railing. Areas visible from only the CSX rail line will not require treatment, as they will not be viewed by vehicular or pedestrian traffic.

DESIGN GUIDELINES FOR BRIDGES

- Bridges at I-74, I-70, and SR 36 shall receive major bridge treatments. These include the following: enhanced wall treatments, parkway name incorporated into bridge, enhanced bridge columns, pedestrian path, street lighting, decorative railing, corridor markers at terminus of bridge, median treatments.
- Minor bridges should receive the following treatments: pedestrian path, street lighting, decorative railing, corridor markers at terminus of bridge, median treatments.
- Enhanced wall treatments: Sandstone veneer Ashlar pattern, in a range of colors and sizes to match gateway signage.
- Parkway name shall be included on all major bridges in view of oncoming traffic. Letters shall be engraved and painted black.
- Bridge columns should characterize the look established for Corridor Markers with straight lines and the resemblance of limestone caps.
- Multi-use path shall continue along all bridges and shall be at least 12' wide in order to provide a safe passage for pedestrians.
- Lighting shall conform to the standards for pedestrian lighting set forth in Section 5.
- Decorative railing in a black powder coated finish should continue the length of the bridge on both sides for safety and ornamental value.
- Corridor marker with Longshadow Prairie Planter shall be integrated into the terminus of the bridge at all 4 corners.

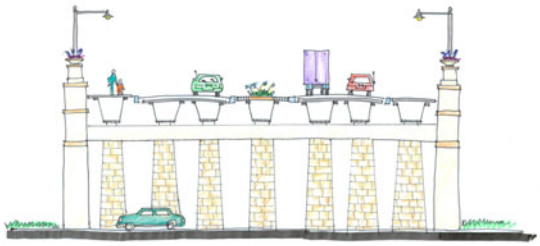
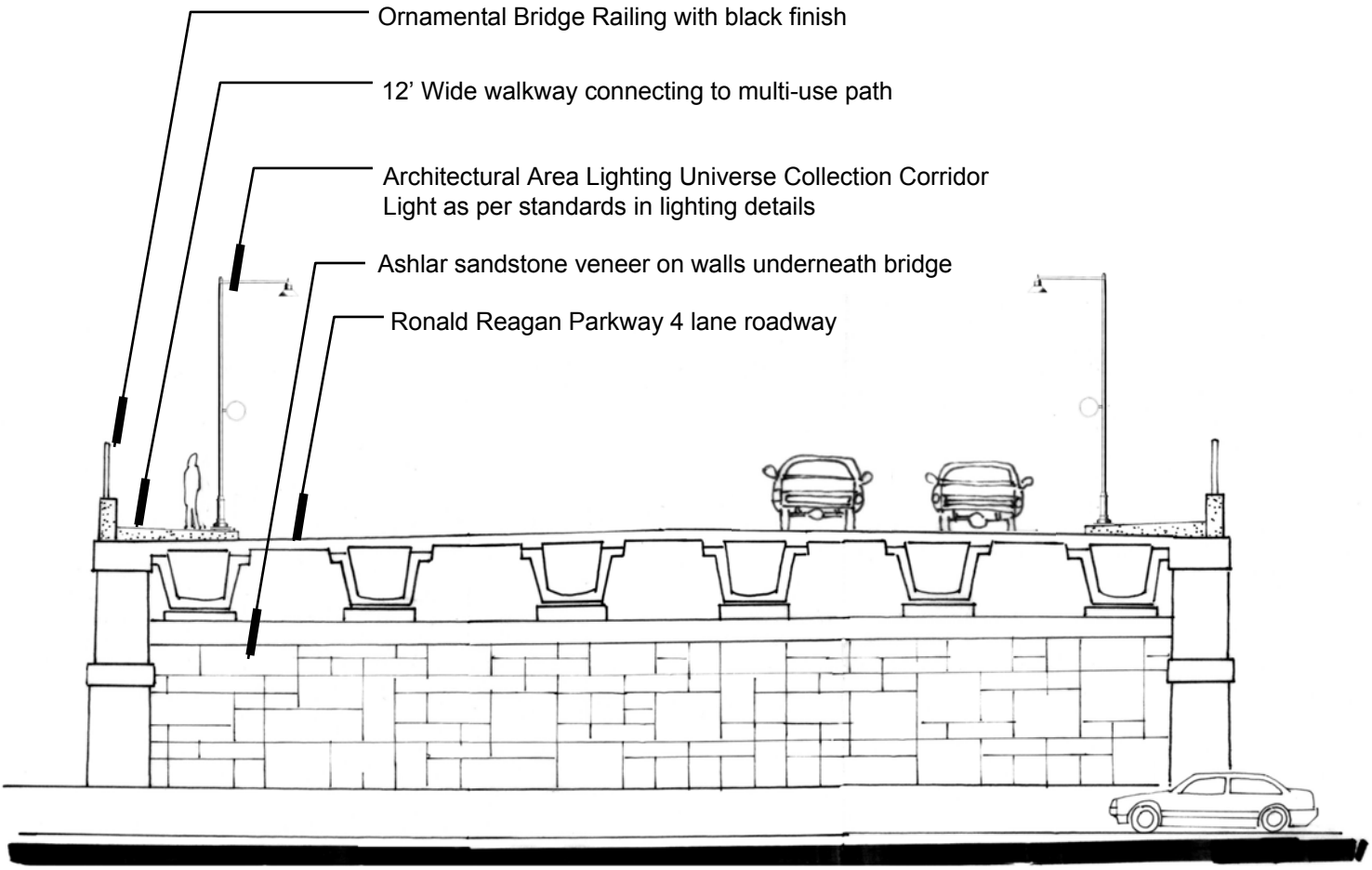


FIGURE 4.1: Bridge Enhancements Design Concept Illustration
As adopted in the Ronald Reagan Corridor Master Plan

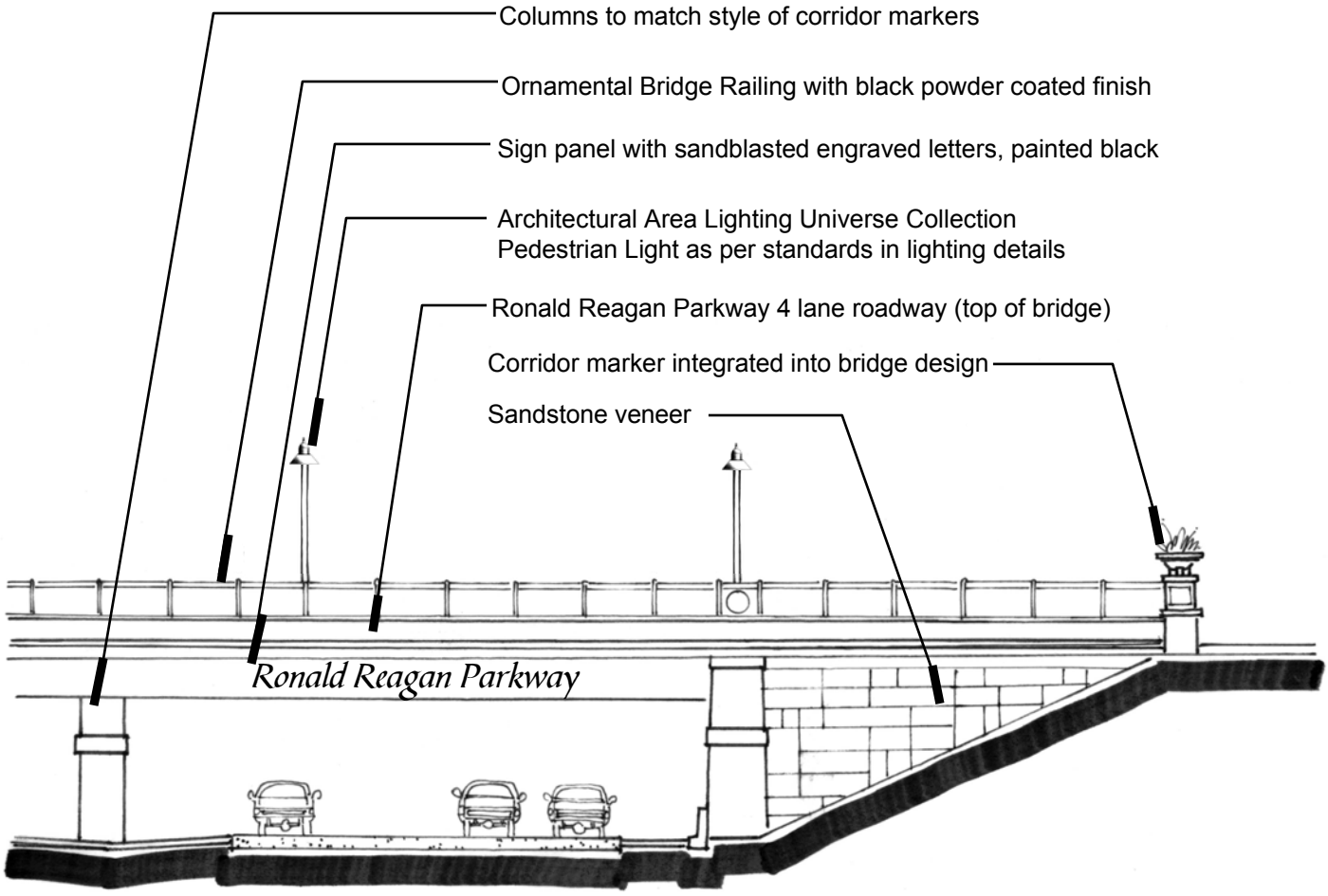


I-70, I-74, or SR 36

NOTE: This drawing is for aesthetic purposes only and is not intended to reflect any structural recommendations.

4.2 TYPICAL BRIDGE ABUTMENT ELEVATION: MAJOR BRIDGES

NOT TO SCALE



NOTE: This drawing is for aesthetic purposes only and is not intended to reflect any structural recommendations.

4.3 TYPICAL HIGHWAY ELEVATION: MAJOR BRIDGES

NOT TO SCALE

Five

Section 5: Lighting

Design Guidelines for Corridor and Pedestrian Lighting

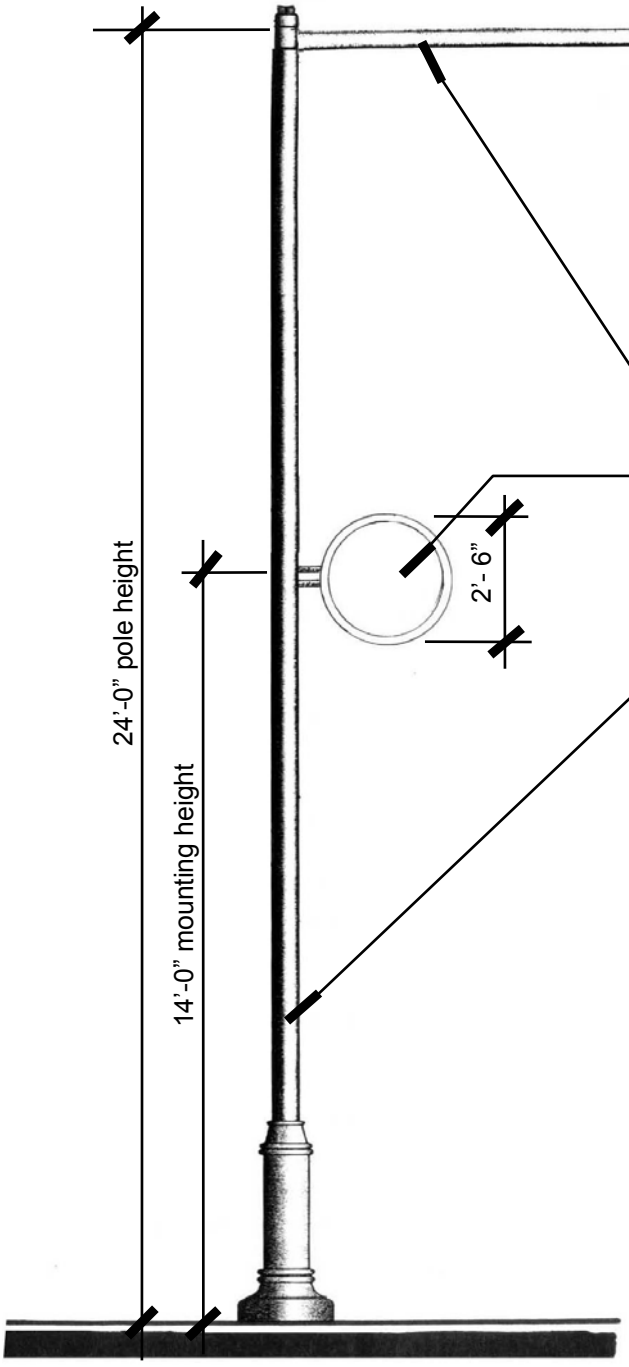
PURPOSE AND DESCRIPTION: CORRIDOR AND PEDESTRIAN LIGHTING

A single design for ornamental lighting will help to achieve a cohesive design character along the length of the entire parkway. A unique design character has been selected for all corridor and pedestrian lights on the Ronald Reagan Parkway. The recommended lighting standards are available from the Architectural Area Lighting Universe Collection. This lighting standard should be utilized for all roadway segments of the Parkway. They are not suggested for streets near or crossing the parkway. The intent of utilizing these ornamental poles only along the corridor is to establish the parkway as a unique place, with a design character of its own. Black powder coated finishes should be utilized to coordinate with signal poles and other parkway amenities. Design recommendations for the construction of corridor and pedestrian lighting are listed in the guidelines and details that follow.

