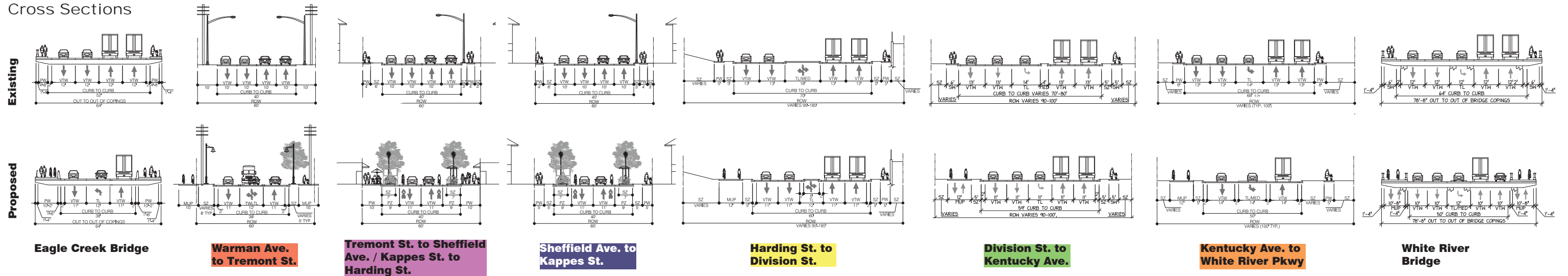


Cross Sections



**Eagle Creek Greenway Gateway**   **Industrial/Logistics District**   **Tremont St. Gateway**   **Belmont Village Mxed-Use Center**   **Residential District**   **Harding St. Gateway**   **Industrial Parkway District**   **Kentucky Ave. Gateway**   **White River Greenway Gateway**



Phase A1 - \$716,083 / Phase A2 - \$1,176,312	Phase B - \$1,532,710	Phase C - \$725,704	Phase D - \$809,445	Phase E - \$1,337,608	Phase F - \$733,084
Corridor Lighting - \$807,474					

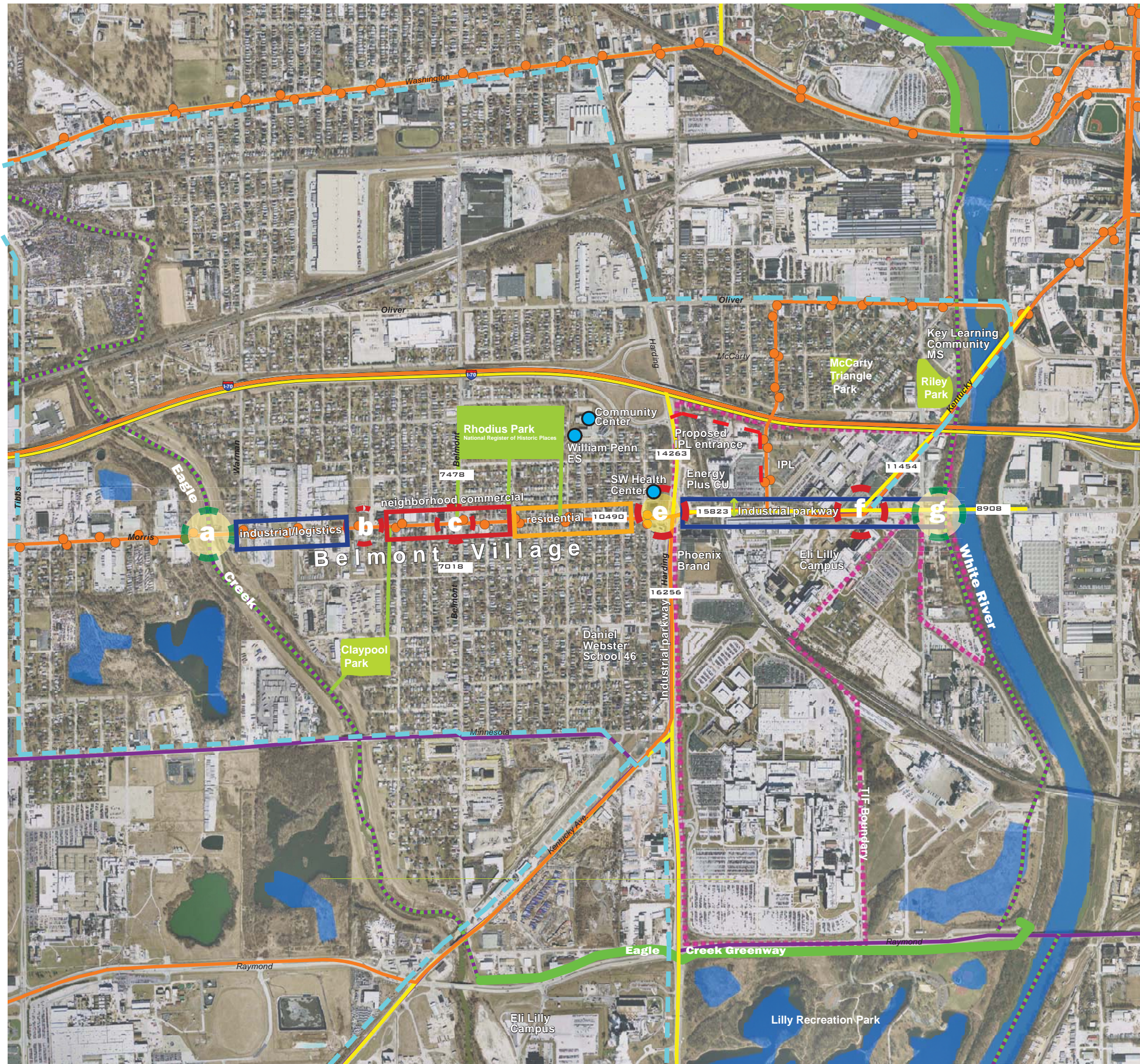


# West Morris Street Complete Street Project

March 24, 2011







## Legend

-  Bike Lanes
  -  Bus Routes/Stops
  -  Park/Corridor
  -  Greenway (proposed)
  -  Greenway (existing)
  -  TIF Boundary
  -  Neighborhood Destinations
  -  Alternative Truck Routes
- 
- a Eagle Creek Greenway Gateway
  - b Tremont Gateway
  - c Belmont Village Center Gateway
  - d Harding St. Gateway
  - e Kentucky Ave. Gateway
  - f White River Greenway Gateway

### Alternative Trucks Routes:

- Trucks from west - exit I-70 at Holt Rd. exit / use alternate at Tibbs Ave.
- Trucks from north - use alternate at Washington St. (W) or Oliver Ave. (E)
- Trucks from east - use alternate at Kentucky Ave.
- Trucks from south - use alternate at Minnesota/Kentucky Ave.

0 1/4 Mile 1/2 mile 1 mile



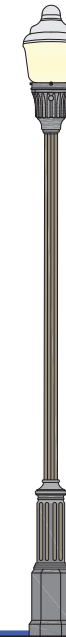
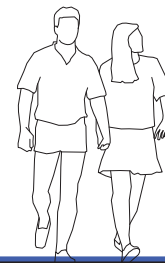


Identity Logo (in development)



Enhanced Bus Shelters with Bike Racks & Neighborhood Identity Features  
Martin Luther King Blvd. Streetscape (designed by SKA)

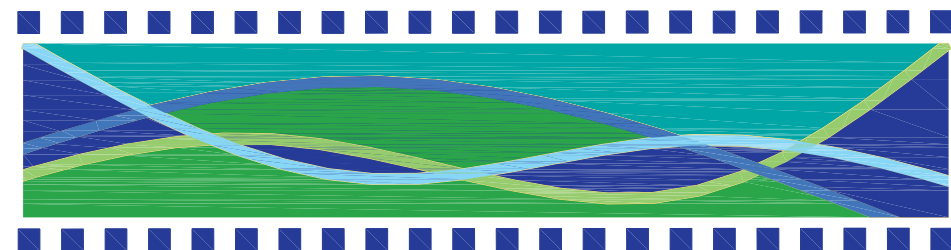
18  
16  
14  
12  
10  
8  
6  
4  
2



Decorative Street Lights  
IPL 'Washington' style light



Gateway Features similar to Washington Street Bridge at  
White River and Eagle Creek bridges (in development)  
Washington Street bridge, Indianapolis



Pedestrian Crosswalk Pattern (in development)



Example of enhanced bus shelter with bike racks  
Martin Luther King Blvd. Streetscape (designed by SKA)

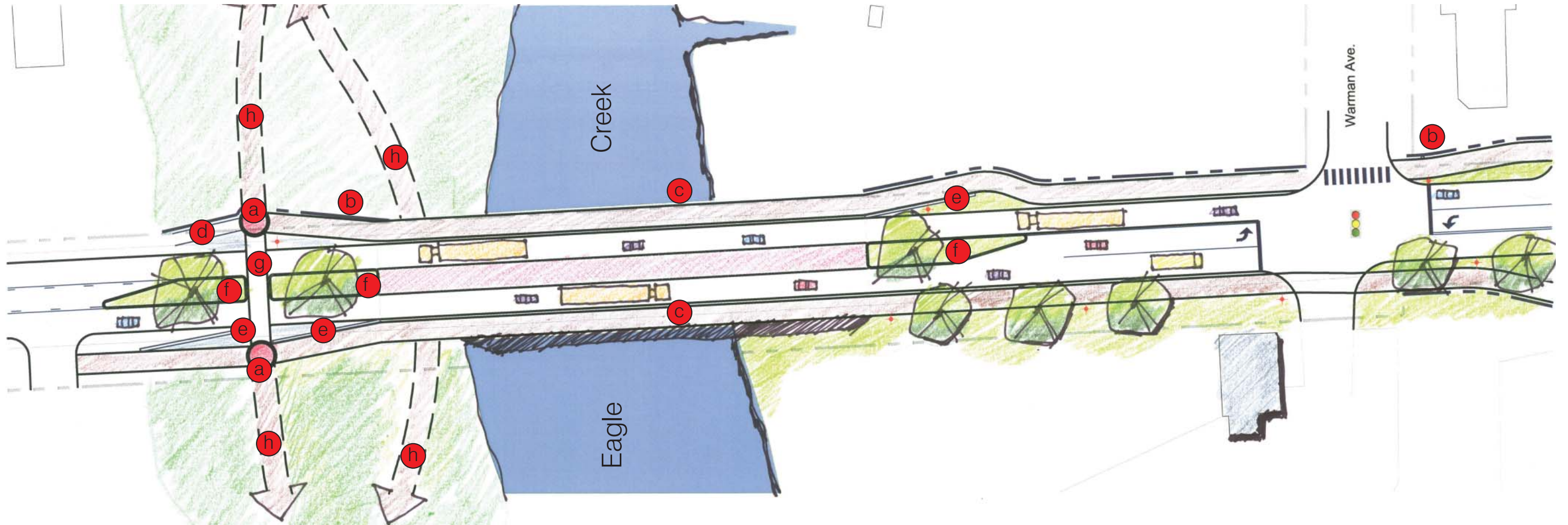


Example of gateway node with signage  
West Baden Springs Promenade Trail (designed by SKA)



Example wayfinding  
signage at gateway node  
West Baden Springs  
Promenade Trail (designed by SKA)

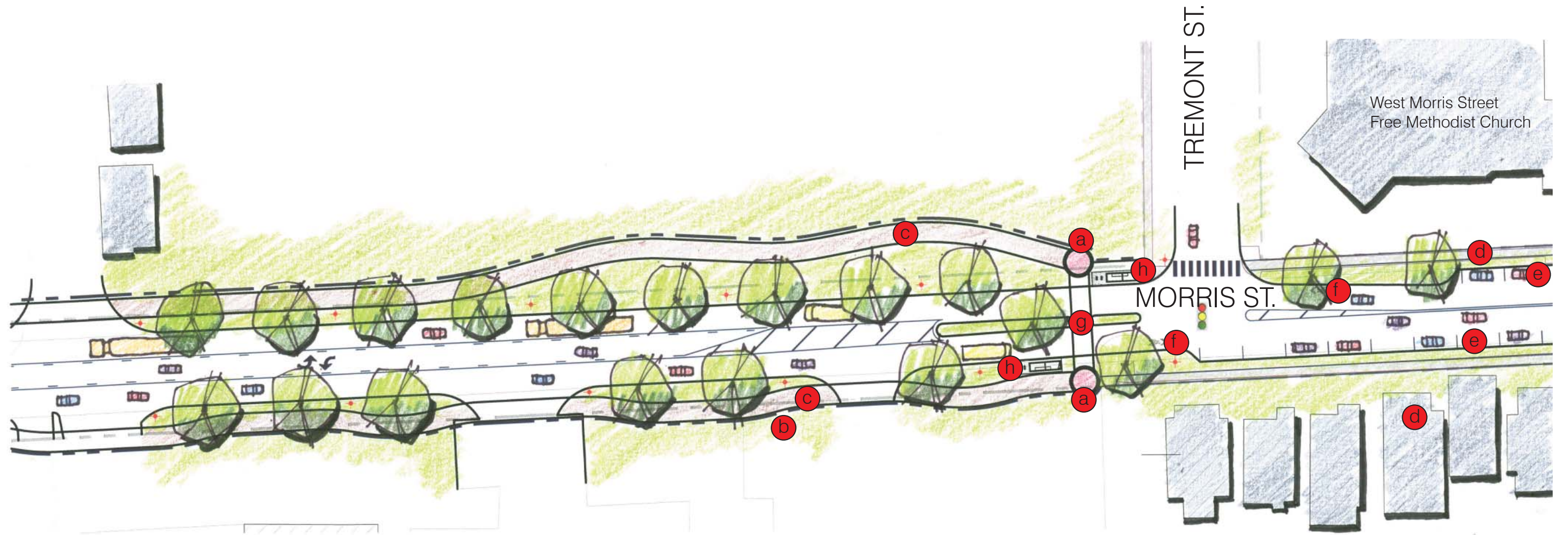




- Light Industrial land use character
- Vehicular transition from 4 lane to 3 lane at Tibbs Ave.
- Bicycle/Pedestrian transition from Eagle Creek Greenway to Morris St. multi-use path

- (a) Gateway node with signage
- (b) Approximate Right-of-Way acquisition extents
- (c) Multi-use path
- (d) Sidewalk
- (e) Bridge transition railing
- (f) Landscape Median
- (g) Pedestrian crossing
- (h) Proposed Eagle Creek Greenway

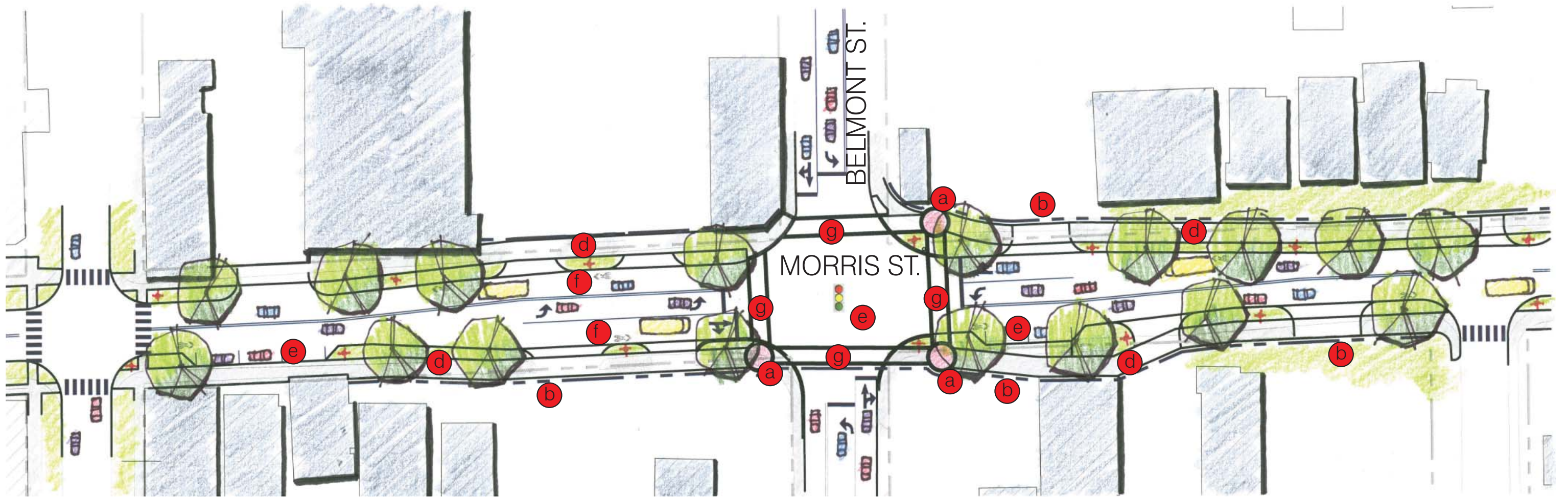




- Village mixed-use character, predominantly residential
- Vehicular transition from 4 lanes with allowed parking to 2 lanes with dedicated parking and bike sharrow
- Proposed traffic signal

- a** Gateway node with signage & transition from multi-use path to sharrow
- b** Approximate Right-of-Way acquisition extents
- c** Multi-use path
- d** Sidewalk
- e** Dedicated on-street parking
- f** Bike sharrow
- g** Pedestrian crossing
- h** Bus Shelter with Bike Racks





- Village mixed-use character, predominantly commercial
- Adjustment of vehicular stop bars to improve traffic turning movements
- Vehicular transition from 4 lanes with allowed parking to 2 lanes with dedicated on-street parking and bike sharrow
- Expansion of sidewalks from 5'-wide to 10'-wide to accommodate commercial activities

Morris/Belmont Intersection Traffic Engineering Design Issues:

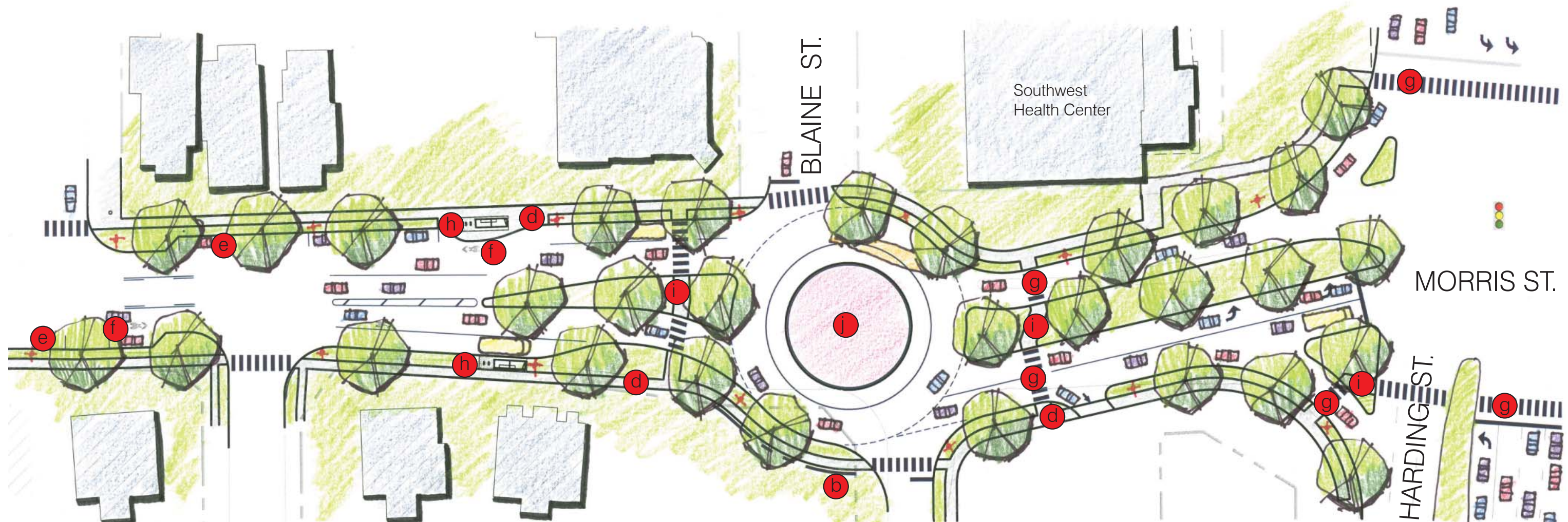
- Large trucks (>WB50) cannot negotiate most turns without excessive intrusion into adjacent and opposing lanes as well as conflicting with simultaneous opposing left turn lanes during a shared left cycle.
- Large vehicles up to WB50 have similar issues that can be mitigated by intersection improvements within the existing right-of-way, including adjusted pavement markings.

Proposed Remedies Include:

- Intersection improvements to accommodate up to WB50 trucks.
- Turn restrictions for vehicles larger than WB50, with advance warning at Oliver and Minnesota Streets.
- The proposed 'Complete Street' Plan for Morris Street includes schematic design for Belmont St. intersection improvements that will reasonably accommodate up to WB50 trucks, while not inducing new traffic for vehicles larger than that. Accommodation of improved pedestrian connectivity across the intersection is also addressed.

- **a** Gateway node with signage at Village Center
- **b** Approximate Right-of-Way acquisition extents
- **c** Multi-use path
- **d** Sidewalk
- **e** Dedicated on-street parking
- **f** Bike sharrow
- **g** Pedestrian crossing

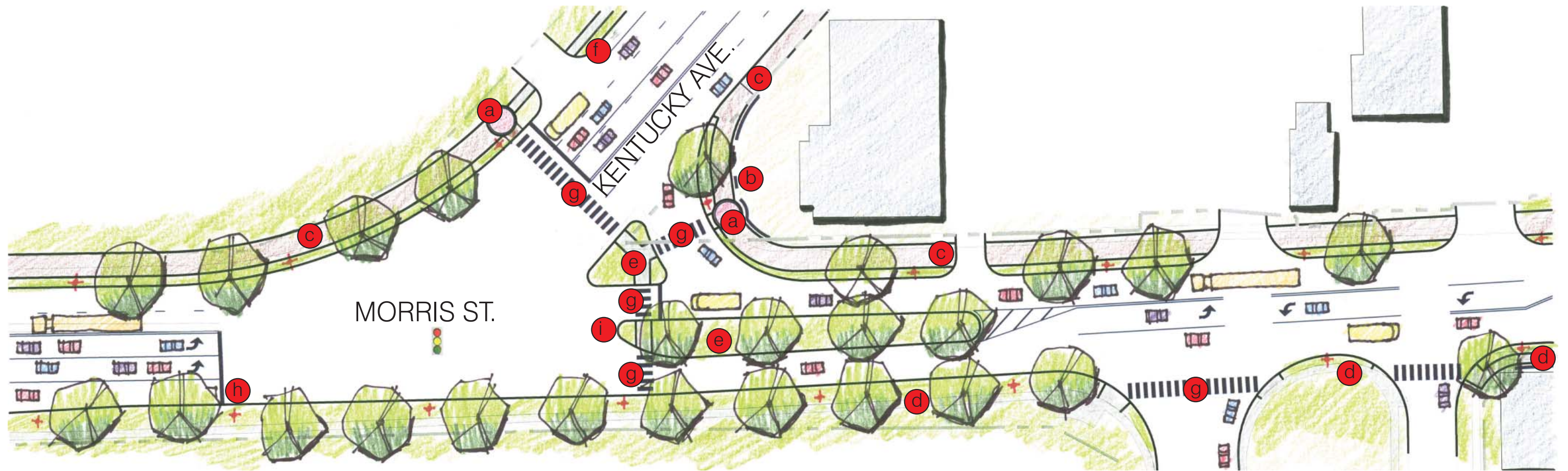




- Village mixed-use character
- Vehicular transition from 4 lanes with allowed parking to 2 lanes with dedicated parking and bike sharrows
- Improved traffic turning movements with installation of roundabout at Blaine St.
- Improved turning movements of westbound traffic on Morris St.
- Pedestrian circulation improvements through traffic calming and pedestrian refuge islands

- **a** Gateway node with signage
- **b** Approximate Right-of-Way acquisition extents
- **c** Multi-use path
- **d** Sidewalk
- **e** Dedicated on-street parking
- **f** Bike sharrows
- **g** Pedestrian crossing
- **h** Bus shelter with bike racks
- **i** Pedestrian refuge island
- **j** Roundabout with specialty paving & gateway feature