STANDARD DESIGN GUIDELINES FOR CORRIDOR AND PEDESTRIAN LIGHTING

- Corridor lighting meeting the standards outlined in these guidelines is required for all portions of Ronald Reagan Parkway; lighting shall be laid out in a staggered pattern on opposite sides of the street and at intersections. Typical light spacing is 300 to 350' o.c. or as determined in final design.
- Pedestrian lighting is required along multi-use path in high use areas.
- High performance full cut-off reflector required for all light fixtures in order to meet airport standards.
- All poles fixtures, and hardware to be powder coated black finish.
- Tapered round aluminum pole shafts (no fluting).
- Light foundations shall not extend more than 4" above finish grade.
- Vehicular Lighting:
  - Architectural Area Lighting Universe Collection UCL Large Scale Light, Model# UCL – ANG - H2 Optics - 400MH -BLK
  - 24' tall break-away pole shaft with integral decorative base; 5" o.d.
  - 8' long custom arm
  - Parkway medallion to be utilized at intersections and major gateway areas
- Pedestrian lighting:
  - Architectural Area Lighting Universe Collection UCM Medium Scale Light, Model# UCM – ANG - H2 Optics - 100MH - BLK
  - 14' tall pole shaft with integral decorative base; 5" o.d.
  - Standard mounted arm
- Foundations to be designed by a structural engineer.
- Manufacturer to provide design for all ornamental lighting. Product Source: ESL-Spectrum Lighting, 1375 W. 16th Street , Indianapolis, IN 46202, 317-951-2300
- Corridor lighting minimum setback from face of curb: 2'-0"
- Corridor lighting minimum setback in non-curbed sections: 10'-0" from edge of travel lane (or per clear zone requirements as established in final design)
- Pedestrian lighting minimum setback from path: 2'-0"

FIGURE 5.1: Corridor and Pedestrian Lighting Design Concept Illustrations
As adopted in the Ronald Reagan Corridor Master Plan



Architectural Area Lighting Universe Collection UCL Large Scale lamp with angled shade, high performance cut-off reflector, black powder coated finish, and 400 watt metal halide; Model# UCL – ANG - H2 Optics - 400MH –BLK

8' long custom arm

Parkway Medallion

Note: These should be utilized at intersections and major gateway areas

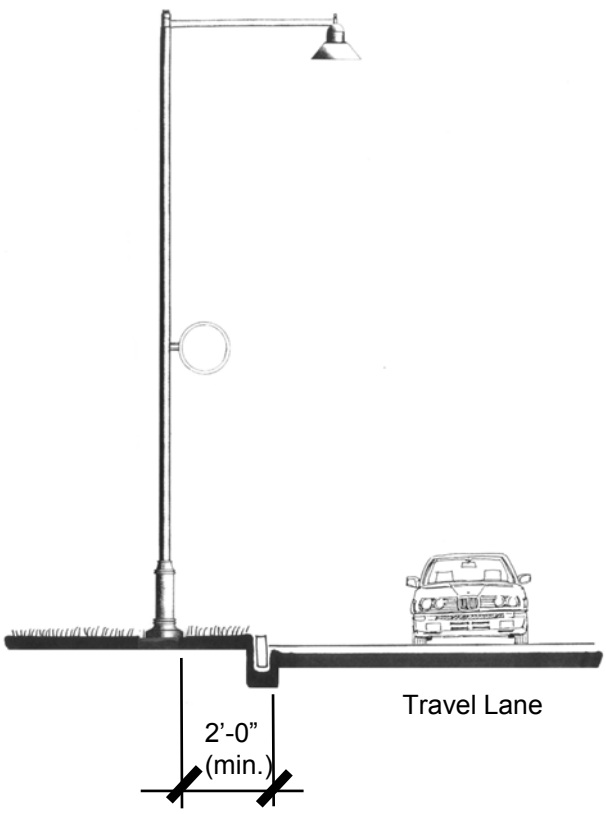
Architectural Area Lighting Universe Collection Decorative Pole with integral base Model# DB-10-5R-24-250-ARM-8ft-RCB-CUSTOM; 5" round break away pole shaft; black powder coated finish

NOTES:

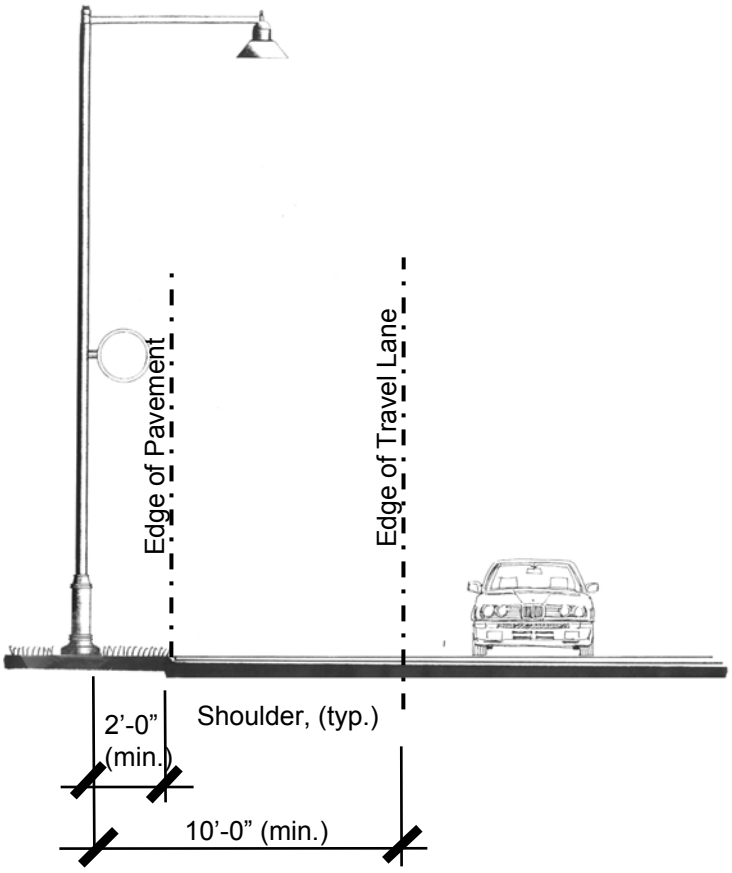
1. All components of decorative lighting from Architectural Area Lighting Universe Collection, UCL Large Scale. Product Source: ESL-Spectrum Lighting, 1375 W. 16th Street , Indianapolis, IN 46202, 317-951-2300
2. High performance cut-off reflector shall meet IES standards for cut-off type optics.
3. All poles, fixtures, and hardware to be powder coated black.
4. Convenience outlet for maintenance and decorative purposes (eg. the addition of christmas lights) to be mounted at 10' height.

5.2 CORRIDOR LIGHTING DETAIL

NOT TO SCALE



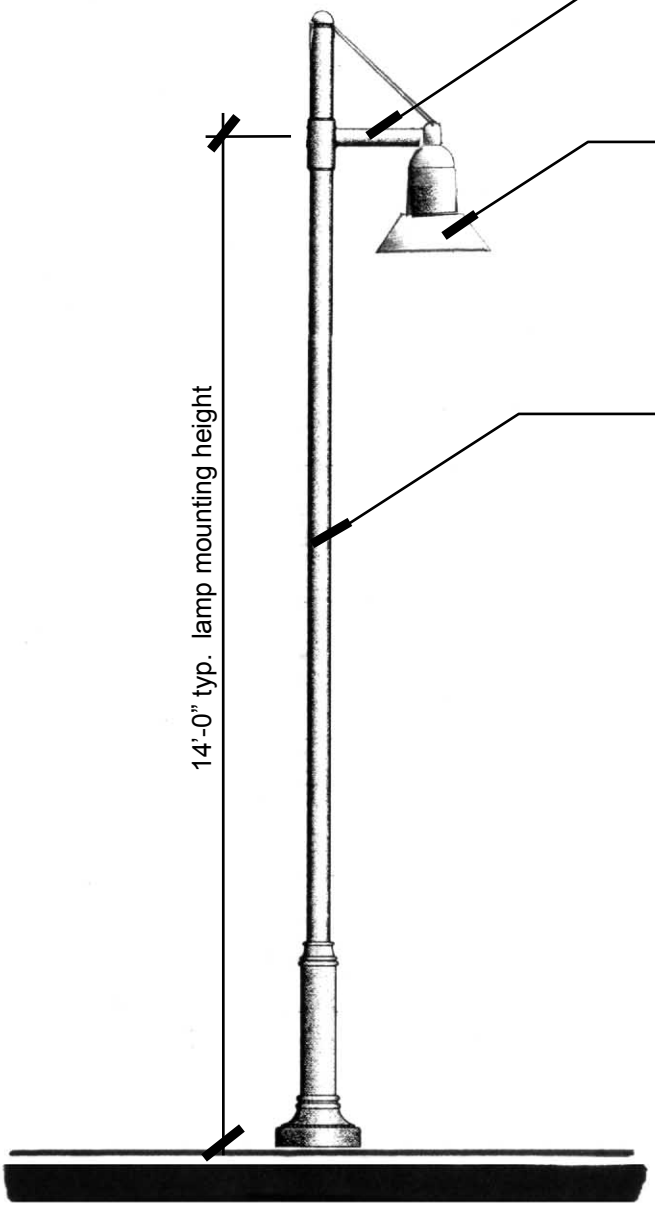
CURBED ROADWAY SECTIONS



NON-CURBED ROADWAY SECTIONS

5.3 CORRIDOR LIGHTING – RELATIONSHIP TO THE PARKWAY

NOT TO SCALE



Architectural Area Lighting Universe Collection Pole Mounted arm Style SLA17

Architectural Area Lighting Universe Collection UCM Medium Scale lamp with angled shade and high performance cut-off reflector, black powder coated finish, Model# UCM – ANG - H2 Optics - 100MH - BLK

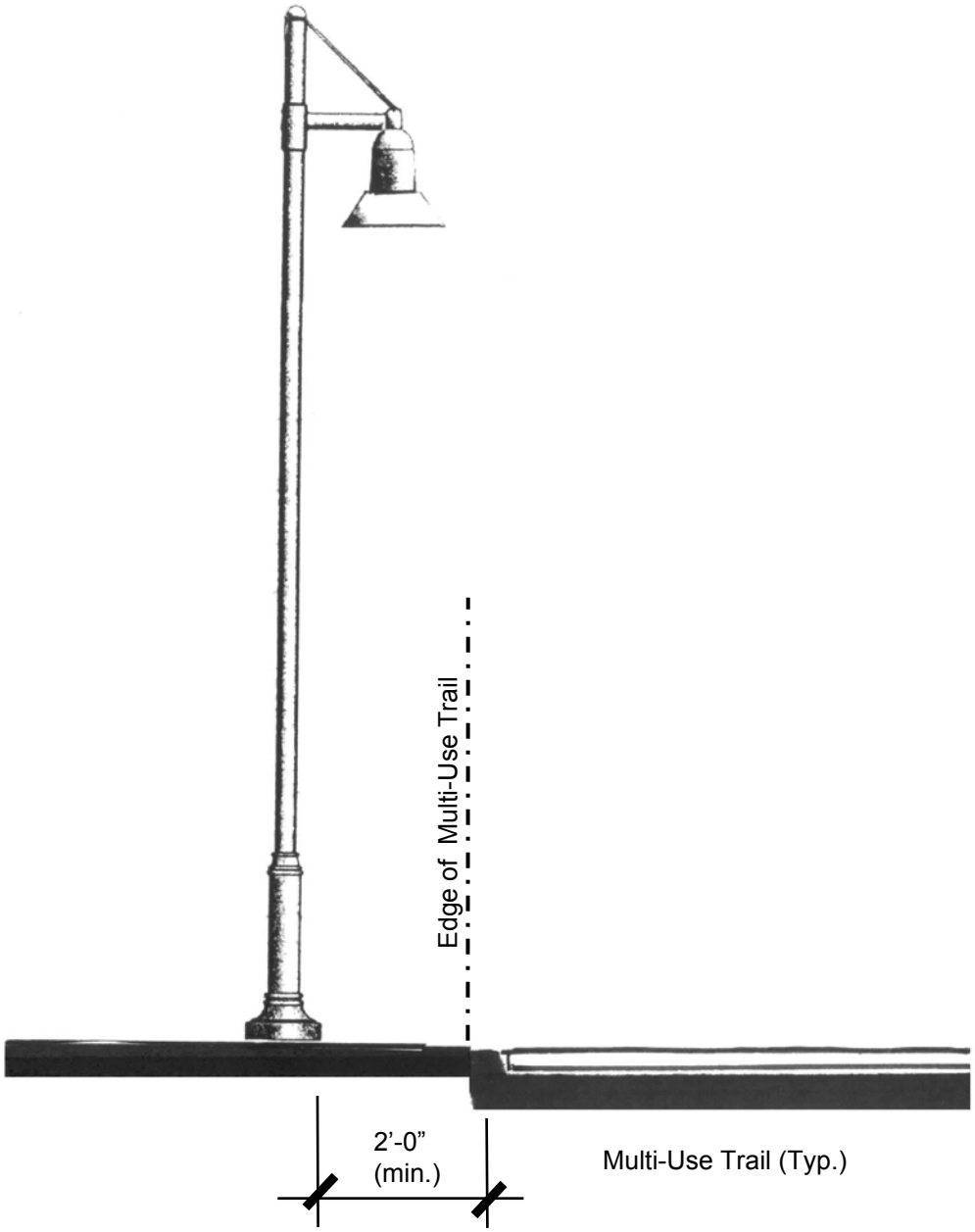
Architectural Area Lighting Universe Collection Decorative Pole with integral base Style DB-6; 5" round shaft; black powder coated finish

NOTES:

1. All components of decorative lighting from Architectural Area Lighting Universe Collection, UCM Medium Scale. Product Source: ESL-Spectrum Lighting, 1375 W. 16th Street , Indianapolis, IN 46202, 317-951-2300.
2. High performance cut-off reflector shall meet IES standards for cut-off type optics.
3. All poles, fixtures, and hardware to be powder coated black.
4. Convenience outlet for maintenance and decorative purposes (eg. the addition of christmas lights) to be mounted at 10' height.

5.4 PEDESTRIAN LIGHTING DETAIL

NOT TO SCALE



5.5 PEDESTRIAN LIGHTING – RELATIONSHIP TO MULTI-USE TRAIL

NOT TO SCALE

Six

Section 6: Traffic Signal Poles

Design Guidelines for Traffic Signal Poles

PURPOSE AND DESCRIPTION: ORNAMENTAL TRAFFIC SIGNAL POLES

In order to establish every intersection as a special gateway onto the parkway and to further unify the corridor visually, a standard for traffic signal poles has been developed. Ornamental traffic signal poles are required at all major intersections along the parkway. In addition, all signal poles shall be consistent in their manufacturing techniques and materials. Black powder coated finishes have been selected for the signal poles to continue the classic character of the corridor. In addition, pedestrian signals should be integrated into all poles that are located at crosswalks. The parkway's ornamental traffic signal poles, with their black finishes, parkway medallions, and ornamental features, have been designed as a coordinated unit that will help to further unify the visual character of the parkway. Design recommendations for the construction of ornamental traffic signal poles are listed in the guidelines and details that follow.