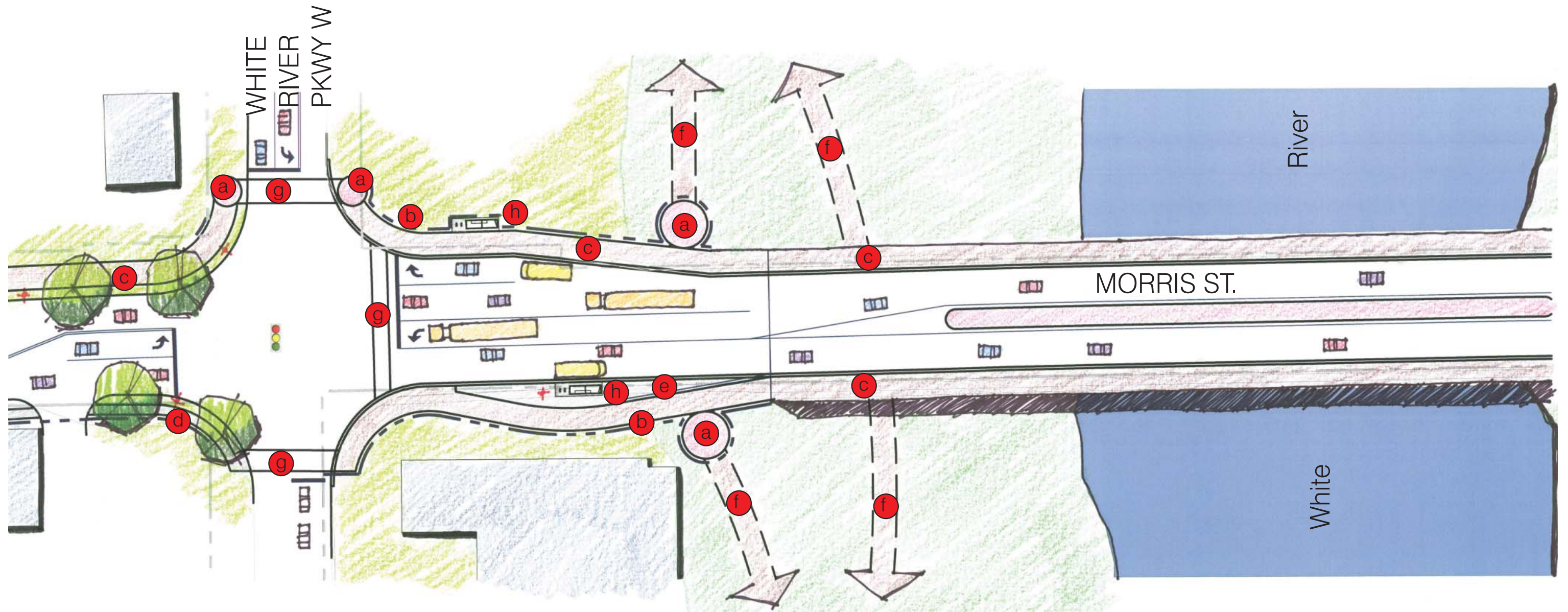




- Light Industrial land use character
- Entrances to Indianapolis Power & Light and Eli Lilly & Co. near intersection
- Vehicular transition from 6-lanes to 5-lanes on Morris St. west of Kentucky Ave. by reduction of two through-lanes to one-through lane
- Vehicular transition from 6-lanes to 3-lanes on Morris St. east of Kentucky Ave. by elimination of southbound turning lanes onto Kentucky Ave. with closure of Kentucky Ave.
- Introduction of bike lanes on west side of Kentucky Ave., per City *Pedestrian Plan*, by lane width modification on Kentucky Ave.
- Bike and pedestrian accommodation through multi-use path on north side of Morris St.
- Bike and pedestrian accommodation along east side of Kentucky Ave. to connect to White River Greenway node at I-70
- Introduction of landscape medians with pedestrian refuges to improve pedestrian crossings

- (a) Gateway node with signage
- (b) Approximate Right-of-Way acquisition extents
- (c) Multi-use path
- (d) Sidewalk
- (e) Landscape Median/Pedestrian Refuge
- (f) Bike lane
- (g) Pedestrian crossing
- (h) Reduction of two through-lanes to one through-lane
- (i) Removal of south-turning lanes with closure of Kentucky Ave.

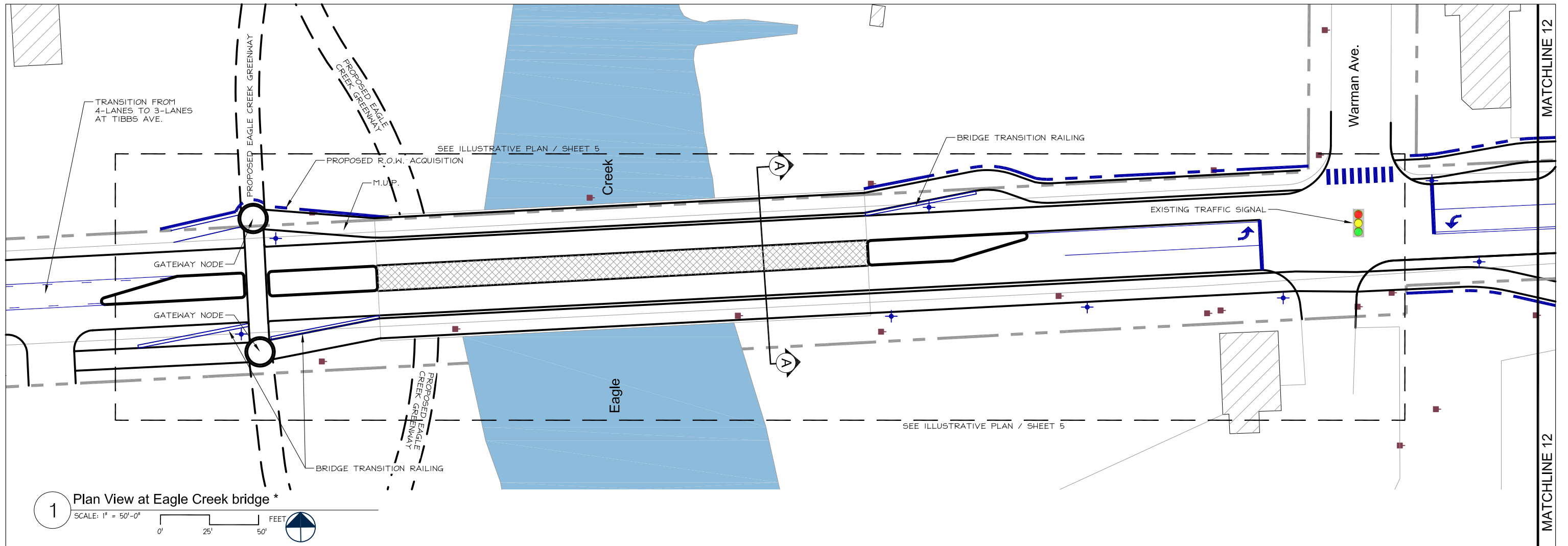




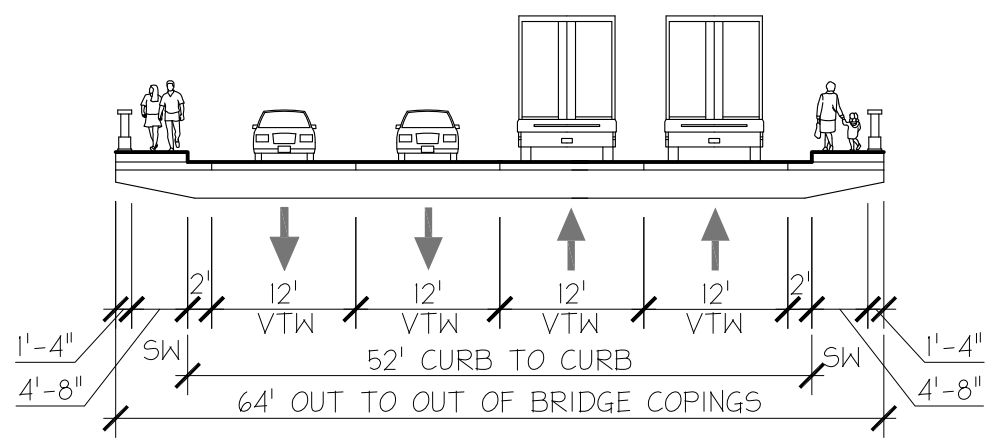
- Light Industrial land use character
- Vehicular transition from 5-lanes to 3-lanes at White River Pkwy E (east end of White River bridge)
- Bike and pedestrian accommodation through multi-use path
- Connection from multi-use path to proposed White River Greenway at White River bridge gateway nodes
- Vehicular transition from 6-lanes to 3-lanes on Morris St. east of Kentucky Ave. by removal of south-turning lanes (Kentucky Ave. now closed) to be replaced with landscape median

- **a** Gateway node with signage
- **b** Approximate Right-of-Way acquisition extents
- **c** Multi-use path
- **d** Sidewalk
- **e** Bridge transition railing
- **f** White River Greenway (proposed)
- **g** Pedestrian crossing
- **h** Bus Shelter with Bike Racks

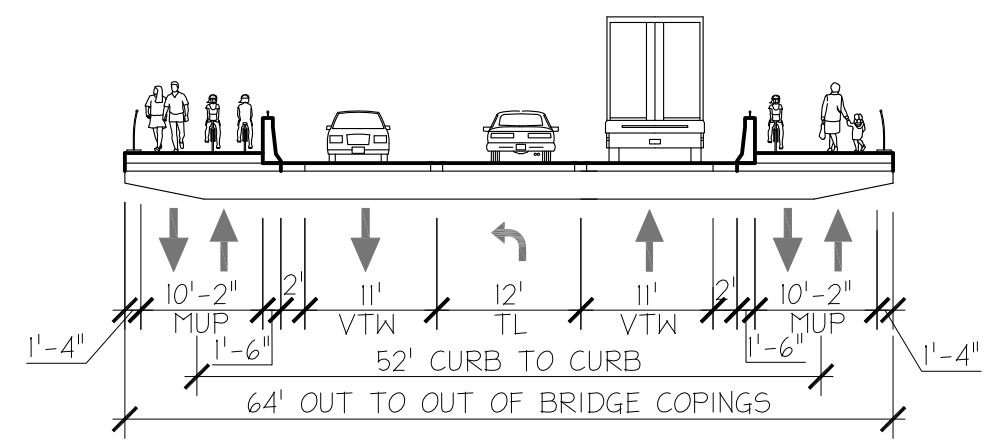




1 Plan View at Eagle Creek bridge \*  
 SCALE: 1" = 50'-0"  
 0' 25' 50' FEET



2 Existing Conditions Cross-Section A-A \*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET



3 Proposed Conditions Cross-Section A-A \*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET

- Legend**
- BL Bike Lane
  - MUP Multi-Use Path
  - PZ Parking Zone
  - ROW Right-of-Way
  - SW Sidewalk
  - SZ Separation Zone
  - TL Turning Lane
  - VTW Vehicular Travel Way
  - Existing Utility Pole
  - Existing ROW
  - Existing Building
  - Proposed Street Light
  - Proposed ROW Acquisition
  - Sharrow

\* Note: all dimensions based on available City GIS information.

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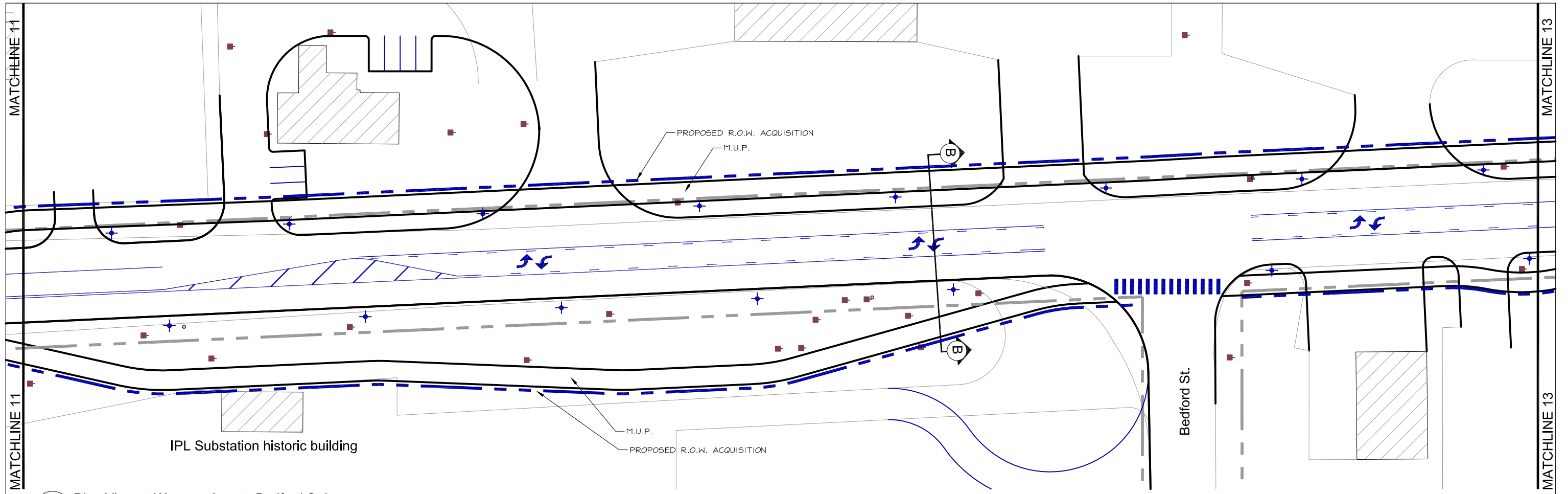