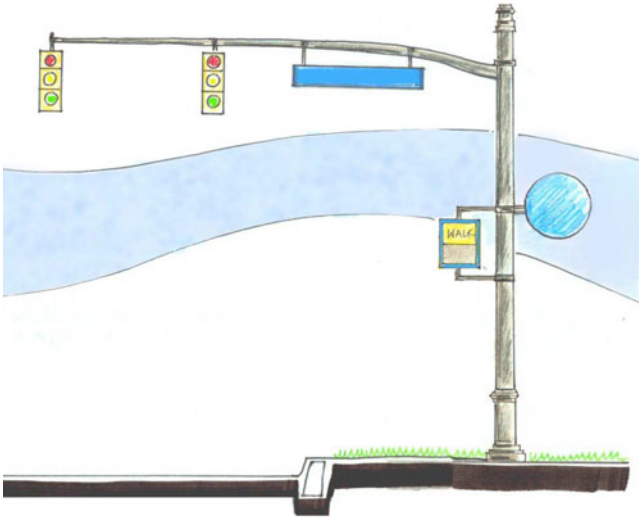
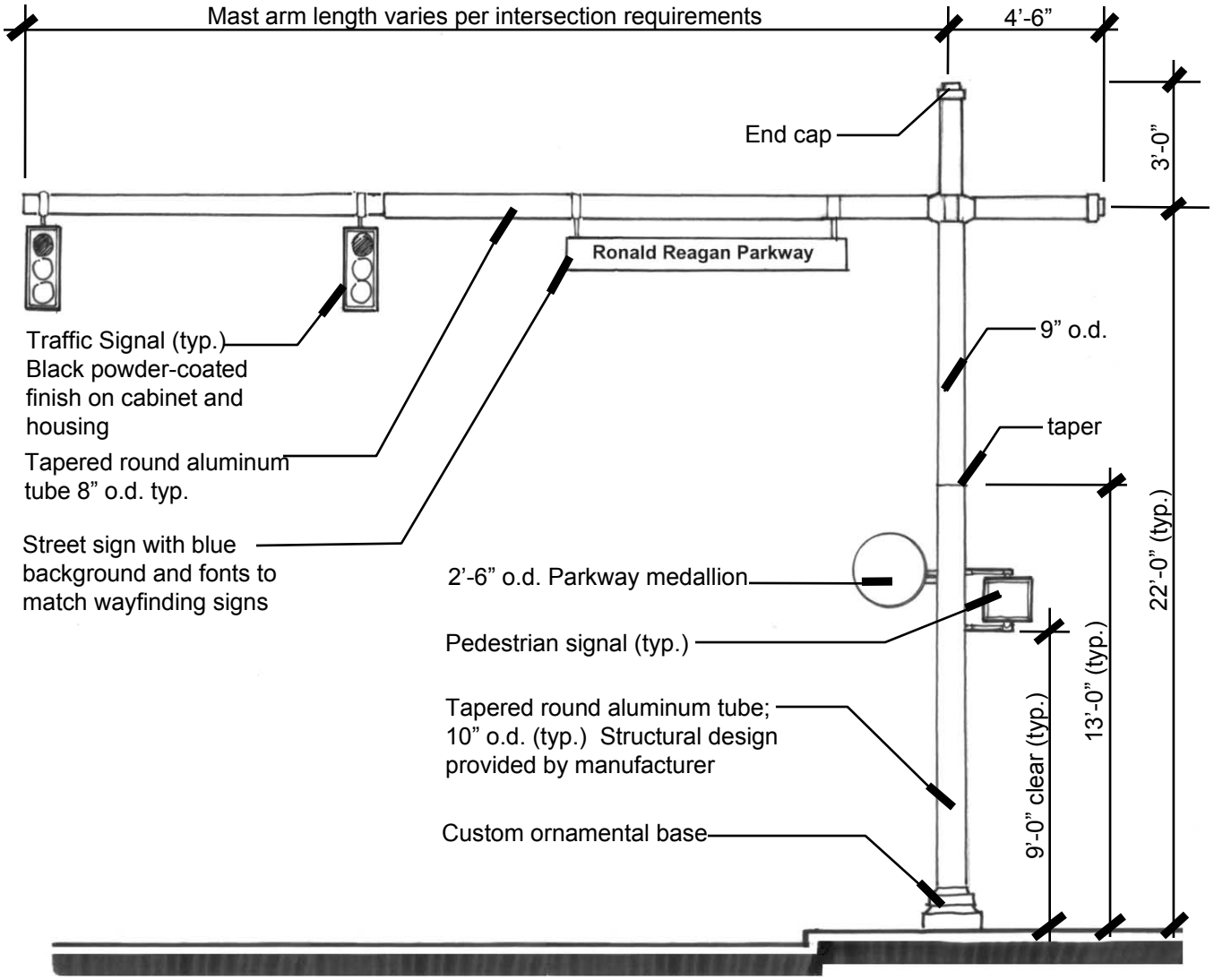


FIGURE 6.1: Ornamental Traffic Signal Pole Design Concept Illustration
As adopted in the Ronald Reagan Corridor Master Plan

STANDARD DESIGN GUIDELINES FOR ORNAMENTAL TRAFFIC SIGNAL POLES

- Ornamental signal poles meeting the standards outlined in these guidelines required at all intersections along the Ronald Reagan Parkway.
- 22' pole height (typical); mast arm length varies per roadway requirements.
- Tapered round aluminum pole shaft and mast arm (no fluting).
- Black powder coated finish on all poles, mast arm assemblies, and hardware.
- Custom ornamental base to match base on light poles.
- Pedestrian signals shall be utilized integrated into the poles at all crosswalk locations.
- Parkway medallions should be integrated into traffic signal poles where appropriate.
- Street sign shall coordinate with wayfinding signs in terms of color and font style.
- Manufacturer to provide structural design for all signal poles. Manufacturer's representative for ornamental signal poles: ESL-Spectrum Lighting, 1375 W. 16th Street , Indianapolis, IN 46202, 317-951-2300. (Lighting representative should be utilized in order to ensure that lighting and signal poles are from the same source.)
- Foundations to be designed by a structural engineer.
- Signal pole location and standards shall comply with INDOT requirements.



NOTES:

1. Manufacturer to provide structural design for all signal poles. Manufacturer's representative for ornamental signal poles: ESL-Spectrum Lighting, 1375 W. 16th Street , Indianapolis, IN 46202, 317-951-2300. (Lighting representative should be utilized in order to ensure that lighting and signal poles are from the same source.)
2. Foundations to be designed by a structural engineer.
3. All poles, mast arm assemblies, and hardware to be powder-coated black.
4. Signal pole location and standards shall comply with INDOT requirements

6.2 ORNAMENTAL TRAFFIC SIGNAL POLE DETAIL

NOT TO SCALE

Seven

Section 7: Wayfinding System

Design Guidelines for Wayfinding and Parkway Identification Signage

INTRODUCTION TO THE PARKWAY WAYFINDING SYSTEM

Wayfinding signage is an important streetscape amenity that serves as an information tool and a unifying design element. Wayfinding signs allow parkway users to clearly find attractions and destinations with minimal confusion. The wayfinding system developed for the parkway relies on directional information and graphics to present a hierarchy of information and to highlight the special attributes of the corridor. The system is comprised of freestanding directional wayfinding signs and pole-mounted parkway medallions. Not only do the wayfinding signs and parkway medallions enhance the image of the parkway as a destination, but they help to organize its destinations and attractions by providing people with directional information for local facilities, towns, and attractions. The wayfinding signs developed for the Ronald Reagan Parkway play a critical role in the making of a strong and memorable impression to all who travel the corridor.

QUALIFYING DESTINATIONS

The design of the wayfinding system for the parkway involves not only the physical design of the signage components, but also a comprehensive study of the corridor and its needs. Some requirements have been established in order for a destination or attraction to be included on a wayfinding sign.

First of all, a destination should be open to the public, should be a public supported, or established as a non-for-profit facility. Furthermore, destinations must also be a fixed facility or site. A list of types of destinations that may be eligible for inclusion on wayfinding signage is listed below. This is only a general guideline to help guide the decision-makers in the development of signs.

The suggested list of qualifying establishments is as follows:

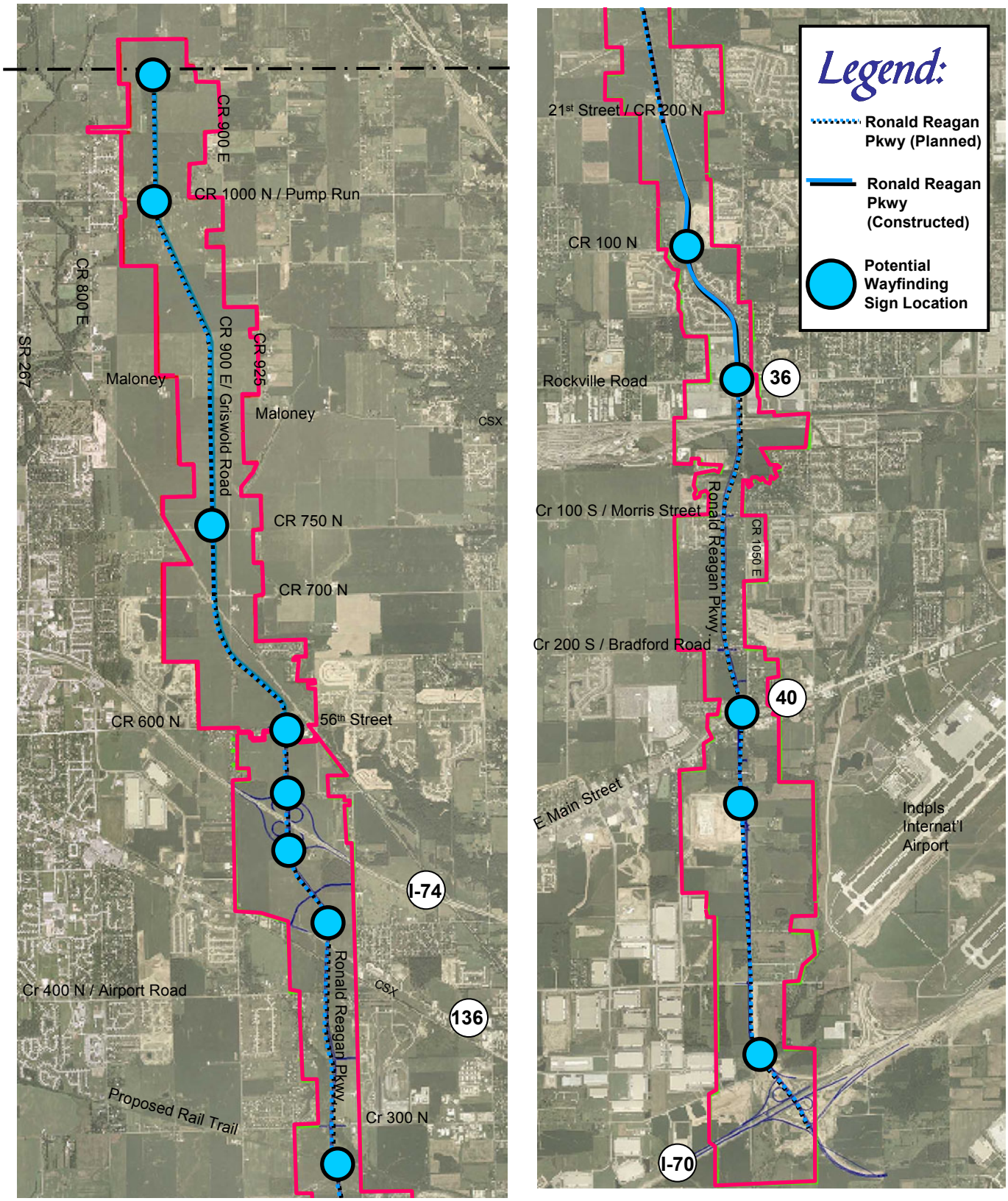
- Airport facilities
- Cities, Towns, and Residential Communities
- Business Districts or Business Parks
- Historic Sites or Destinations
- Educational Centers
- Medical Centers/ Hospitals/ or Institutions
- Government/ Public Services
- Parks/ Recreation areas
- Museums or Cultural Centers
- Community Center
- Parking Facilities

Please note that final discretion for destinations is up to the County, local municipality, and/or steering committee. Placement of a destination shall be name only, and advertisements or promotions will not be permitted.

POTENTIAL SIGNAGE LOCATIONS

The potential signage location map highlights areas where directional wayfinding signage should be considered. Wayfinding signs are recommended in highly-trafficed locations and should be spaced at intervals between 1 to 2 miles at a minimum. The map on the following page demonstrates these potential signage locations. Note that these locations may require the use of a sign for approaching traffic in both directions. This map is not meant to be strictly enforced, but rather as a guide to help aid the establishment of locations for wayfinding signage.

FIGURE 7.1: Potential Signage Location Map



PURPOSE AND DESCRIPTION: DIRECTIONAL WAYFINDING SIGNAGE

Directional wayfinding signage plays a vital role in the ability for travelers to understand the context of their environment. The system of directional wayfinding signage that has been designed for the Ronald Reagan Parkway is a post and panel cantilevered sign system with modular panels designed to allow flexibility in the application or removal of destinations when necessary. The use of directional wayfinding signs is highly encouraged wherever opportunities or needs exist to provide directional information within the right-of-way. Design recommendations for the construction of directional wayfinding signage are listed in the guidelines and details that follow in this section.

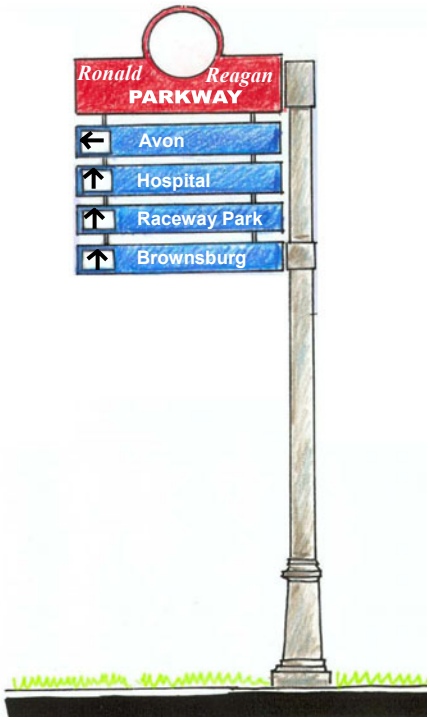


FIGURE 7.2: Wayfinding Signage Concept Illustration
As adopted in the Ronald Reagan Corridor Master Plan

STANDARD DESIGN GUIDELINES FOR DIRECTIONAL WAYFINDING SIGNAGE

- Directional wayfinding signs should be utilized every mile, where necessary, and at a maximum distance of every 2 miles along the entire parkway. They should be placed at major intersections and corridor access points, or other areas where drivers will be making route decisions.
- The front of signs should be located alongside the right side of the street within the right-of-way.
- Minimum setback between face of curb and pole: 7'-0" (typ.) allows for a 2'-0" clear area between face of sign and face of curb
- Minimum setback in non-curbed sections between edge of travel lane and pole: 16'-0" (or per clear zone requirements as established in final design)
- Signs at intersections should be placed on the nearest side of the approaching intersection to the right.
- Modular construction allows for flexibility in changing or adding destination information, when necessary.
- Sign colors utilize white lettering on dark blue background with red accents.
- Aluminum sign panel with non-glare finish ; all graphics and text of reflective vinyl.
- Directional information: 5 3/8" cap height, Arial font, Title Case.
- 12' height powder-coated black cast aluminum pole with decorative base to match corridor lighting.
- 7' clearance.
- 5'x 5' Typ. Sign face dimensions.
- 4 destinations per sign typical; construction allows for the addition of additional destination sign panels.
- Cantilevered Sign Construction.
- Product source: All components of directional wayfinding signage from ASI Modulex, 2017 West 18th Street, Indianapolis, IN 46202, 317-269-3400.

PURPOSE AND DESCRIPTION: PARKWAY MEDALLIONS

Parkway medallions serve as an additional tool for celebrating the identity of the Ronald Reagan Parkway. These medallions should be utilized at intersections and major gateways. The medallions are designed to be affixed to ornamental light poles. The simple sign construction that clamps around the poles allows for easy replacement or removal, if necessary. In addition to serving as a welcoming feature, the medallions further help to improve wayfinding in the area by introducing a recognizable parkway symbol to those who cross the path of the newly constructed Ronald Reagan Parkway. Design recommendations for the construction of parkway medallions are listed in the guidelines and details that follow.