Date: March 24, 2011

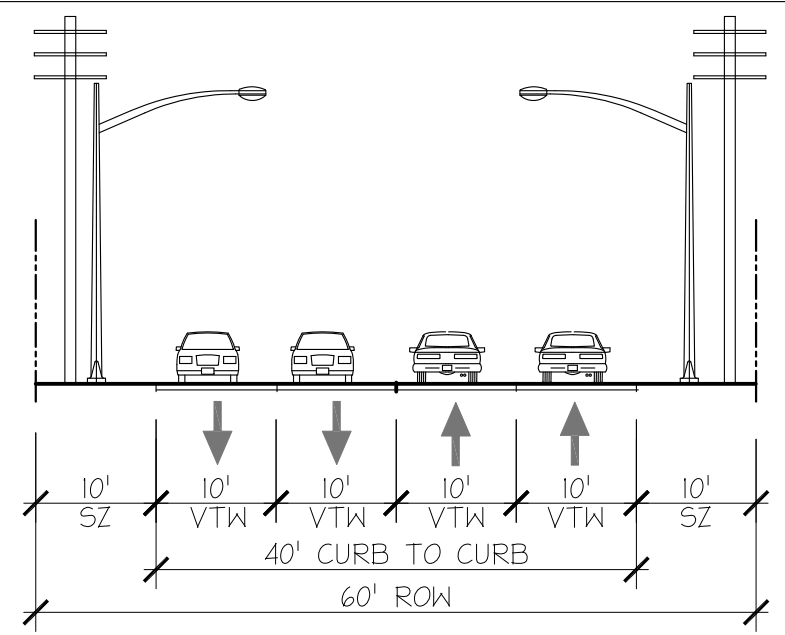
Morris Street Complete Street Project



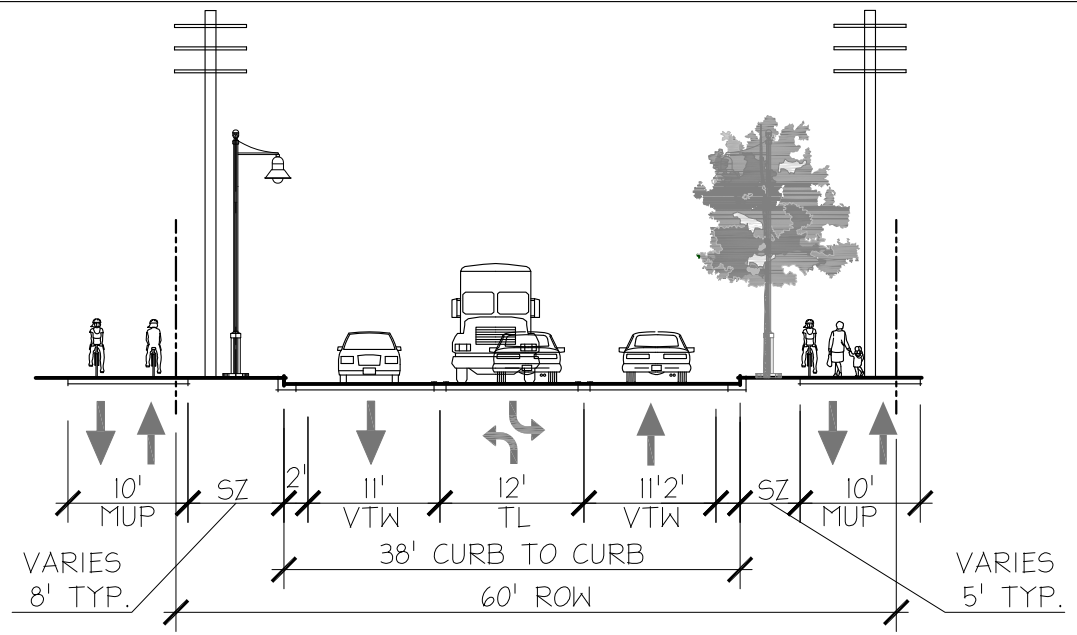
Eagle Creek Bridge Preliminary Geometric Layout Plans



1 Plan View at Warman Ave. to Bedford St.\*  
SCALE: 1" = 50'-0"



2 Existing Conditions Cross-Section B-B\*  
SCALE: 1/16" = 1'-0"



3 Proposed Conditions Cross-Section B-B\*  
SCALE: 1/16" = 1'-0"

**Legend**

BL	Bike Lane
MUP	Multi-Use Path
PZ	Parking Zone
ROW	Right-of-Way
SW	Sidewalk
SZ	Separation Zone
TL	Turning Lane
VTW	Vehicular Travel Way
■	Existing Utility Pole
---	Existing ROW
▨	Existing Building
+	Proposed Street Light
---	Proposed ROW Acquisition
↔	Sharrow

\* Note: all dimensions based on available City GIS information.

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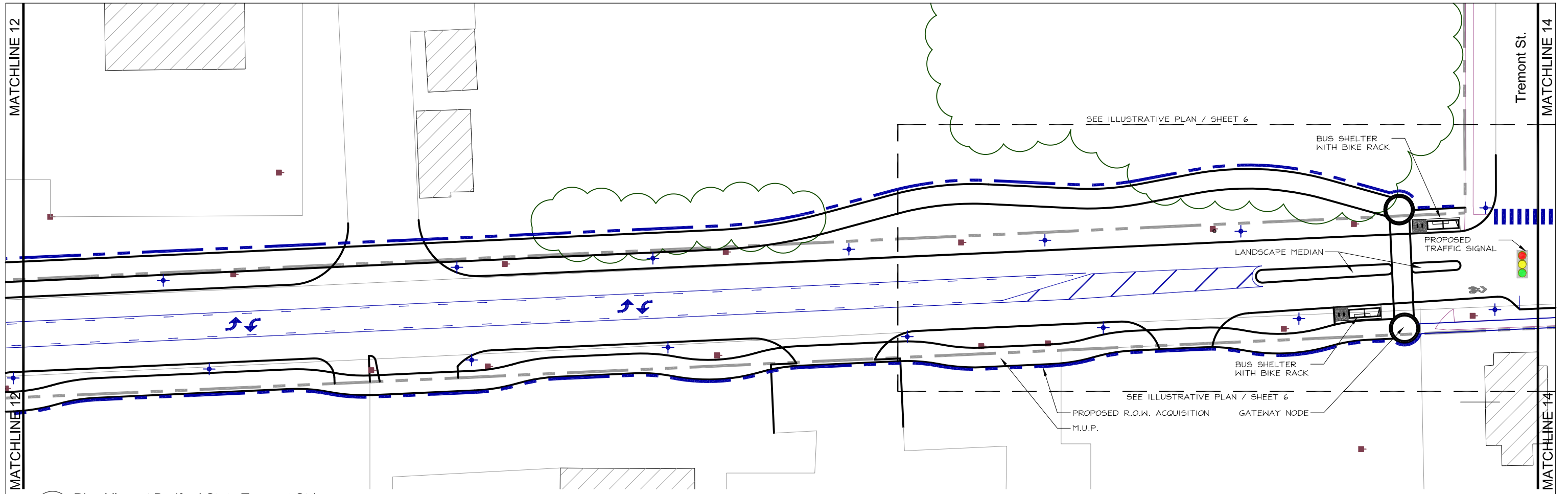


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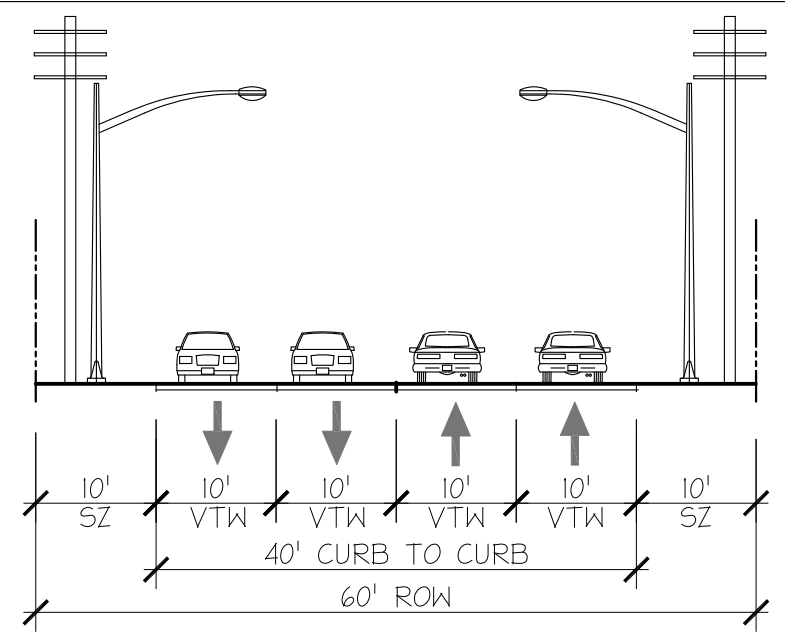
Morris Street Complete Street Project



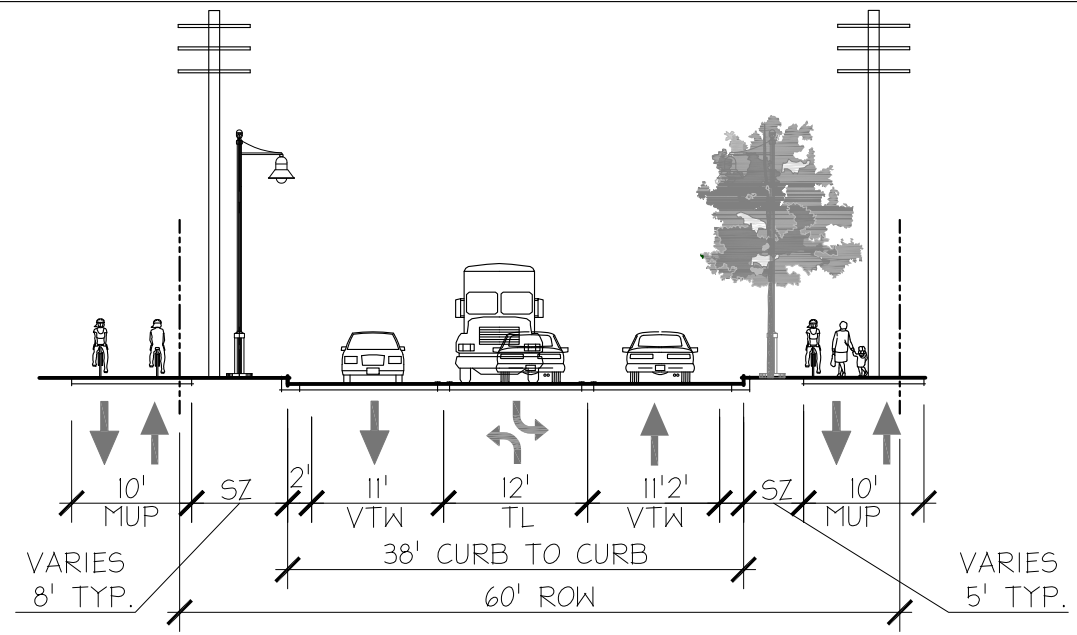
Warman Ave. to Bedford St. Preliminary Geometric Layout Plans



1 Plan View at Bedford St. to Tremont St.\*  
 SCALE: 1" = 50'-0"  
 0' 25' 50' FEET



2 Existing Conditions Cross-Section B-B\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET



3 Proposed Conditions Cross-Section B-B\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET

- Legend**
- BL Bike Lane
  - MUP Multi-Use Path
  - PZ Parking Zone
  - ROW Right-of-Way
  - SW Sidewalk
  - SZ Separation Zone
  - TL Turning Lane
  - VTW Vehicular Travel Way
- Existing Utility Pole
  - Existing ROW
  - Existing Building
  - Proposed Street Light
  - Proposed ROW Acquisition
  - Sharrow
- \* Note: all dimensions based on available City GIS information.

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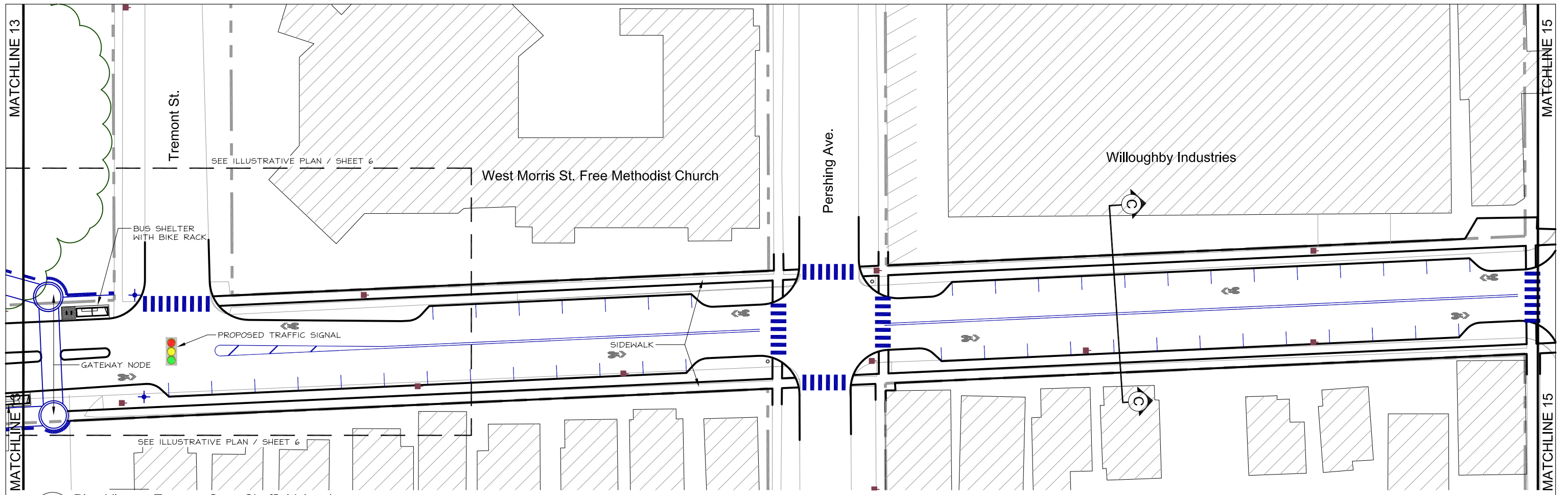


Date: March 24, 2011

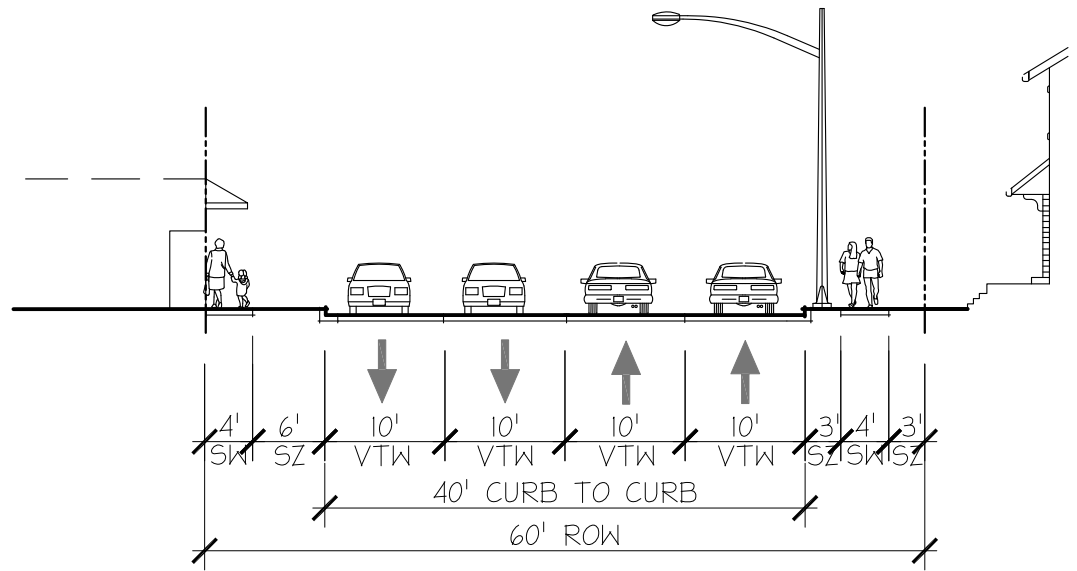
Morris Street Complete Street Project



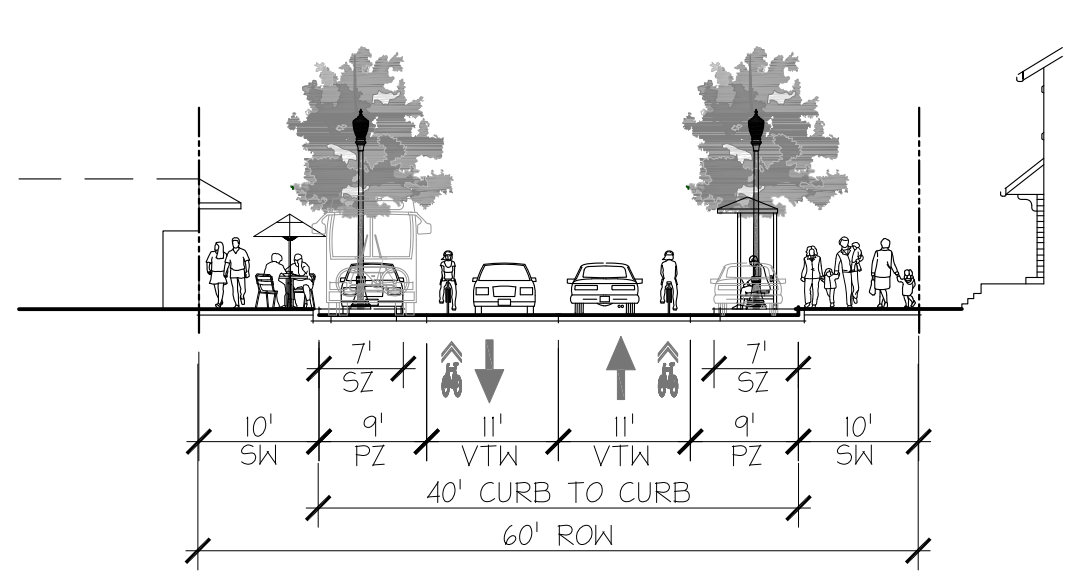
Bedford St. to Tremont St. Preliminary Geometric Layout Plans



1 Plan View at Tremont St. to Sheffield Ave.\*  
 SCALE: 1" = 50'-0"  
 0' 25' 50' FEET



2 Existing Conditions Cross-Section C-C\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET



3 Proposed Conditions Cross-Section C-C\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET

- Legend**
- BL Bike Lane
  - MUP Multi-Use Path
  - PZ Parking Zone
  - ROW Right-of-Way
  - SW Sidewalk
  - SZ Separation Zone
  - TL Turning Lane
  - VTW Vehicular Travel Way
- Existing Utility Pole
  - Existing ROW
  - Existing Building
  - Proposed Street Light
  - Proposed ROW Acquisition
  - Sharrow
- \* Note: all dimensions based on available City GIS information.

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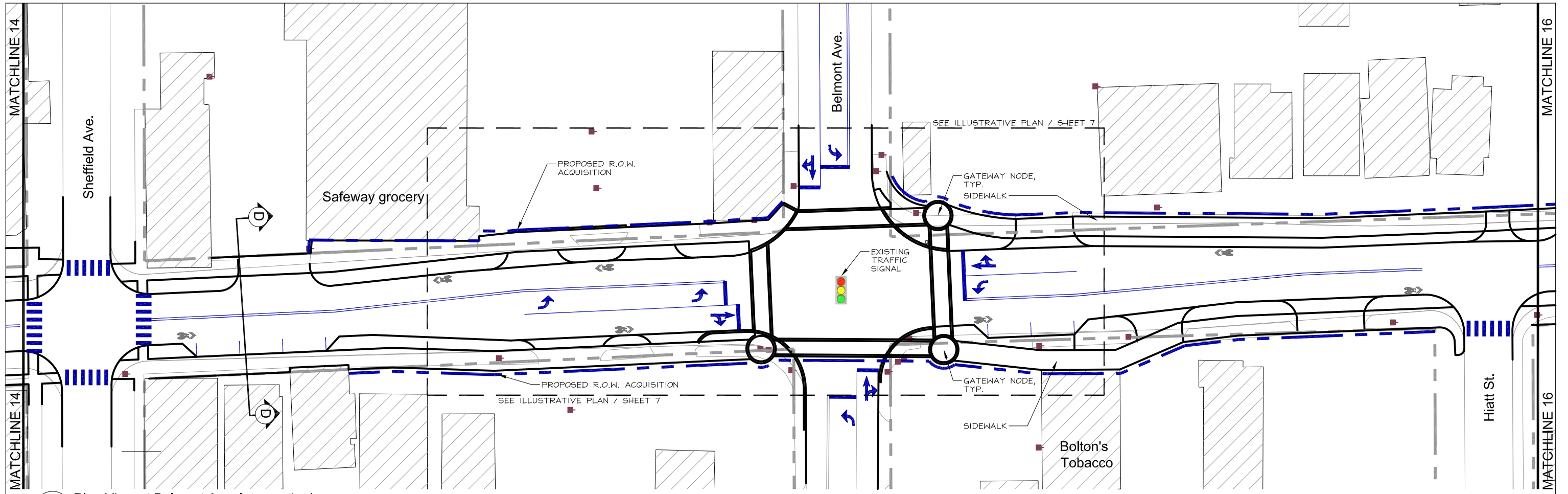


Date: March 24, 2011

Morris Street Complete Street Project

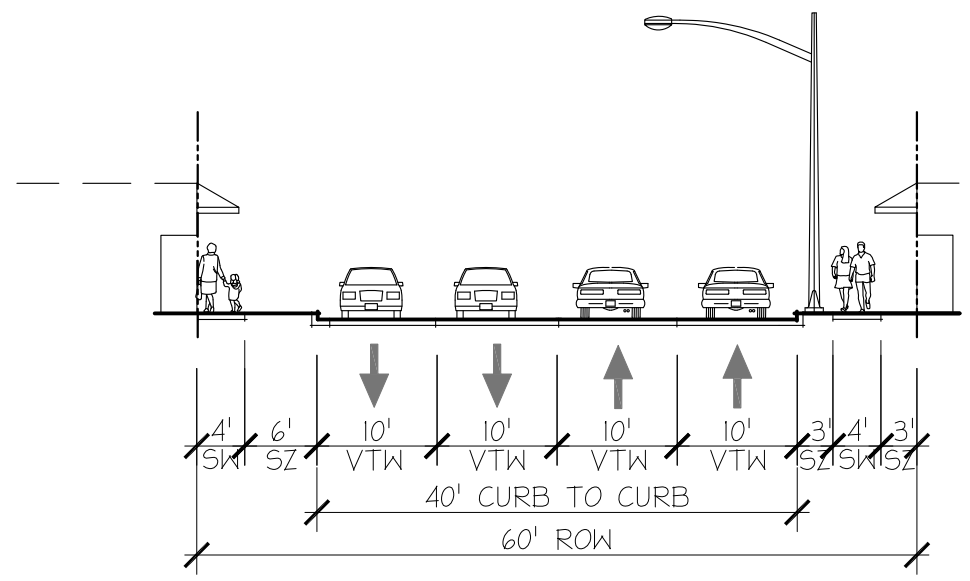


Tremont St. to Sheffield Ave. Preliminary Geometric Layout Plans



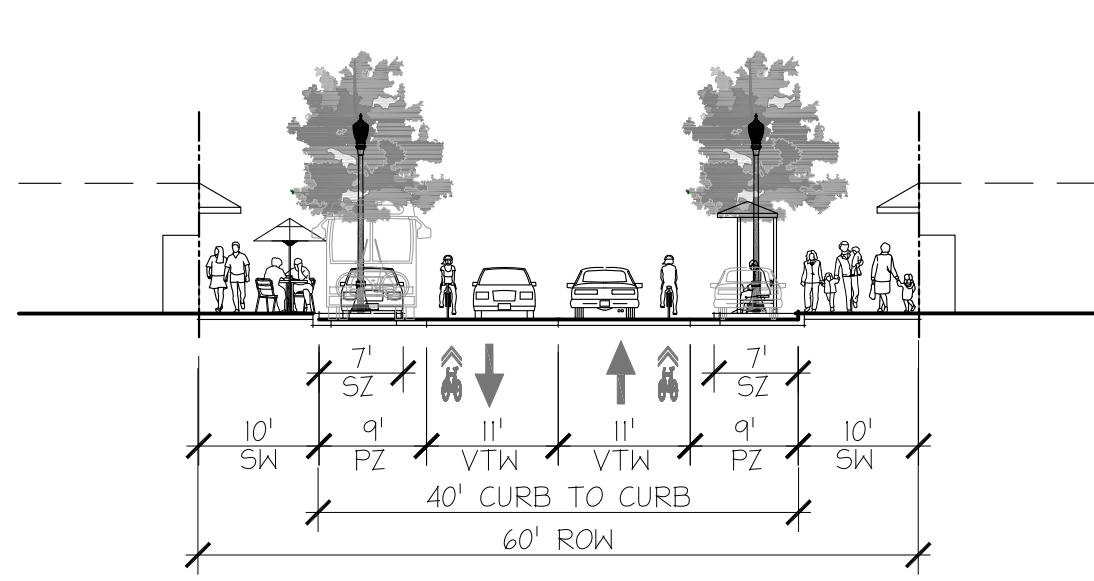
1 Plan View at Belmont Ave. Intersection\*

SCALE: 1" = 50'-0"  
0' 25' 50' FEET



2 Existing Conditions Cross-Section D-D\*

SCALE: 1/16" = 1'-0"  
0' 8' 16' FEET



3 Proposed Conditions Cross-Section D-D\*

SCALE: 1/16" = 1'-0"  
0' 8' 16' FEET

- Legend**
- BL Bike Lane
  - MUP Multi-Use Path
  - PZ Parking Zone
  - ROW Right-of-Way
  - SW Sidewalk
  - SZ Separation Zone
  - TL Turning Lane
  - VTW Vehicular Travel Way
- Existing Utility Pole
  - Existing ROW
  - Existing Building
  - Proposed Street Light
  - Proposed ROW Acquisition
  - Sharrow

\* Note: all dimensions based on available City GIS information.