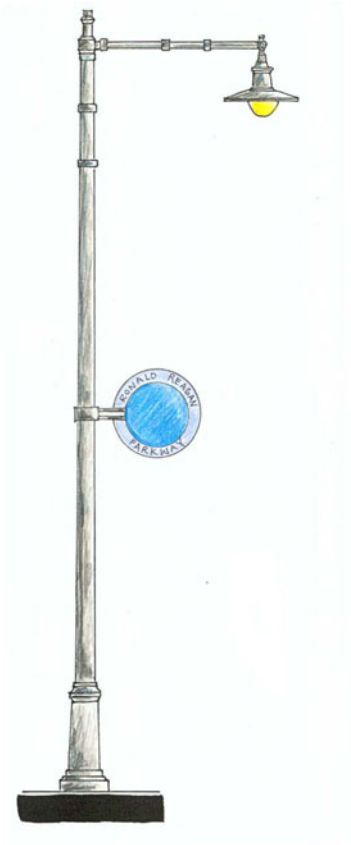
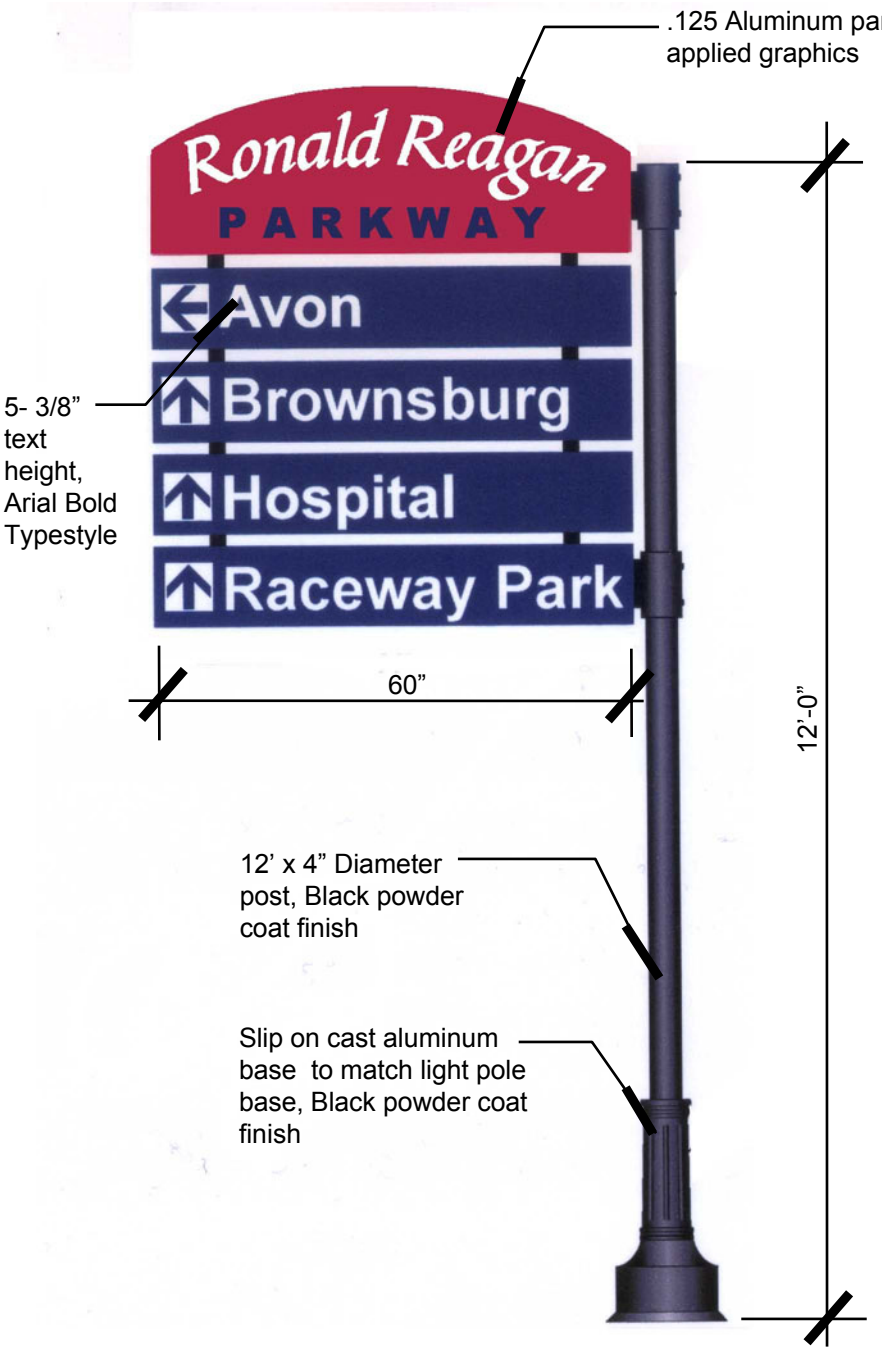


FIGURE 7.3: Parkway Medallion Concept Illustration
As adopted in the Ronald Reagan Corridor Master Plan

STANDARD DESIGN GUIDELINES FOR PARKWAY MEDALLIONS

- Parkway medallions should be utilized on light poles and or signal poles at all intersections and major gateways.
- Medallion graphics should be applied on front and back of all signs in order to create a double-sided sign.
- 30" diameter circular aluminum double sided sign panel with non-glare finish; all logos and text of reflective vinyl.
- Cantilevered Sign Construction.
- Contains parkway name in Arial Font circling the medallion, 2 ½" cap height.
- Medallion graphics (to be determined) contained in center of sign panel, surface applied vinyl and digitally printed vinyl.
- Sign colors utilize white lettering on dark blue background.
- Mounting height: 14'
- Product source: All components of parkway medallions from ASI Modulex, 2017 West 18th Street, Indianapolis, IN 46202, 317-269-3400.

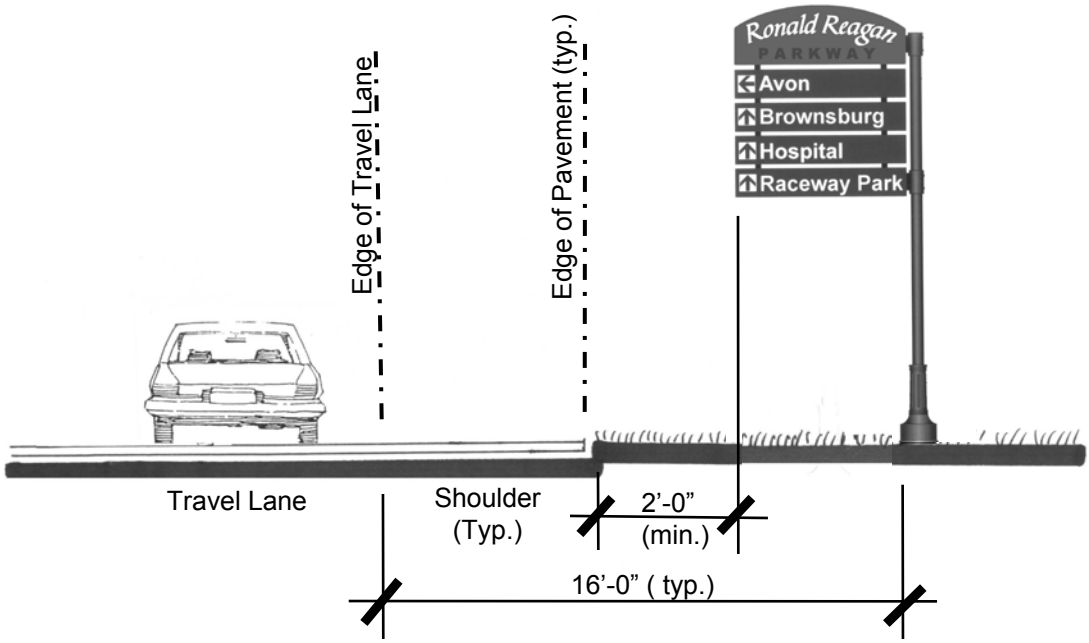


NOTES:

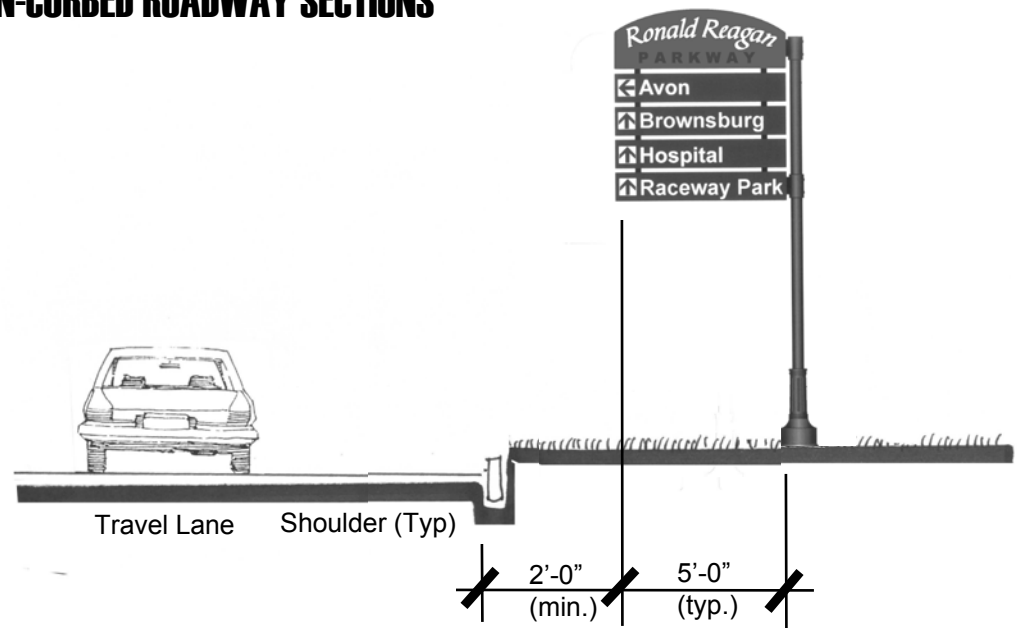
1. All components of Wayfinding Signage from ASI Modulex, 2017 West 18th Street, Indianapolis, IN 46202, 317-269-3400,

7.4 DIRECTIONAL WAYFINDING SIGN DETAIL

NOT TO SCALE



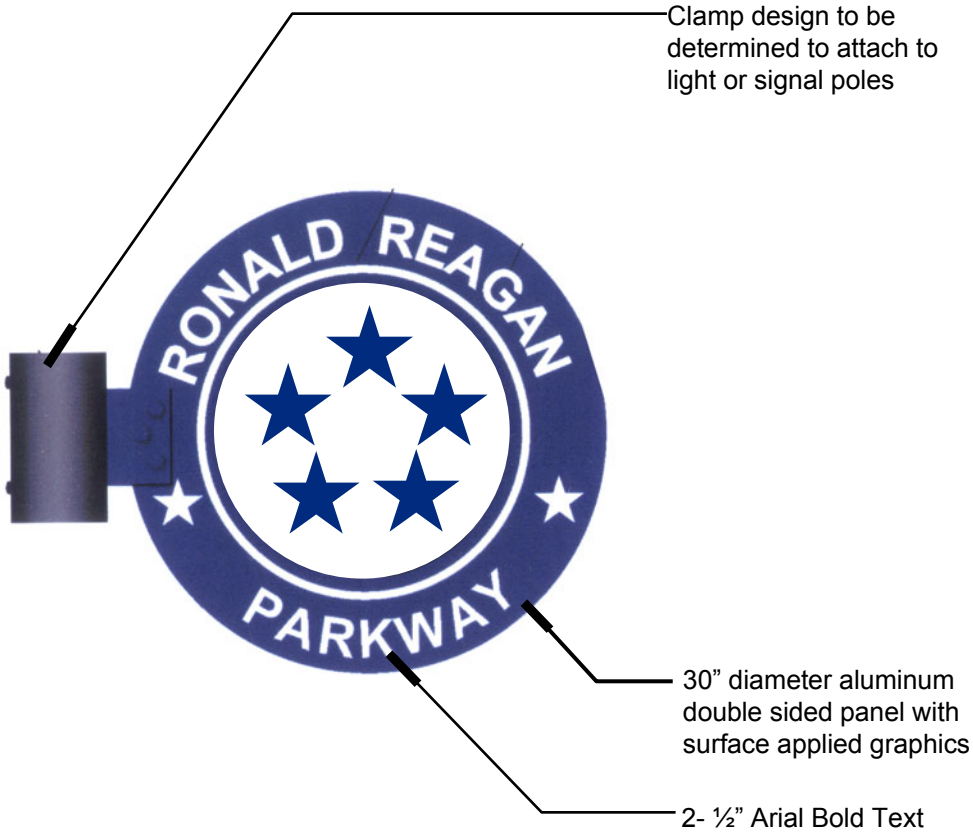
NON-CURBED ROADWAY SECTIONS



CURBED ROADWAY SECTIONS

7.5 DIRECTIONAL WAYFINDING SIGN – RELATIONSHIP TO PARKWAY

NOT TO SCALE



NOTES:

1. Backside of sign should feature identical graphics.
2. All components of Wayfinding Signage from ASI Modulex, 2017 West 18th Street, Indianapolis, IN 46202, 317-269-3400,