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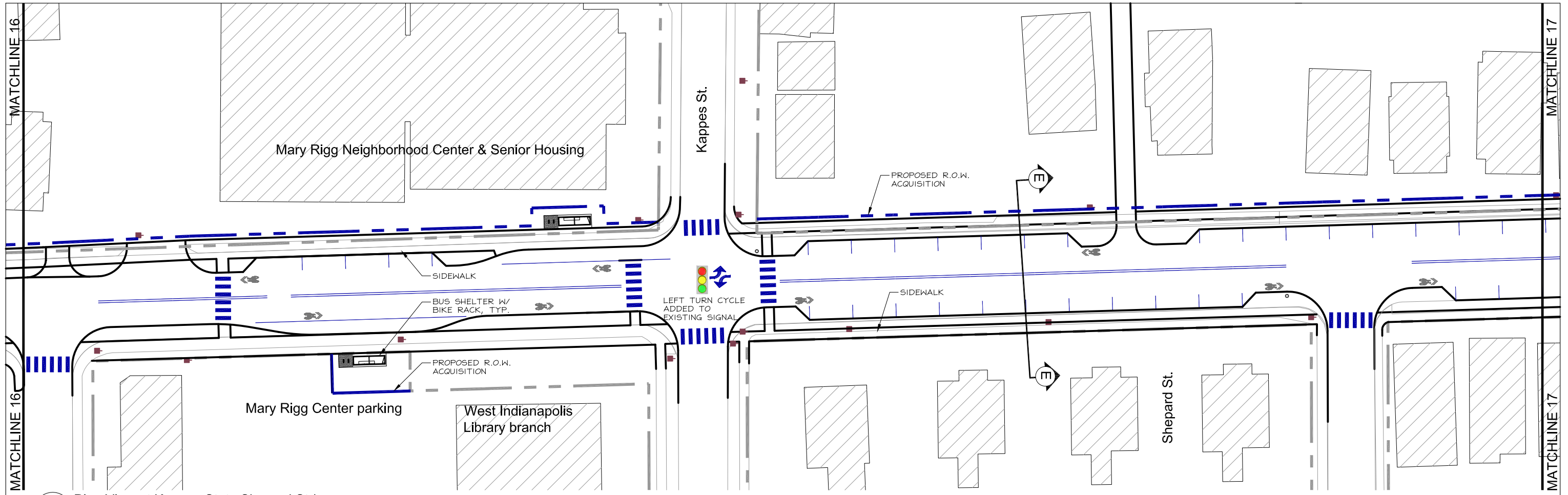


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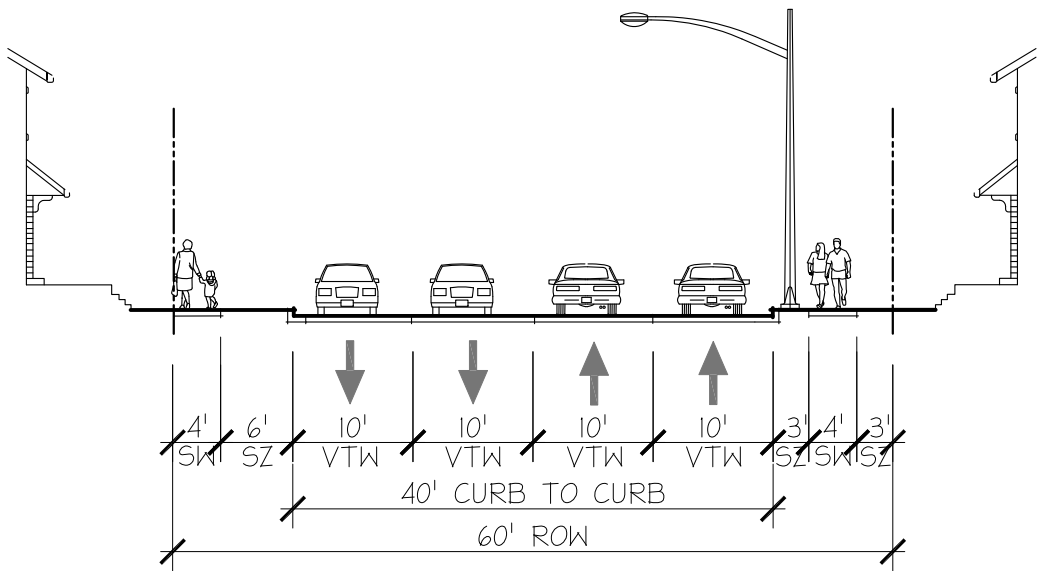
Morris Street Complete Street Project



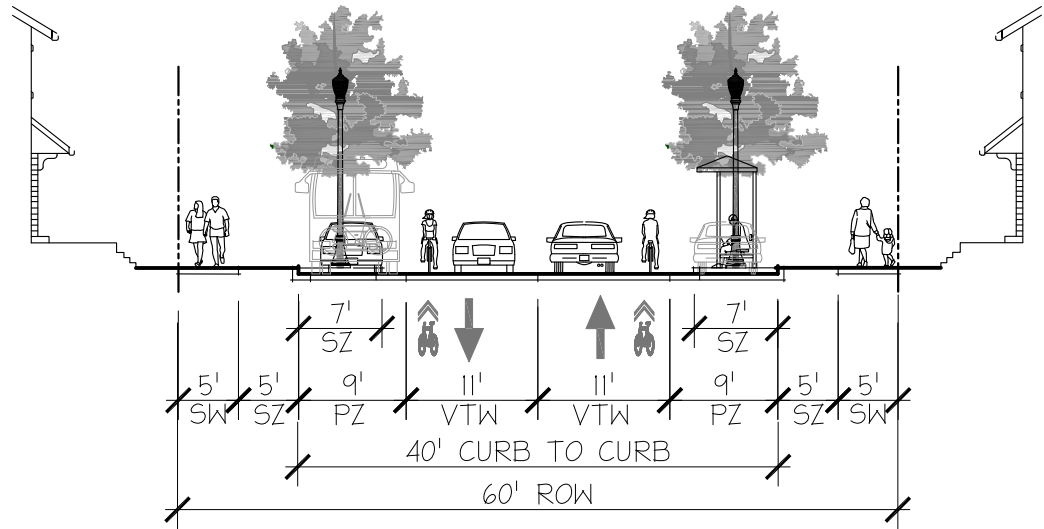
Belmont Ave. Intersection Preliminary Geometric Layout Plans



1 Plan View at Kappes St. to Shepard St.\*  
 SCALE: 1" = 50'-0"  
 0' 25' 50' FEET



2 Existing Conditions Cross-Section E-E\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET



3 Proposed Conditions Cross-Section E-E\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET

- Legend**
- BL Bike Lane
  - MUP Multi-Use Path
  - PZ Parking Zone
  - ROW Right-of-Way
  - SW Sidewalk
  - SZ Separation Zone
  - TL Turning Lane
  - VTW Vehicular Travel Way
- Existing Utility Pole
  - Existing ROW
  - Existing Building
  - Proposed Street Light
  - Proposed ROW Acquisition
  - Sharrow

\* Note: all dimensions based on available City GIS information.

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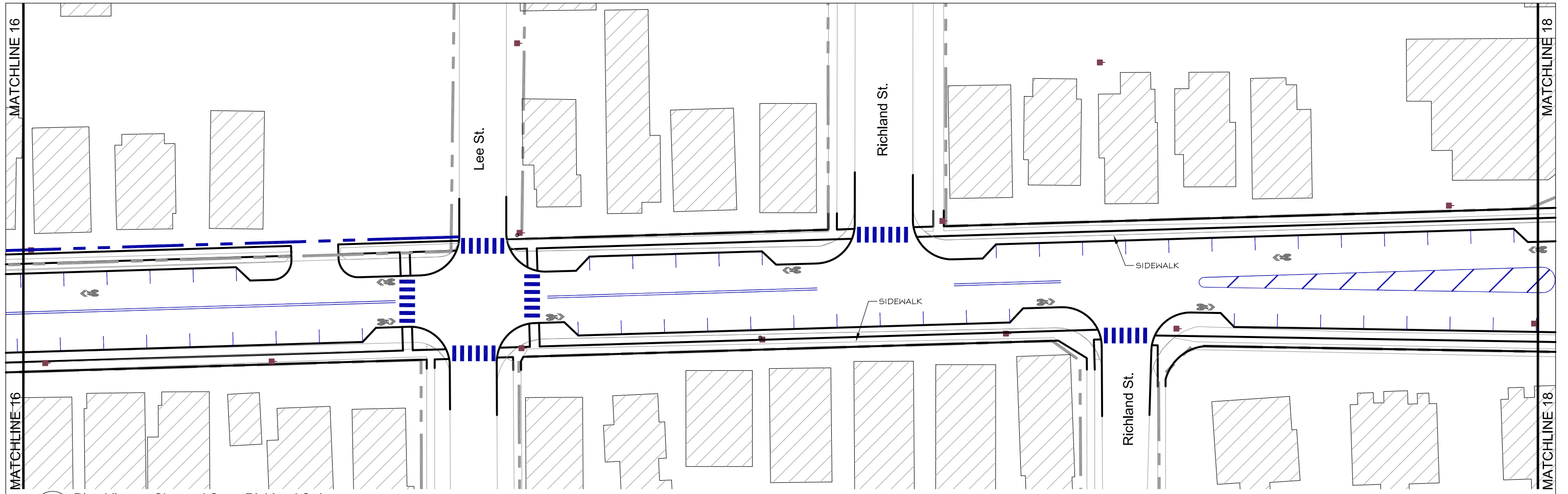


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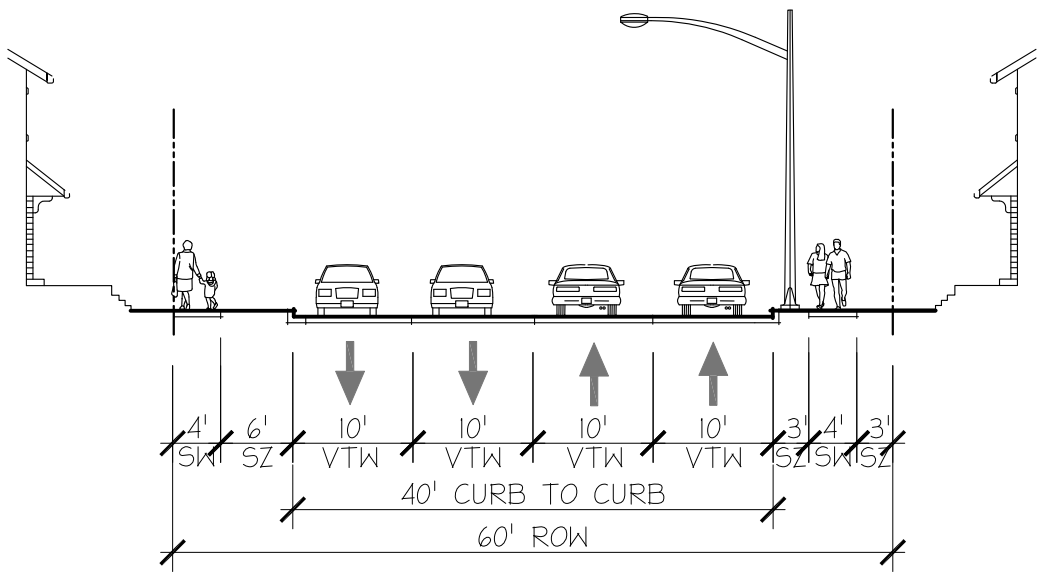
Morris Street Complete Street Project



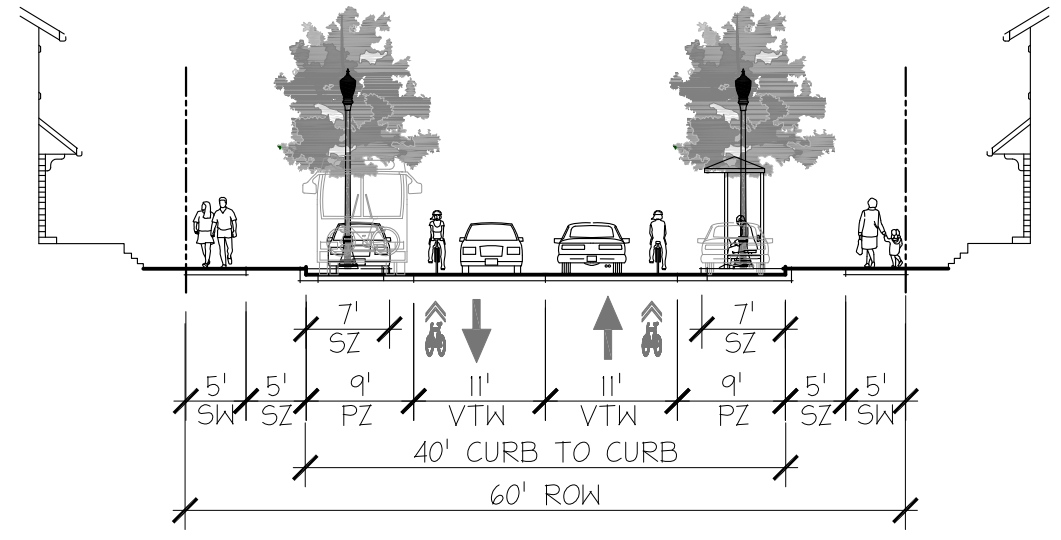
Kappes St. to Shepard St. Preliminary Geometric Layout Plans



1 Plan View at Shepard St. to Richland St.\*  
 SCALE: 1" = 50'-0"  
 0' 25' 50' FEET



2 Existing Conditions Cross-Section E-E\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET



3 Proposed Conditions Cross-Section E-E\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET

- Legend**
- BL Bike Lane
  - MUP Multi-Use Path
  - PZ Parking Zone
  - ROW Right-of-Way
  - SW Sidewalk
  - SZ Separation Zone
  - TL Turning Lane
  - VTW Vehicular Travel Way
  - Existing Utility Pole
  - Existing ROW
  - Existing Building
  - Proposed Street Light
  - Proposed ROW Acquisition
  - Sharrow

\* Note: all dimensions based on available City GIS information.

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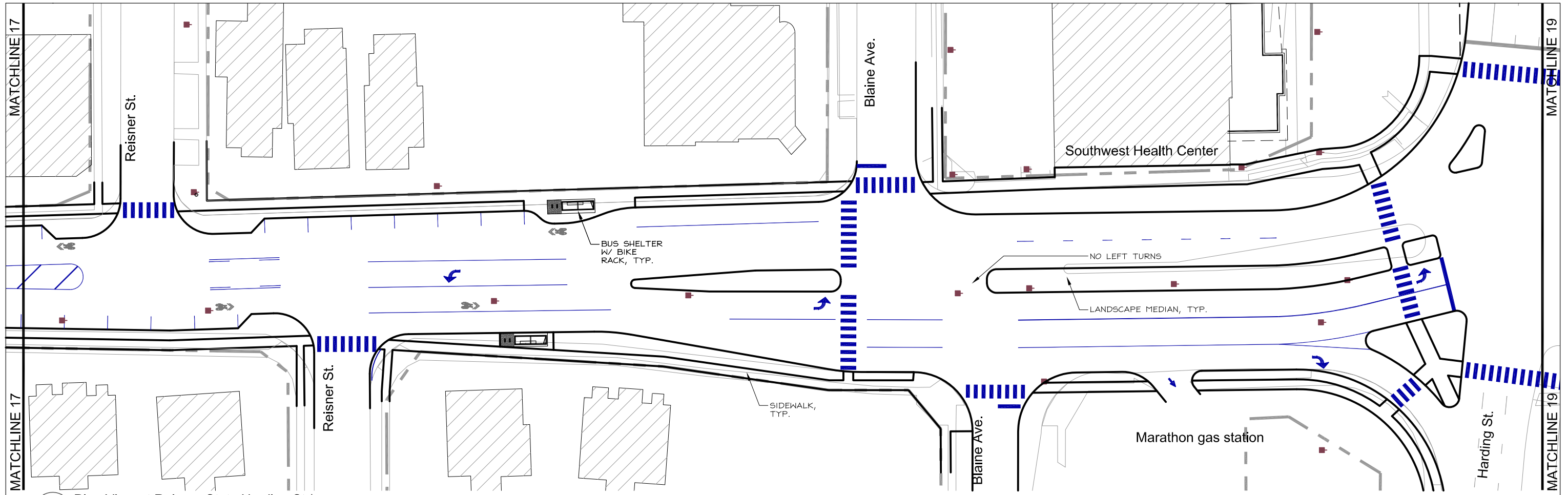


Date: March 24, 2011

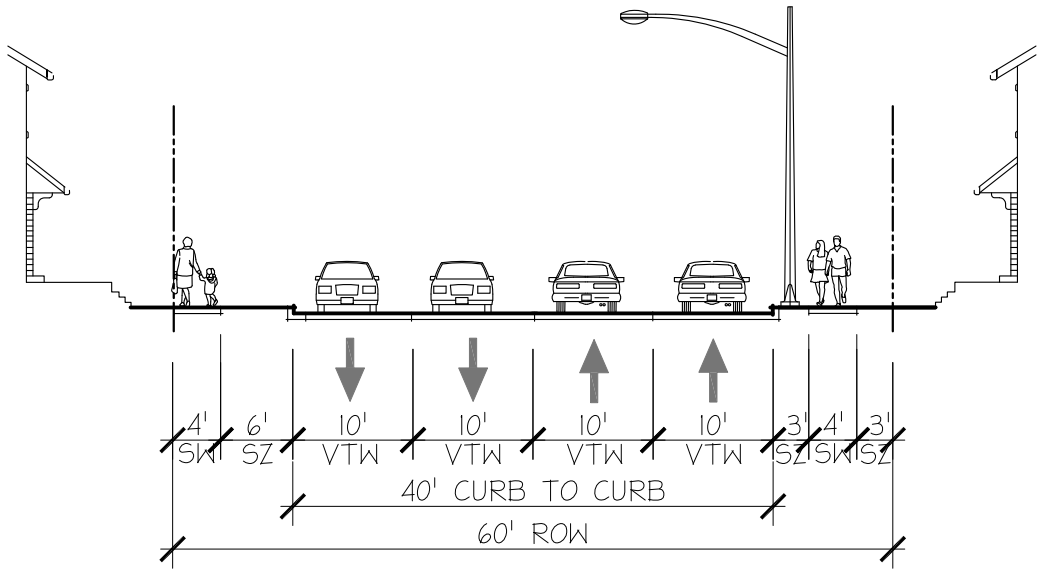
Morris Street Complete Street Project



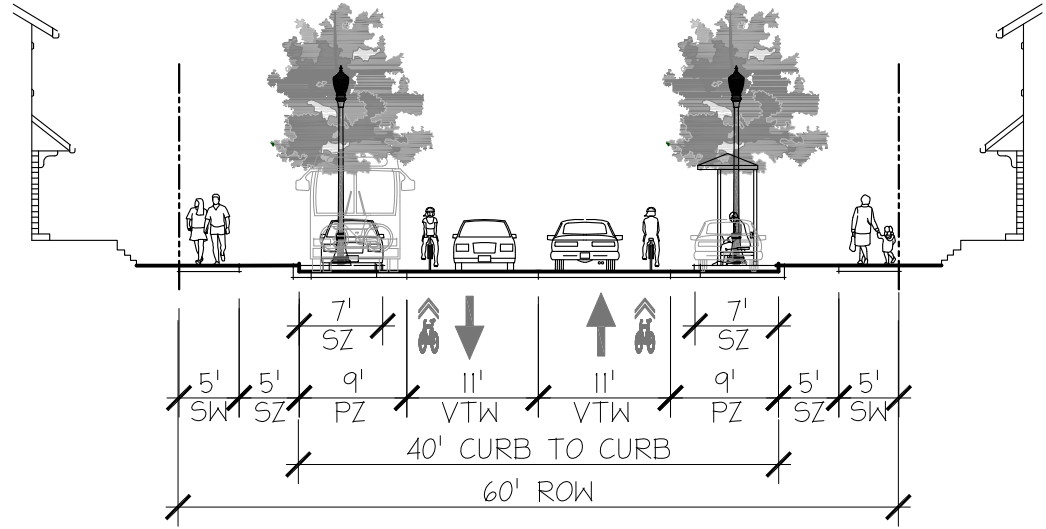
Shepard St. to Reisner St.  
 Preliminary Geometric Layout Plans



1 Plan View at Reisner St. to Harding St.\*  
SCALE: 1" = 50'-0"



2 Existing Conditions Cross-Section E-E\*  
SCALE: 1/16" = 1'-0"



3 Proposed Conditions Cross-Section E-E\*  
SCALE: 1/16" = 1'-0"

- Legend**
- BL Bike Lane
  - MUP Multi-Use Path
  - PZ Parking Zone
  - ROW Right-of-Way
  - SW Sidewalk
  - SZ Separation Zone
  - TL Turning Lane
  - VTW Vehicular Travel Way
- Existing Utility Pole
  - Existing ROW
  - Existing Building
  - Proposed Street Light
  - Proposed ROW Acquisition
  - Sharrow
- \* Note: all dimensions based on available City GIS information.

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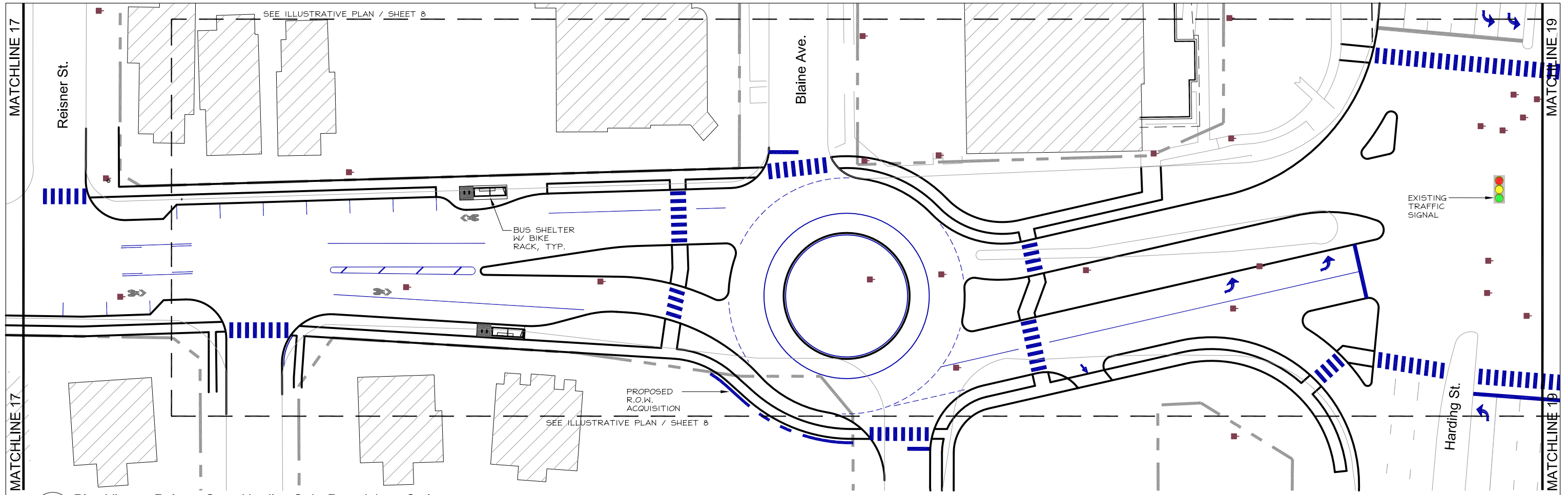


Date: March 24, 2011

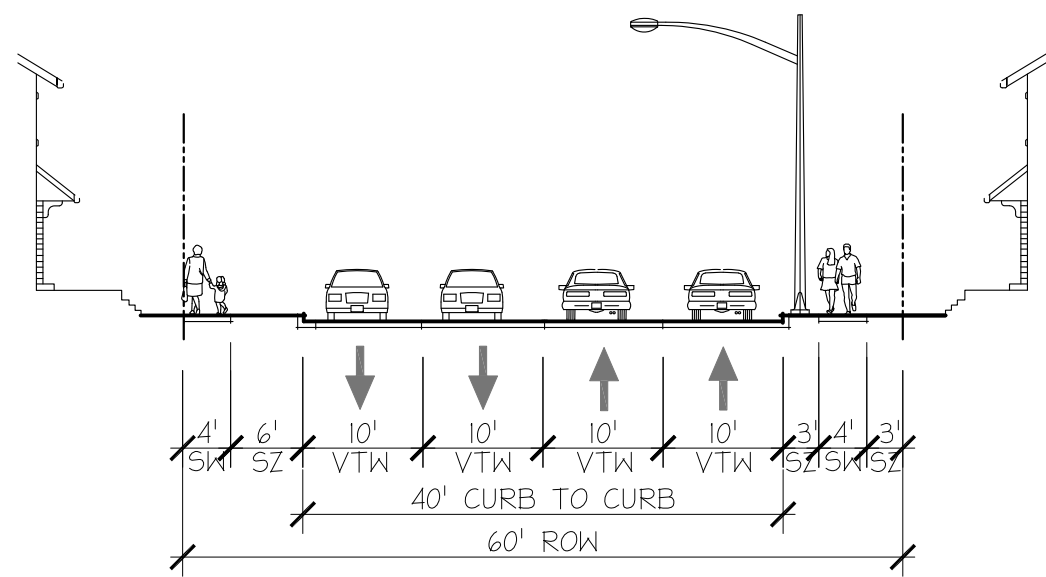
Morris Street Complete Street Project



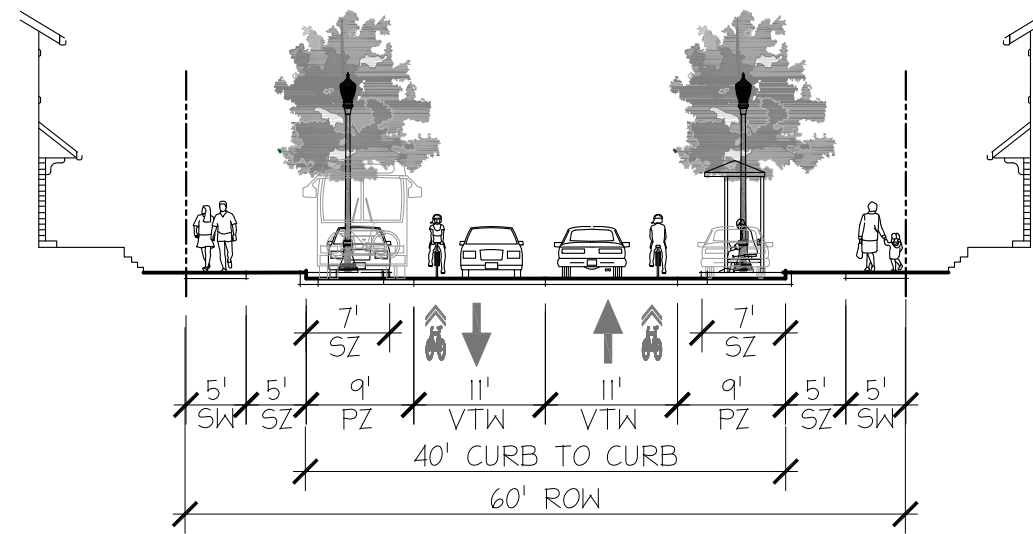
Reisner St. to Harding St. Preliminary Geometric Layout Plans