7.6 PARKWAY MEDALLION DETAIL

NOT TO SCALE

Eight

Section 8: Multi-Use Trail

Design Guidelines for the Multi-Use Trail

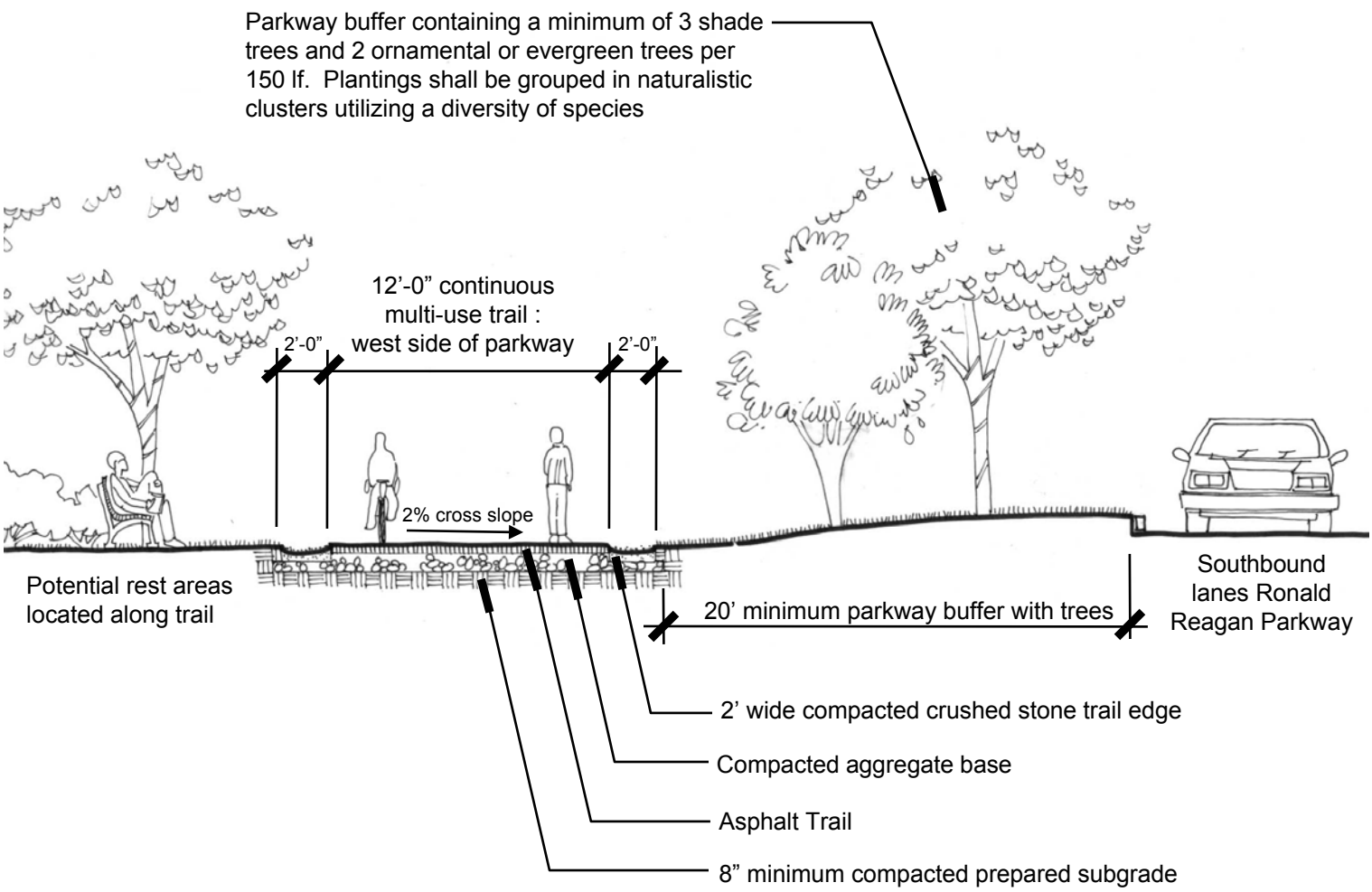
PURPOSE AND DESCRIPTION: MULTI-USE TRAIL

In order to provide a pedestrian-friendly environment and non-motorized connections along the entire length of the corridor, a multi-use trail will be required as part of the roadway design. The Ronald Reagan Parkway multi-use pedestrian trail plays a significant role in establishing connectivity and a multi-modal facet within the regional transportation network. The trail will enable pedestrians to travel freely and safely, and will further help to establish critical pedestrian linkages along its route. All trail segments should be built on the west side of the parkway. This will allow for a continuous path that can be built in the first phases of the roadway project. A western-located trail will also help to provide pedestrians with shade from the required buffer plantings. This 12' wide path will be constructed at a sufficient width to provide a safe mode of transportation for both pedestrians and cyclists. Furthermore, its minimum 20' planted parkway buffer will help to ensure a safe pedestrian zone that is separated from the street. The path construction is an asphalt trail surface with a compacted crushed stone edge. Design recommendations for the construction of the multi-use trail are listed in the guidelines and details that follow.

FIGURE 8.1: Multi-Use Trail Concept Illustration
As adopted in the Ronald Reagan Corridor Master Plan

STANDARD DESIGN GUIDELINES FOR MULTI-USE TRAIL

- Trail shall be designed to meet all applicable AASHTO and ADA standards
- 12' wide continuous multi-use path along entire length of corridor.
- All trail segments should be built on the west side of the roadway.
- Pedestrian-scaled lighting should be utilized in high use areas.
- Asphalt trail construction with compacted aggregate base.
- 2' wide compacted crushed stone trail edge.
- Curb ramps should be provided to accommodate wheelchairs, bicyclists, and strollers.
- The use of special, decorative paving or tactile surfaces is encouraged at curb ramps and intersections to separate the street at pedestrian crossings.
- Minimum 20' planted parkway buffer between trail and street – should include trees planted at a minimum of 3 shade trees and 2 ornamental or evergreen trees per 150 lineal feet grouped in naturalistic clusters and utilizing a diversity of trees selected from Ronald Reagan Parkway Recommended Plant Species list in section 11 of this document.
- The county and/or local municipalities should ensure that all projects connect with and/or help to complete an overall corridor network not only within the corridor, but also establish external connections to other existing and proposed pedestrian paths.
- To aid pedestrian navigation and comfort, the following element are encouraged in high-pedestrian areas: shade trees, landscaping, pedestrian lighting, water fountains, and seating.
- Final trail design should be completed by a licensed landscape architect or engineer.



NOTES:

1. Trail design to be provided by a licensed landscape architect or engineer and shall be designed to meet ADA and AASHTO standards.
2. Parkway roadside plantings shall comply with guidelines set forth in the Ronald Reagan Corridor Master Plan and shall utilize species selected from Ronald Reagan Parkway Recommended Plant Species list in section 11 of this document.

8.2 MULTI-USE TRAIL – TYPICAL CROSS SECTION

NOT TO SCALE

Nine

Section 9: Pedestrian Amenities

Design Guidelines for Benches, Trash Receptacles, and Bike Racks

PURPOSE AND DESCRIPTION: PEDESTRIAN AMENITIES

A palette of pedestrian amenities has been selected from the Maglin Furniture Systems Ltd. public site furnishings product line. All benches, trash receptacles, and bike racks in the study area fronting the corridor should utilize the Maglin product line. This includes any areas within the right-of-way, pocket parks, rest areas along the multi-use trail, and plazas. The Maglin series pedestrian amenities have been selected from a single product line in order to streamline the selection and ordering process during the corridor construction. The use of premanufactured design amenities ensures the availability and quality of all components. Furthermore, the utilization of a single product line guarantees a uniform color, finish, and design aesthetic for all amenities without any question of consistency. Design recommendations for benches, trash receptacles, and bike racks, as specified by Maglin Furniture Systems, Ltd. are listed in the guidelines and details that follow.

STANDARD DESIGN GUIDELINES FOR PEDESTRIAN AMENITIES

- All benches, trash receptacles, and bike racks shall be provided as specified by Maglin Furniture Systems, Ltd., 1-800-716-5506, www.maglin.com.
- Benches: MLB510 Steel Bench.
- Trash Receptacles: MLWR200-32-SO Steel Trash Receptacle with side access.
- Bike Racks: MBR200 Steel and Aluminum ring bike rack design; Parkway name to be cast into bike rack with raised lettering.
- All surfaces to receive e-coat rustproofing with a black powder-coat finish.
- Any additional amenities that may be required and are not available from Maglin Furniture Systems, Ltd., should be selected to coordinate with the Maglin product line with black powder coating and similar design style.

FIGURE 9.1: Pedestrian Amenities
Maglin Furniture Systems, Ltd. Product line

MAGLIN
FURNITURE SYSTEMS LTD.

MLB510

MATERIALS: Bench ends and seat are made from solid steel flat bar and H.S.S. tube.

DIMENSIONS: Height: 33.75"
Length: 70.00"
Depth: 26.00"
Seat: 17.00"

WEIGHT: 150lbs (68kg.)

FINISH: All steel components are protected with E-Coat rust proofing. The Maglin Powder Paint System provides a durable finish on all metal surfaces.

INSTALLATION: The bench is delivered pre-assembled. Holes (0.5") are provided in each foot for securing to base.

NOTES:

1. MLB510 Benches should be provided as manufactured by Maglin Furniture Systems, Ltd.: 275 Tecumseh Street, Woodstock, ON N4S 7W1, 1-800-716-5506, www.maglin.com
2. All surfaces to receive e-coat rustproofing with black powder coat finish.

9.2 PARKWAY BENCHES

NOT TO SCALE

MAGLIN
FURNITURE SYSTEMS LTD.

MLWR200-32-SO

MATERIALS:	The trash container frame is constructed using heavy duty steel flat bar and heavy weight hinges. A 32 gallon commercial grade plastic liner and metal lid are provided.
DIMENSIONS:	Height: 38.00" Diameter: 29.00"
WEIGHT :	190lbs (86kg.)
FINISH:	All steel components are protected with E-Coat rust proofing. The Maglin Powder Paint System provides a durable finish on all metal surfaces.
INSTALLATION:	The trash container is delivered pre-assembled. Holes (0.5") are provided in each foot for securing to base.

NOTES:

1. MLWR200-32-SO Trash receptacles should be provided as manufactured by Maglin Furniture Systems, Ltd.: 275 Tecumseh Street, Woodstock, ON N4S 7W1, 1-800-716-5506, www.maglin.com
2. All surfaces to receive e-coat rustproofing with black powder coat finish.

9.3 PARKWAY TRASH RECEPTACLES

NOT TO SCALE

MAGLIN FURNITURE SYSTEMS LTD.

MBR200

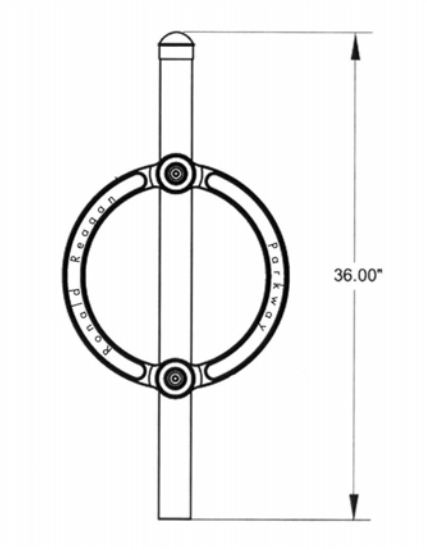
MATERIALS: The bike rack is constructed using galvanized H.S.S. steel tube and an aluminum casting. Custom raised letter is available.

DIMENSIONS: Height: 36.00"
Diameter: 16.75"

WEIGHT: 16lbs (7kg.)

FINISH: The bike rack uses a galvanized post with a natural finish on the aluminum ring casting. The Maglin Powder Paint finish is available as an option.

INSTALLATION: The bike rack is delivered pre-assembled. It is available with either a surface mount or direct burial installation option.



NOTES:

1. MBR200 Bike racks should be provided as manufactured by Maglin Furniture Systems, Ltd.: 275 Tecumseh Street, Woodstock, ON N4S 7W1, 1-800-716-5506, www.maglin.com
2. Parkway name to be cast into bike rack with raised lettering as shown at right.
3. All surfaces to receive e-coat rustproofing with black powder coat finish.

9.4 PARKWAY BIKE RACKS

NOT TO SCALE

Ten

Section 10: Median Treatments

Design Guidelines for Treatments at Curbed and Non-curbed Medians

PURPOSE AND DESCRIPTION: MEDIAN TREATMENTS

Medians along the Ronald Reagan Parkway will result in improved safety by directing and separating traffic, as well as the establishment of a strong visual impact along the corridor. The typical cross-section for the parkway in urban areas is a minimum 16' wide raised median with curb. Curbing allows for a distinct separation of travel lanes, as well as more flexibility for planting trees and ornamental plants. In addition, curbed medians can be enhanced with sandstone pavers, establishing a further enhanced look. Medians in rural areas may not be curbed for both practical and economic reasons. Because of the nature of a median without a curb, less enhancements will be possible along these portions. However, where possible, ornamental planting accents are suggested at the termini of these medians. A consistent pattern for landscaped medians has been established for both medians with and without a curb, and these designs are shown in the details and guidelines that follow.

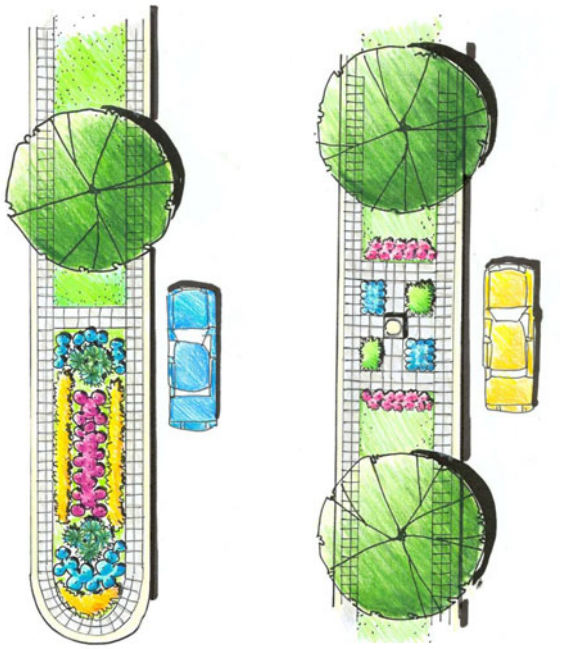


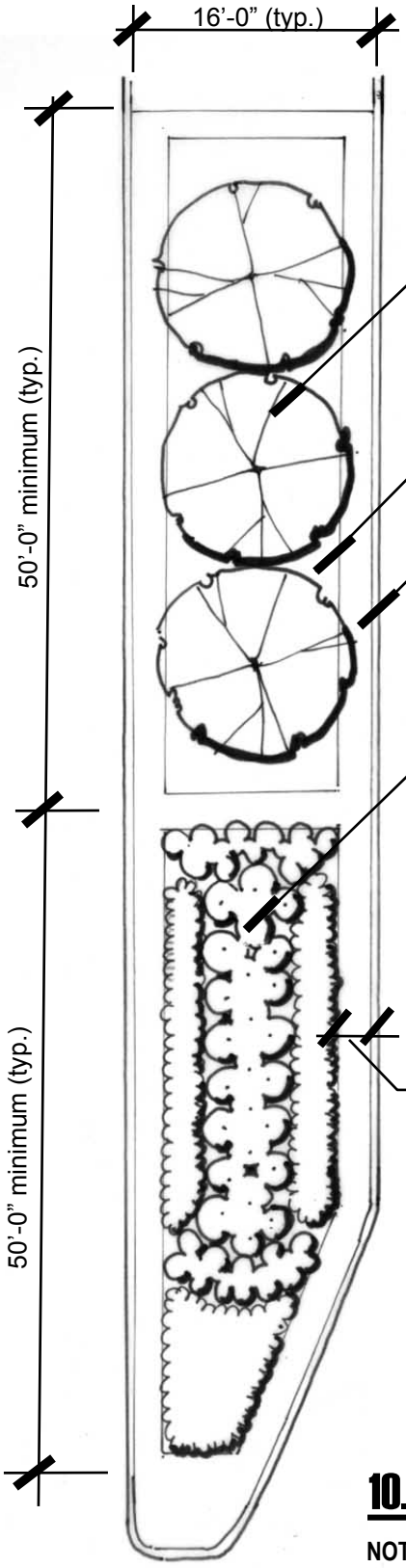
FIGURE 10.1: Median Treatments Concept Illustrations
As adopted in the Ronald Reagan Corridor Master Plan

STANDARD DESIGN GUIDELINES FOR MEDIANS WITH CURB

- 16' wide typical median dimension.
- Grass median in combination with trees, shrubs, and ornamental accent plantings.
- 2' wide bands of sandstone pavers to follow curb for a minimum of 100 feet in length on both sides of median nose. Paver colors and patterns to match gateway signage veneer treatment.
- Special accent plantings at median noses should be at least 50 lineal feet in length and should include a mix of flowering perennials, spring flowering bulbs, groundcovers, and small shrubs.
- Tree plantings spaced 30' on center located centrally within the median, selected from the Ronald Reagan Parkway Recommended Plant Species List in Section 11 of this document.
- A minimum of three ornamental trees required at all curbed median noses.
- All plantings at median noses should be designed so as not to interfere with vehicular view triangles.
- Special accents are encouraged in areas other than median noses such as at gateway monuments.
- Irrigation should be provided within all planted curbed medians

STANDARD DESIGN GUIDELINES FOR MEDIANS WITHOUT A CURB

- Typical width undetermined (Recommended 30' or greater if enhancements are desired in the median).
- Grass median.
- Special accent plantings at median noses should be at least 50 lineal feet and should include a mix of flowering perennials, spring flowering bulbs, groundcovers, and small shrubs.
- Trees may not be planted in medians unless median width is greater than 60'. All plantings at non-curbed medians must be low in height and should be designed so as not to interfere with vehicular sight triangles.



A minimum of three ornamental trees required at all curbed median noses. Trees shall be selected from the Ronald Reagan Parkway Recommended Plant Species List in Section 11 of this document.

Groundcover plantings under trees

2’ wide bands of sandstone pavers in Ashlar pattern to follow curb for a minimum of 100 feet in length on both sides of median. Paver colors and patterns to match gateway signage veneer treatment.

Minimum of 50 lf special accent plantings required at median noses. Plantings should include a mix of flowering perennials, spring flowering bulbs, groundcovers, and small shrubs.

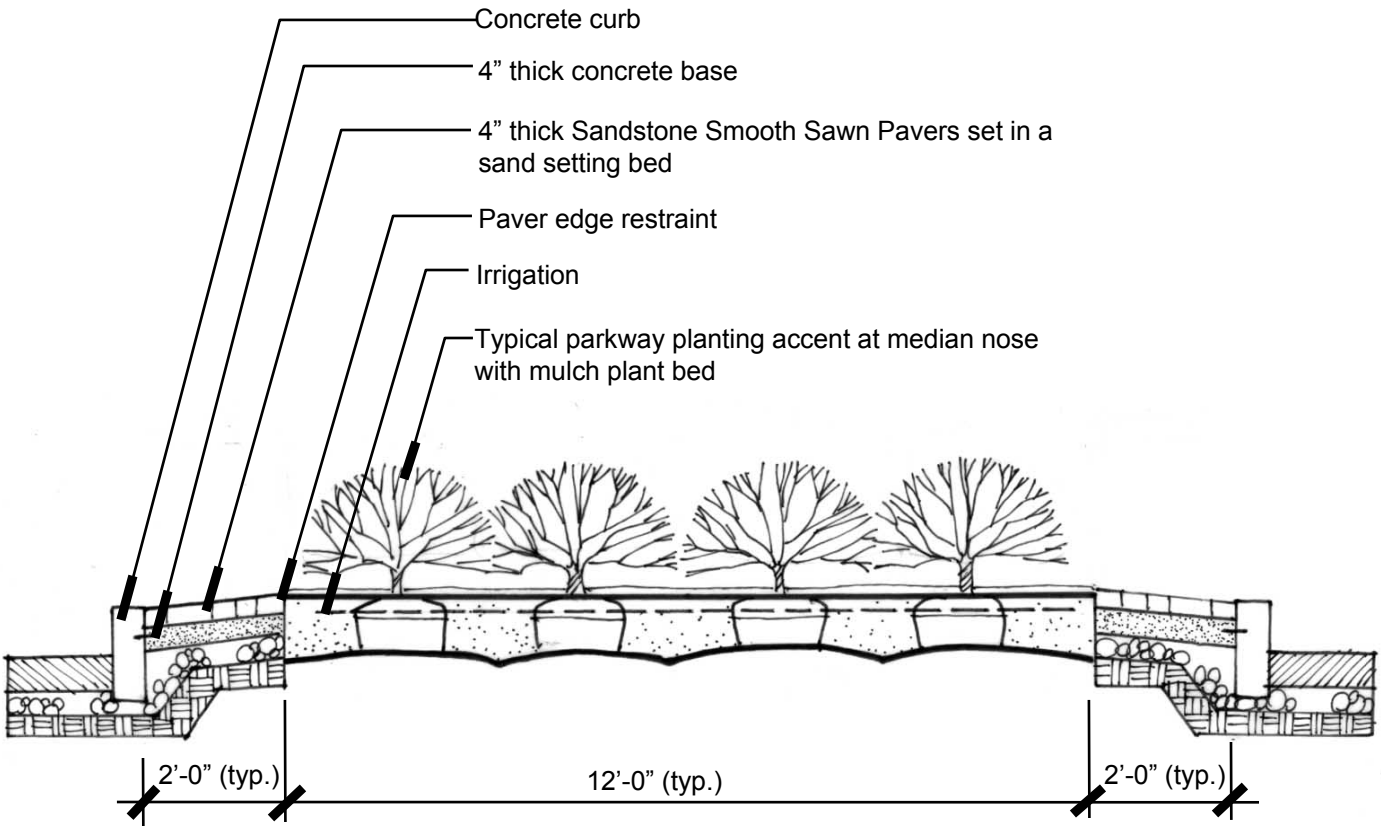
NOTE:

All plantings at median noses should be designed so as not to interfere with vehicular view triangles.

2’-0” (typ.)

10.2 CURBED MEDIAN NOSE – TYPICAL PLAN

NOT TO SCALE

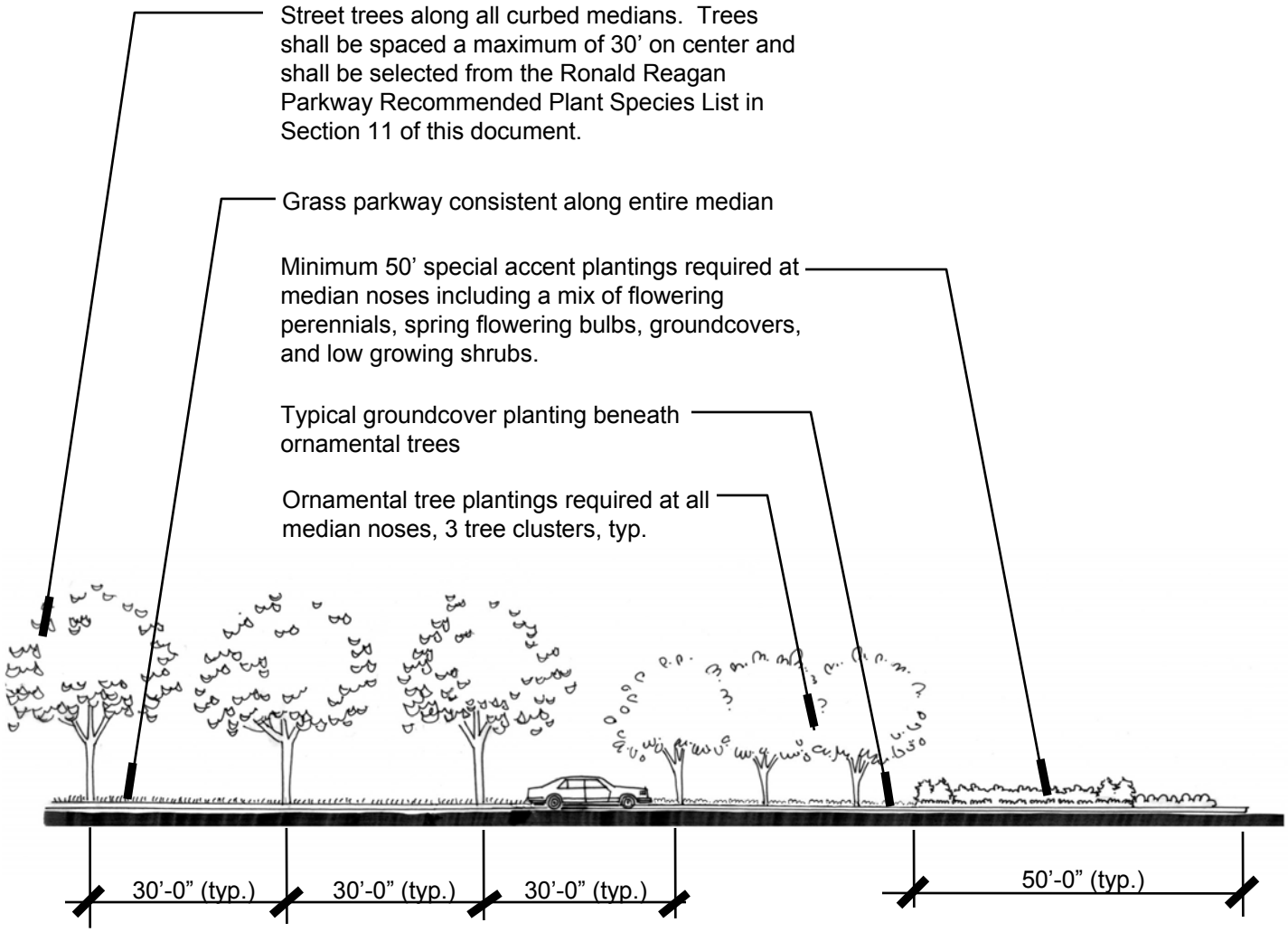


NOTES:

1. 2’ wide paving bands of sandstone pavers shall extend a minimum of 100’ in length on both sides of median at al median noses, or entire median length if less than 100’ in length.
2. Plantings shall be grouped in naturalistic clusters utilizing a diversity of species. Median plantings shall comply with guidelines set forth in the Ronald Reagan Corridor Master Plan and shall utilize species from the Ronald Reagan Parkway Recommended Plant Species List in Section 11 of this document.

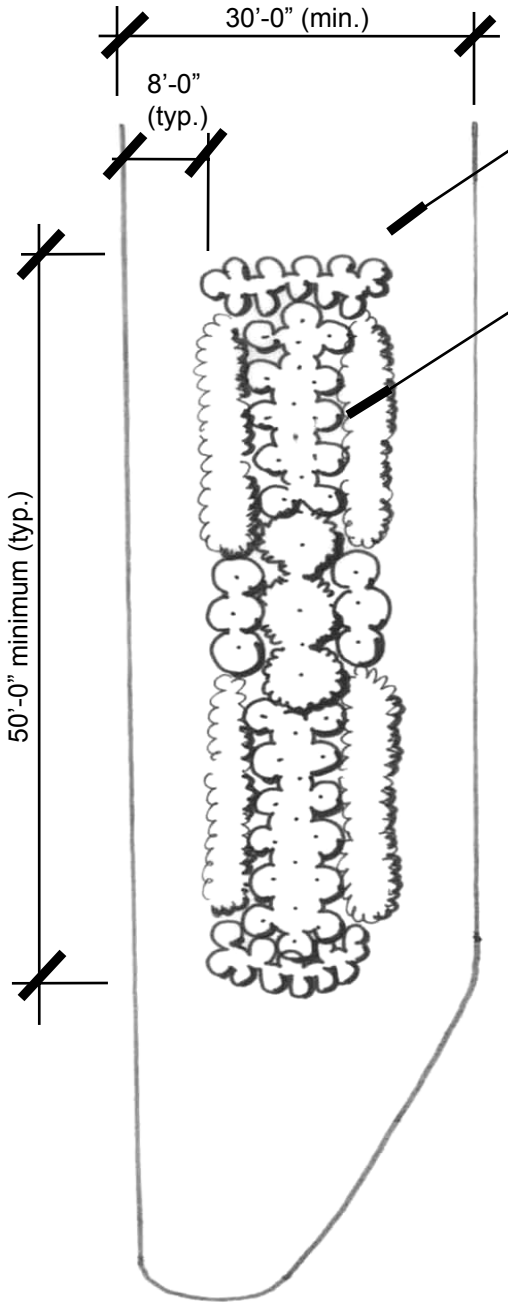
10.3 CURBED MEDIAN NOSE – TYPICAL CROSS SECTION

NOT TO SCALE



10.4 CURBED MEDIAN – TYPICAL ELEVATION

NOT TO SCALE



Grass parkway consistent along entire median

Minimum of 50 lf special accent plantings at median noses. Plantings shall include a mix of flowering perennials, spring flowering bulbs, groundcovers, and low growing shrubs.

NOTES:

1. Parkway median plantings shall comply with the guidelines set forth in the Ronald Reagan Corridor Master Plan and shall utilize species from the Ronald Reagan Parkway Recommended Plant Species List in Section 11 of this document.
2. All plantings at non-curbed medians must be low in height and should be designed so as not to interfere with vehicular sight triangles.
3. No street trees may be planted along medians unless wider than 60’.
4. See curbed median nose typical cross section for planting requirements.

10.5 MEDIAN NOSE WITHOUT A CURB – TYPICAL PLAN

NOT TO SCALE

Eleven

Section 11: Parkway Plantings

Design Guidelines for Roadside Plantings, Berms, and Parkway Planters

PURPOSE AND DESCRIPTION: PARKWAY PLANTINGS

The design intent of the Ronald Reagan Parkway landscape is to utilize plants as an important unifying element within the corridor to promote a well defined aesthetic. An informal landscape theme with a natural look and feel has been adopted for the parkway as part of the master plan. The landscape recommendations shown on the following pages help to carry out this design theme by utilizing groupings of shade trees, ornamentals, evergreens, and shrubs in naturalistic patterns. These patterns of landscape material, used consistently throughout the corridor will not only provide a softer roadway aesthetic, but will create an attractive visual and psychological separation for both pedestrians and roadway users. All trees and shrubs utilized in the parkway design should reflect the regional landscape, and preference should be given to locally grown, native species. For a comprehensive list of trees and shrubs that may be utilized along the parkway, refer to the recommended species lists that follow. Design recommendations for roadway edge and greenspace plantings are described in the guidelines and details that follow.

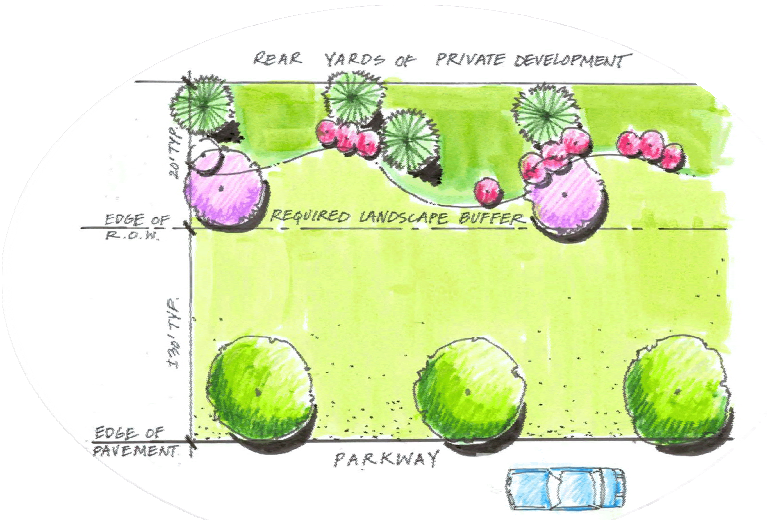


FIGURE 11.1: Parkway Plantings Concept Illustrations
As adopted in the Ronald Reagan Corridor Master Plan

STANDARD DESIGN GUIDELINES FOR PARKWAY PLANTINGS

- Landscape berms within the required greenspace should be utilized to block undesirable views including the following: parking lots, major above grade utility installations, and other elements such as those related to industrial uses that detract from the appearance of the parkway.
- The design of berms should be compatible with the local landscape character and topography.
- Private developments fronting the parkway are required to provide a 30' wide landscaped greenspace containing at a minimum: 3 shade trees, 2 ornamental or evergreen trees, and 6 shrubs required per 100 lineal feet.
- The right-of-way fronting the parkway should contain at a minimum: 3 shade trees and 2 ornamental or evergreen trees required per 150 lineal feet.
- Landscape plantings should be grouped in naturalistic clusters and utilizing a diversity of species selected from Ronald Reagan Parkway Recommended Plant Species list in section 11 of this document.
- The county and/or local municipalities should ensure that all projects connect with and/or help to complete a consistent landscape design aesthetic along the entire parkway.
- Landscape designs should be completed by a licensed landscape architect.
- Tree plantings minimum setback from face of curb along parkway: 8'-0"
- Tree plantings minimum setback in non-curbed sections: 16'-0" from edge of travel lane (or per clear zone requirements as established in final design)

RECOMMENDED PLANT SPECIES LISTS

Recommended plant species lists for all plantings along the parkway are listed on the following pages. These lists should be used as a guide when selecting plants for areas both within the right-of-way as well as on private developments within the study area.

RONALD REAGAN PARKWAY RECOMMENDED TREE SPECIES LIST

SMALL TREES WITH NARROW CROWNS

Acer griseum - Paperbark Maple
Amelanchier arborea - Shadblow Serviceberry
Amelanchier Canadensis 'Lamarcki' – Lamarcki Serviceberry
Amelanchier x *grandiflora* 'Robin Hill' – Robin Hill Serviceberry
Amelanchier laevis–Cumulus Serviceberry
Cornus kousa – Kousa Dogwood
Prunus sargentii 'Columnaris' –Columnar Sargent Cherry
Prunus serrulata – Oriental Cherry
Prunus virginiana 'Canada Red Select' – Canada Red Select Cherry

SMALL TREES WITH BROAD CROWNS

Acer buergeranum – Trident Maple
Acer campestre - Hedge Maple
Acer ginnala - Amur Maple
Acer tartarian - Tartarian Maple
Amelanchier laevis 'Cumulus'- Cumulus Serviceberry
Carpinus caroliniana - American Hornbeam
Cercis canadensis – Eastern Redbud
Chionanthus virginicus - Fringetree
Cornus alternifolia - Pagoda Dogwood
Cornus florida – Flowering Dogwood
Crataegus spp.– Hawthorn Varieties*: Inermis, Vaughn, Ohio Pioneer, Crimson Cloud, Winter King, Washington
Malus spp. - Crabapple Varieties *: Centzam, Red Splender, Red Jewel, Van Eseltine, Zumi "See Indiana Urban Forest Council's recommended Crabapple list."
Prunus virginiana 'Shubert' - Shubert Chokecherry
Prunus 'Accolade' –Accolade Flowering Cherry
Syringa reticulata - Japanese Tree Lilac
**limit use – over planted genus*

MEDIUM TREES

Aesculus x carnea 'Briotii' - Rubyred Horsechestnut
Betula nigra - River Birch
Carpinus betulus - European Hornbeam
Fagus sylvatica 'Purpurea Tricolor' or 'Roseo-marginata' – Tricolor Beech
Gleditsia triacanthos inermis 'Impcole' – Imperial Honeylocust
Koelreuteria paniculata - Golden-Rain Tree
Nyssa sylvatica – Sourgum / Blackgum
Ostrya virginiana – Hophornbeam

*Limit use – overplanted genus

Phellodendron amurense 'Macho' - Male Corktree
Pyrus calleryana spp.- Pear Species
Quercus robur 'Fastigiata' - Pyramidal English Oak
Quercus robur 'Skyrocket' - Skyrocket English Oak
Sophora japonica - Pagodatree
Tilia cordata 'Corzam' - Corinthian Littleleaf Linden
Tilia x flavescens 'Glenleven' - Glenleven Hybrid Linden

LARGE TREES

Acer x freemanii – Autumn Blaze Maple
Acer nigrum - Black Maple
Acer platanoides–Norway Maple
Acer rubrum – Red Maple*
Acer saccharum – Sugar Maple
Carya ovata – Shagbark Hickory
Celtis laevigata 'All Seasons' - All Seasons Sugarberry
Celtis occidentalis 'Prairie Pride' - Prairie Pride Hackberry
Cercidiphyllum japonicum - Katsura Tree
Cladrastis kentukea - Yellowwood
Corylus colurna - Turkish Filbert
Eucommia ulmoides - Hardy Rubber Tree
Fagus grandifolia - American Beech
Fagus sylvatica - European Beech
Fraxinus americana - White Ash
Fraxinus pennsylvanica - Green Ash
Ginkgo biloba - Ginkgo (male only)
Gleditsia triacanthos inermis - Honeylocust
Gymnoclanus dioica - Kentucky Coffeetree
Liriodendron tulipifera - Tuliptree
Metasequoia glyptostroboides – Dawn Redwood
Platanus x acerifolia 'Bloodgood' - Bloodgood London Planetree
Platanus x acerifolia 'Columbia' - Columbia London Planetree
Platanus x acerifolia 'Liberty' - Liberty London Planetree
Quercus alba - White Oak
Quercus bicolor - Swamp White Oak
Quercus coccinea - Scarlet Oak
Quercus macrocarpa - Bur Oak
Quercus muehlenbergii - Chinkapin Oak
Quercus rubra - Northern Red Oak
Quercus velutina – Black Oak
Taxodium distichum - Bald Cypress
Tilia americana - American Linden
Tilia cordata – Littleleaf Linden

*Limit use – overplanted genus

Tilia tomentosa - Silver Linden
Ulmus parvifolia * - Chinese / Lacebark Elm
Ulmus parvifolia * 'Dynasty' - Dynasty Chinese Elm
Ulmus 'Pioneer' * - Pioneer Elm
*Ulmus x hollandica** 'Urban' – Urban Elm
*Zelkova serrata** – Japanese Zelkova

EVERGREEN TREES

Juniperus virigniana. – Red Cedar Juniper
Picea abies - Norway Spruce
Picea glauca – White Spruce
Picea omorika - Serbian Spruce
Picea pungens species - Colorado Blue Spruce
Pinus strobes - Eastern White Pine
Pinus nigra - Austian Pine
Tsuga Canadensis – Eastern Hemlock

UNDESIRABLE TREES

Acer negundo - Boxelder: Aggressive, Shallow roots, Weak wood
Acer Platanoides – Norway Maple: Invasive Indiana Plant
Acer saccharinum - Silver Maple: Aggressive, Shallow roots, Weak wood
Ailanthus altissima - Tree of Heaven: Seeds, Suckers, Weak wood, Invasive Indiana Plant
Betula papyrifera – Paper Birch: Insects
Betula pendula – Euorpean White Birch: Insects
Elaeagnus angustifolia - Russian Olive: Form, Disease
Fraxinus velutina glabra - Modesto Ash: Sidewalk damage problems
Ginkgo biloba - Female - Female Ginkgo: Fruits
Morus species - Mulberry: Fruits, Shallow roots, Invasive Indiana Plant
Pyrus calleryana 'Bradford' – Bradford Pear: Weak branching, Low branches
Populus alba - White Poplar: Suckers, Shallow roots, Weak wood
Populus deltoides - Cottonwood: Weak wood, Shallow roots, Seeds
Populus nigra 'Italica' - Lombardy Poplar: Insects, Disease, Short-lived
Quercus palustris – Pin Oak: Soil problems, Yellowing, Low branches
Quercus shumardii - Shumard Oak
Rhamnus cathartica, Rhamnus frangula – Buckthorns: Invasive Indiana Plant
Robinia pseudoacacia – Black Locust: Invasive Indiana Plant
Salix species - Willow: Weak wood, Shallow roots
Ulmus americana - American Elm: Insects, Disease
Ulmus pumila - Siberian Elm: Weak wood, Seeds, Invasive Indiana Plant

*Limit use – overplanted genus

RONALD REAGAN PARKWAY RECOMMENDED SHRUB SPECIES LIST

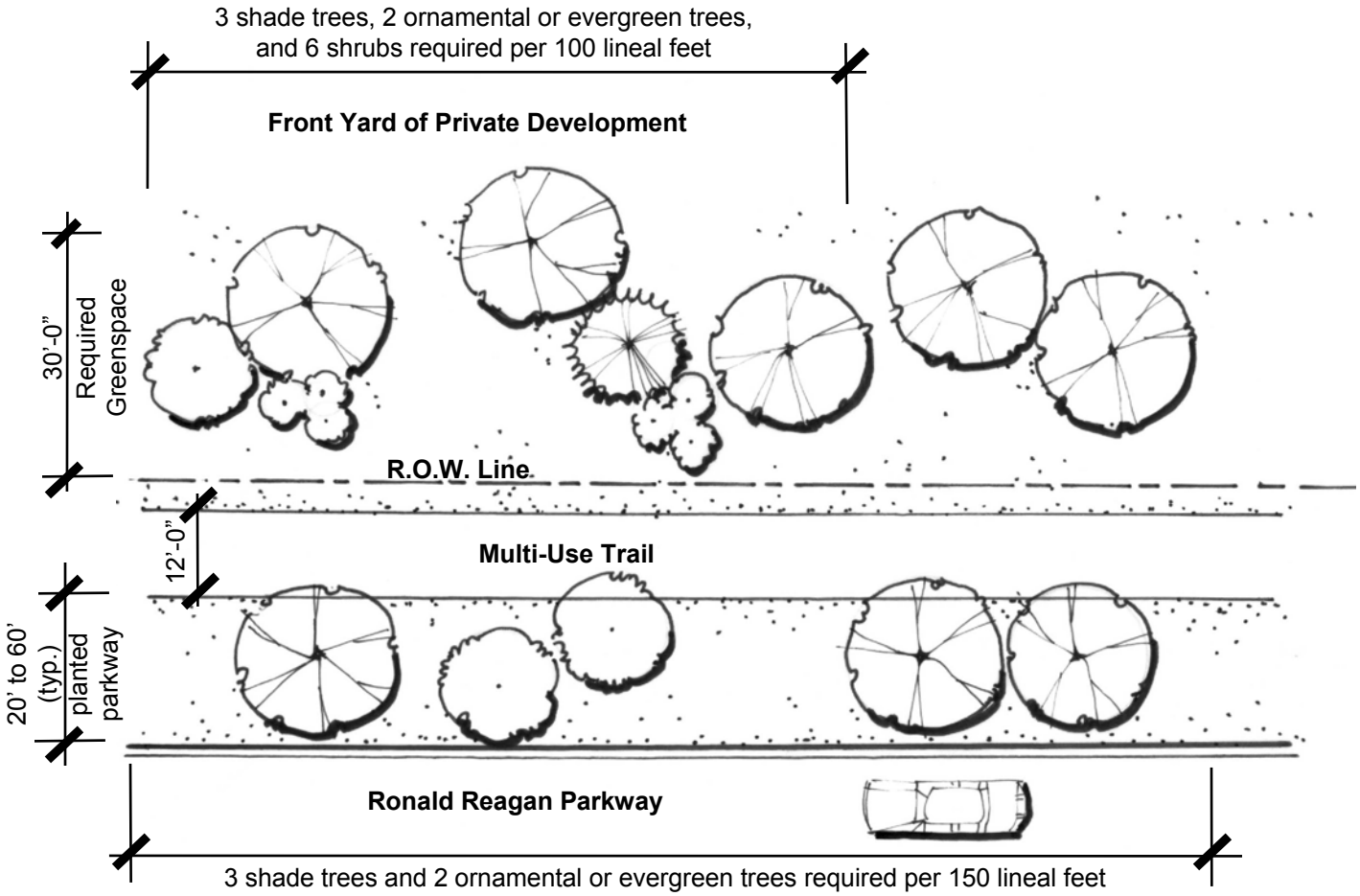
Scientific Name Common Name	Evergreen?	Average Height	Growth Rate	Form	Sunlight Requirement	Soil Moisture Requirement	Comments
Aesculus parviflora Bottlebrush Buckeye	N	8' to 10'	Fast	Irregular	Full sun to Partial shade	Moist	Native Shrub
Amelanchier arborea, A. canadensis, A. laevis Serviceberry Species and Hybrids	N	12' to 20'	Moderate	Irregular	Full sun to Partial shade	Moderate	Use multiple stem specimens for when used as shrub
Aronia arbutifolia Red Chokeberry	N	4' to 6'	Slow	Upright Irregular	Full sun to Partial shade	Moderate	
Aronia melanocarpa Black Chockeberry	N	4' to 5'	Moderate	Irregular Spreading	Full sun to Partial shade	Moderate	Native Shrub
Baptisia australis; B. leucantha Blue False Indigo; White False Indigo	N	3' to 5'	Moderate	Irregular	Full sun to Partial shade	Moderate to Dry	Native Prairie Plant
Berberis thunbergii Japanese Barberry	N	18" to 5' Varies by cultivar	Moderate	Rounded Spreading	Full sun	Moderate	Good barrier plant; however, thorniness makes clean up difficult. Traps leaves and litter. Cultivars: 'Crimson Pygmy', 'Rosy Glow'
Buxus koreana x Buxus sempervirens Sheridan Hybrid Boxwood	Y	2' to 5' Varies by cultivar	Slow	Rounded	Partial shade to Sun	Moderate	Cultivars: 'Green Gem', 'Wintergreen', 'Green Velvet', 'Green Mountain', etc.
Calycanthus floridus Sweetshrub	Y	4' to 7'	Moderate	Irregular Spreading	Full Sun	Moderate	
Caryopteris x clandonensis Blue Mist Spirea	N	3'	Fast	Rounded	Full Sun	Moderate to Dry	
Ceanothus americanus New Jersey Tea	N	2'	Fast	Rounded	Full Sun to Partial Shade	Moderate to Dry	Native Shrub
Chaenomeles speciosa cultivars Flowering Oriental Quince	N	6' to 10'	Moderate	Rounded Spreading	Full Sun	Moderate	Good barrier plant; however, thorniness makes clean up difficult. Traps leaves and litter. Cultivars: 'Texas Scarlet', 'Jet Trail', & Other hybrids
Clethra alnifolia Summersweet	N	3' to 8' Varies by cultivar	Moderate	Rounded	Full Shade	Wet to Moderate	

RONALD REAGAN PARKWAY RECOMMENDED SHRUB SPECIES LIST - CONT'D

Cornus alba; Cornus sericea Tatarian Dogwood ; Redtwig Dogwood	N	5' to 10'	Fast	Upright Irregular	Partial shade	Moderate	
Cotoneaster apiculata, C. divaricata, C. lucida Cotoneaster	N	3' to 8'	Slow to Moderate	Spreading	Full Sun	Moderate	Cultivars: Tom Thumb Creeping Cotoneaster, Cranberry, Coral Beauty, etc.
Forsythia x intermedia Common Forsythia	N	12" to 10' Varies by cultivar	Fast	Irregular, varies by cultivar	Partial shade to Full sun	Moderate	Cultivars: 'Sunrise', 'Gold tide', 'Bronx', etc.
Hamamelis vernalis Vernal Witch Hazel	N	10' to 12'	Moderate	Irregular	Partial shade	Moderate	
Hydrangea macrophylla Bigleaf Hydrangea	N	3' to 5'	Moderate	Rounded	Full sun to Partial shade	Wet to Moderate	
Hydrangea paniculata PeeGee Hydrangea	N	6' to 10'	Moderate	Rounded	Full sun to Partial shade	Wet to Moderate	
Hydrangea quercifolia Oakleaf Hydrangea	N	4' to 8'	Slow to Moderate	Upright Irregular	Full Shade to Sun	Moist	Native shrub
Ilex crenata Japanese Holly	Y	3' to 4'	Slow	Rounded	Partial Shade	Moderate	Cultivars: 'Compacta', 'Convexa', 'Helleri', 'Hetzi'
Ilex glabra Compact Inkberry	Y	4' to 6'	Slow	Irregular	Full sun to Partial shade	Wet to Moderate	Native Shrub
Ilex meserveae Meserveae Holly	Y	5' to 10'	Moderate	Rounded to Upright	Partial shade to Full sun	Moderate	
Ilex verticillata Winterberry Holly	N	6' to 10'	Slow to Moderate	Rounded	Partial shade to Full sun	Wet to Moderate	Native Shrub
Juniperus (Shrub forms) Juniper	Y	12" to 8' Varies by cultivar	Slow to Moderate	Varies by cultivar	Full sun	Moderate to Dry	Cultivar: 'Blue Pacific', 'Sea Green', 'Kallays Compact', 'Blue Chip', etc.
Myrica pensylvanica Northern Bayberry	N	8' to 10'	Moderate	Rounded	Partial shade to Full sun	Moderate to Dry	Tolerates road salt
Physocarpus opulifolius Common Ninebark	N	4' to 7'	Moderate	Irregular	Full sun	Moderate to Wet	Native Shrub
Picea abies (Shrub forms) Norway Spruce	Y	2' to 8' Varies by cultivar	Fast	Varies by cultivar	Full Sun	Moderate	

RONALD REAGAN PARKWAY RECOMMENDED SHRUB SPECIES LIST- CONT'D

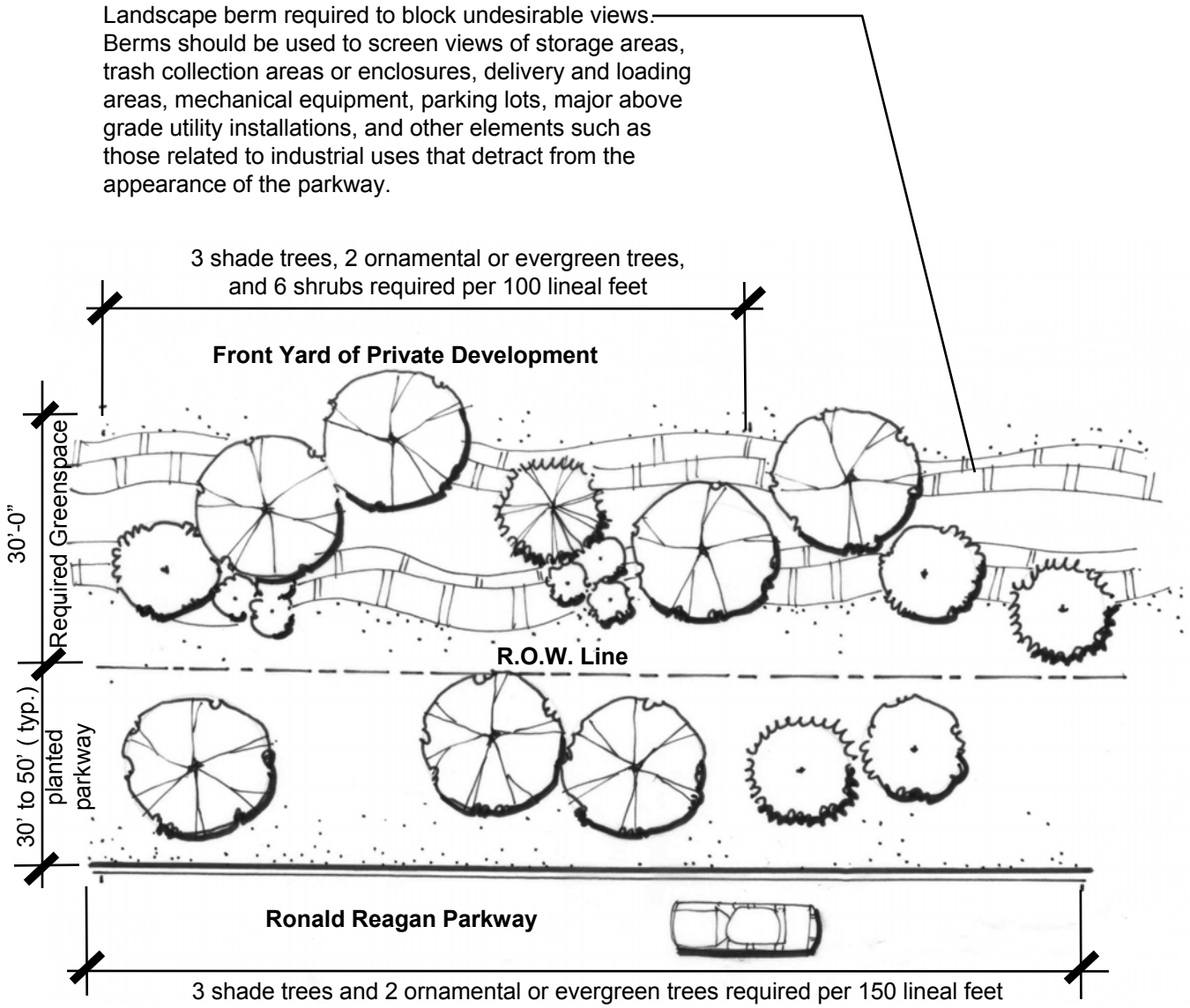
Picea glauca (Shrub forms) Dwarf Alberta Spruce	Y	3' to 8' Varies by cultivar	Slow	Varies by cultivar	Full sun	Moderate	
Pinus mugo Mugho Pine	Y	4' to 6'	Slow	Rounded	Full sun	Moderate to Dry	
Potentilla fruticosa Potentilla	N	2' to 3'	Slow	Rounded	Full sun	Moderate	
Pyracantha coccinea Scarlet Firethorn	Y	6' to 10'	Moderate to Fast	Rounded to Irregular	Partial shade to Full sun	Moderate	
Rhus aromatica 'Lo Grow' Low Grow Sumac	N	1' to 2'	Moderate	Spreading	Full sun	Moderate	Native groundcover
Spiraea speciosa cultivars Spirea	N	2' to 6'	Moderate	Rounded	Full sun to Partial shade	Moderate	Cultivars: 'Gold Mound', 'Shiro Bana', 'Snow Mound', 'Little Princess', etc.
Syringa meyeri Dwarf Korean Lilac	N	3' to 5'	Moderate	Rounded	Full sun	Moderate	Cultivars: 'Palibin'
Syringa patula 'Miss Kim' Miss Kim Lilac	N	6' to 10'	Moderate	Rounded	Full sun	Moderate	
Taxus x media Common Yew	Y	3' to 8' Varies by cultivar	Slow	Varies by cultivar	Partial shade	Moderate	
Thuga occidentalis ' Emerald' Emerald Arborvitae	Y	10-12'	Moderate	Pyamidal	Full sun to Partial shade	Moist to Wet	
Viburnum carlesii, V. cassinoides, V. dentatum, V. dilatatum, V. lantana, V. lentago, V. plicatum, V. rhytidophylloides, V. rhytidophyllum Viburnum Species and Cultivars	N	6' to 12' Varies by type	Slow to Moderate	Varies by type	Partial shade to Full sun	Moderate	
Viburnum lentago, V. prunifolium, V. trilobum Native Viburnums	N	6' to 12' Varies by type	Slow to Moderate	Varies	Partial shade to Full sun	Moderate	Common names: Nannyberry, Blackhaw, American Cranberry Bush



Note: Required Greenspace to be planted by private developments fronting the parkway.

11.2 TYPICAL ROADWAY EDGE AND GREEN SPACE PLANTING

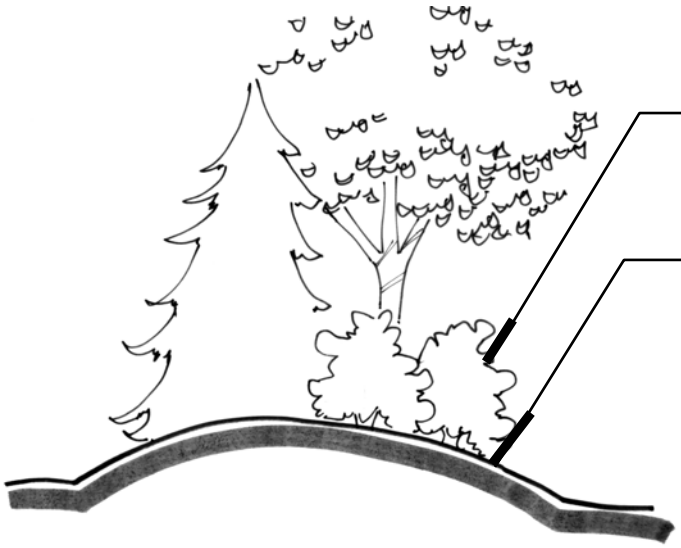
NOT TO SCALE



Note: Required Greenspace to be planted by private developments fronting the parkway.

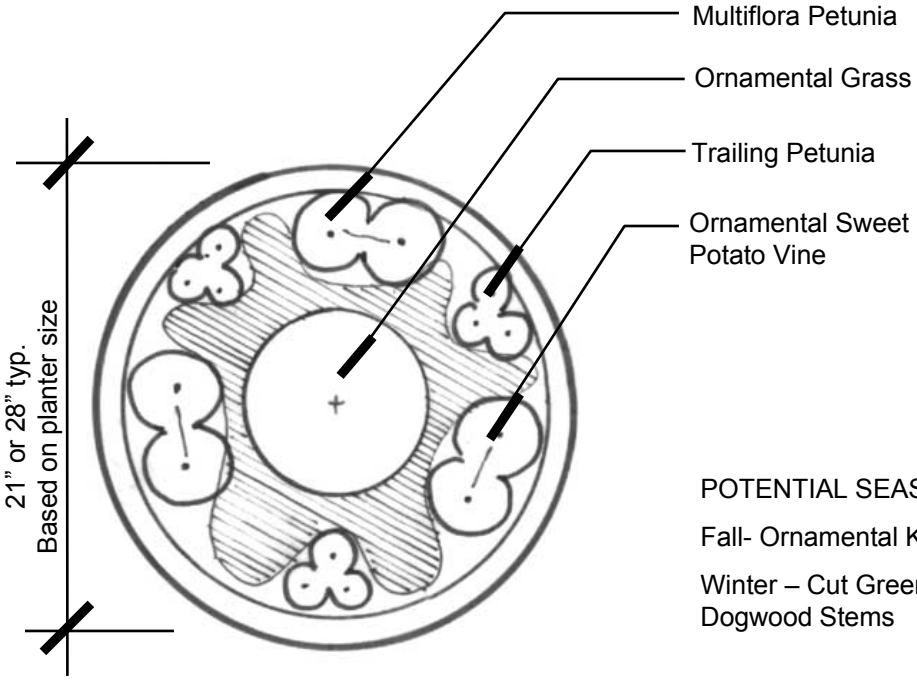
11.3 TYPICAL ROADWAY EDGE AND BERM PLANTING

NOT TO SCALE



11.4 TYPICAL LANDSCAPED BERM - ELEVATION

NOT TO SCALE



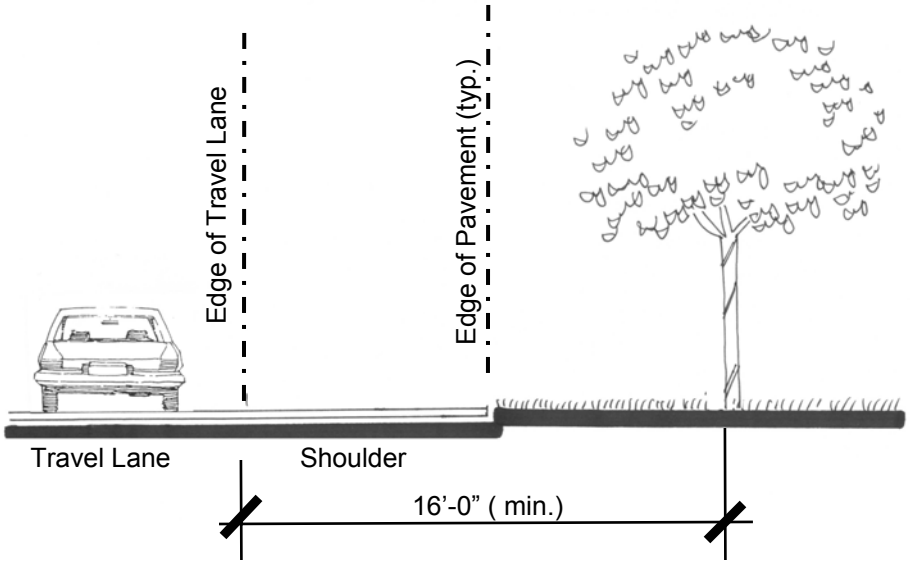
POTENTIAL SEASONAL ROTATIONS:

Fall- Ornamental Kale and Mums

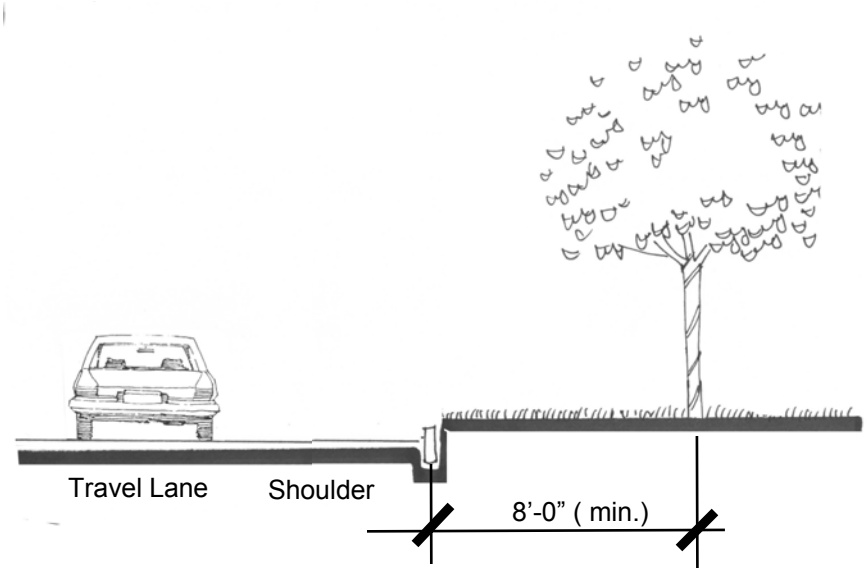
Winter – Cut Greens and Red Twig Dogwood Stems

11.5 LONGSHADOW PRAIRIE PLANTER- TYPICAL PLANTING

NOT TO SCALE



TREE PLANTING AT NON-CURBED ROADWAY SECTIONS



TREE PLANTING AT CURBED ROADWAY SECTIONS

11.6 TREE PLANTINGS – SPATIAL RELATIONSHIP TO PARKWAY

NOT TO SCALE