1 Plan View at Reiser St. to Harding St.\* - Roundabout Option  
 SCALE: 1" = 50'-0"  
 0' 25' 50' FEET



2 Existing Conditions Cross-Section E-E\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET



3 Proposed Conditions Cross-Section E-E\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET

- Legend**
- BL Bike Lane
  - MUP Multi-Use Path
  - PZ Parking Zone
  - ROW Right-of-Way
  - SW Sidewalk
  - SZ Separation Zone
  - TL Turning Lane
  - VTW Vehicular Travel Way
- Existing Utility Pole
  - Existing ROW
  - ▨ Existing Building
  - ⊕ Proposed Street Light
  - Proposed ROW Acquisition
  - ↕ Sharrow

\* Note: all dimensions based on available City GIS information.

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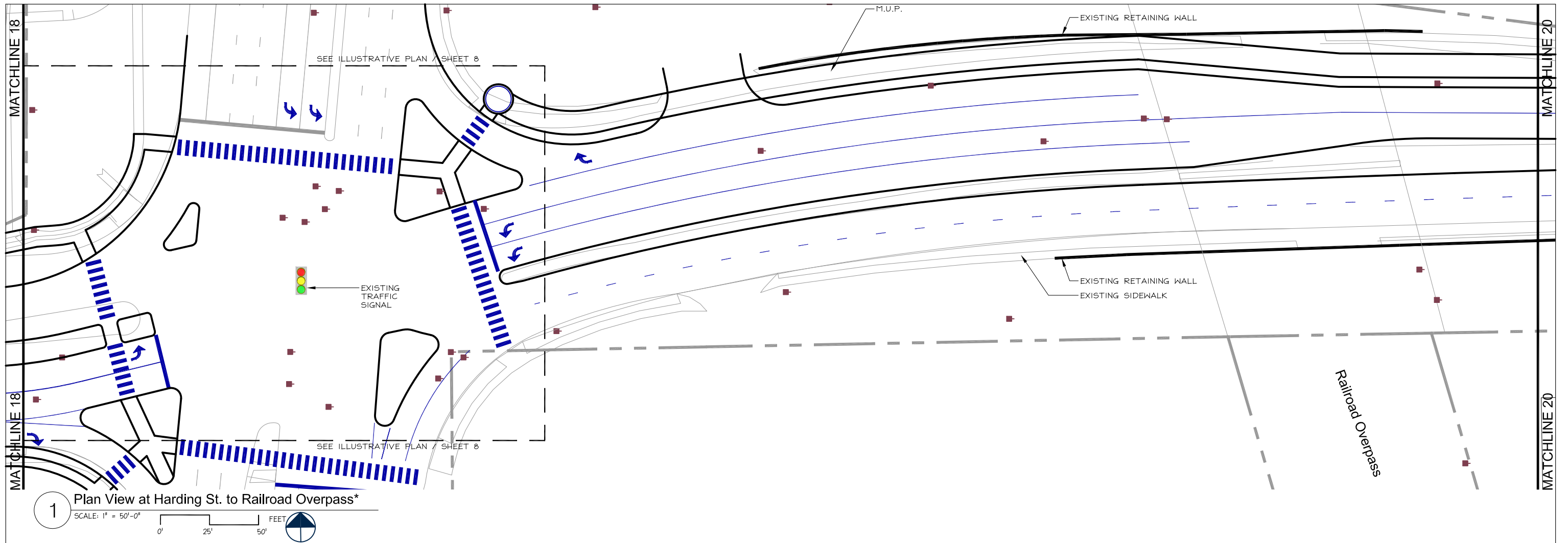


Date: March 24, 2011

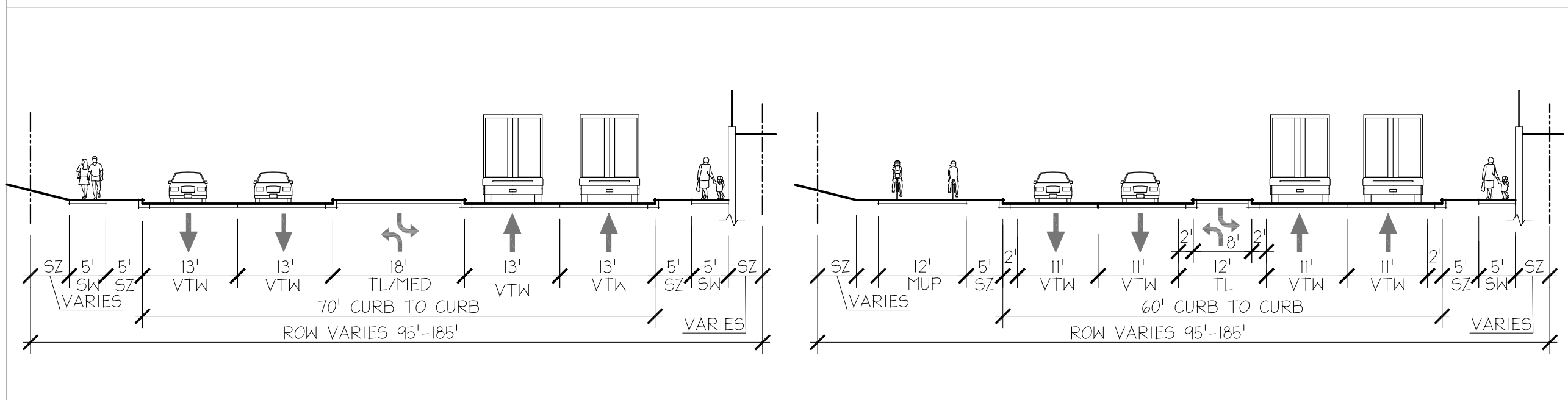
Morris Street Complete Street Project



Reiser St. to Harding St. Preliminary Geometric Layout Plans



1 Plan View at Harding St. to Railroad Overpass\*  
SCALE: 1" = 50'-0"



2 Existing Conditions Cross-Section F-F\*  
SCALE: 1/16" = 1'-0"

3 Proposed Conditions Cross-Section F-F\*  
SCALE: 1/16" = 1'-0"

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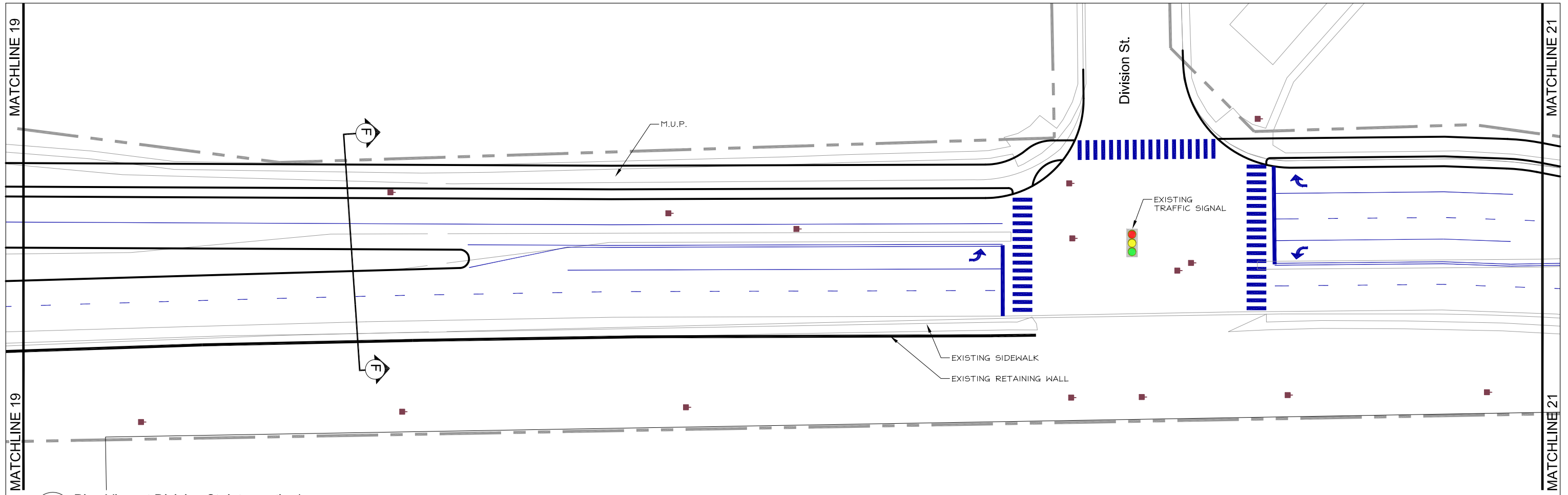


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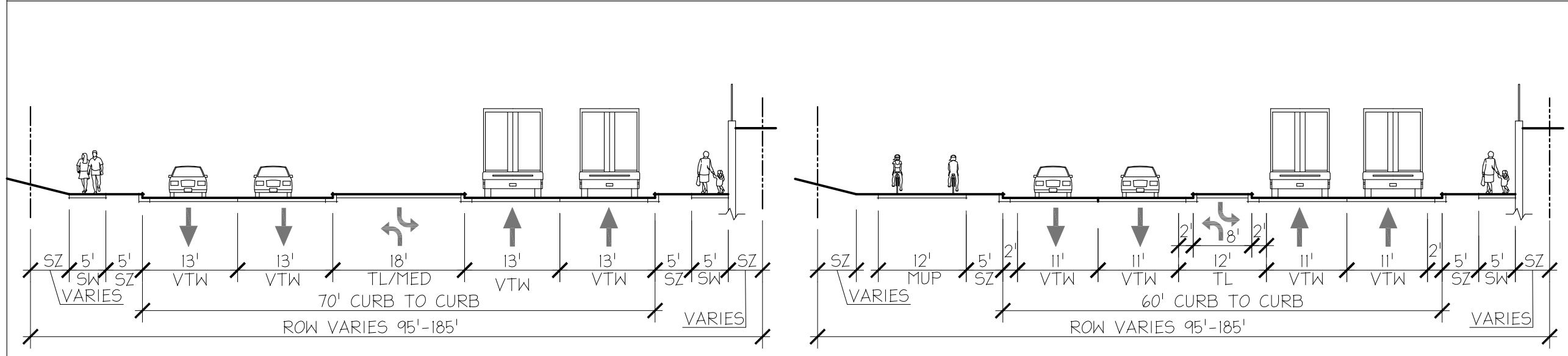
Morris Street Complete Street Project



Harding St. to Railroad Overpass Preliminary Geometric Layout Plans



1 Plan View at Division St. Intersection\*  
 SCALE: 1" = 50'-0"  
 0' 25' 50' FEET



2 Existing Conditions Cross-Section F-F\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET

3 Proposed Conditions Cross-Section F-F\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET

- Legend**
- BL Bike Lane
  - MUP Multi-Use Path
  - PZ Parking Zone
  - ROW Right-of-Way
  - SW Sidewalk
  - SZ Separation Zone
  - TL Turning Lane
  - VTW Vehicular Travel Way
- Existing Utility Pole
  - Existing ROW
  - Existing Building
  - Proposed Street Light
  - Proposed ROW Acquisition
  - Sharrow

\* Note: all dimensions based on available City GIS information.

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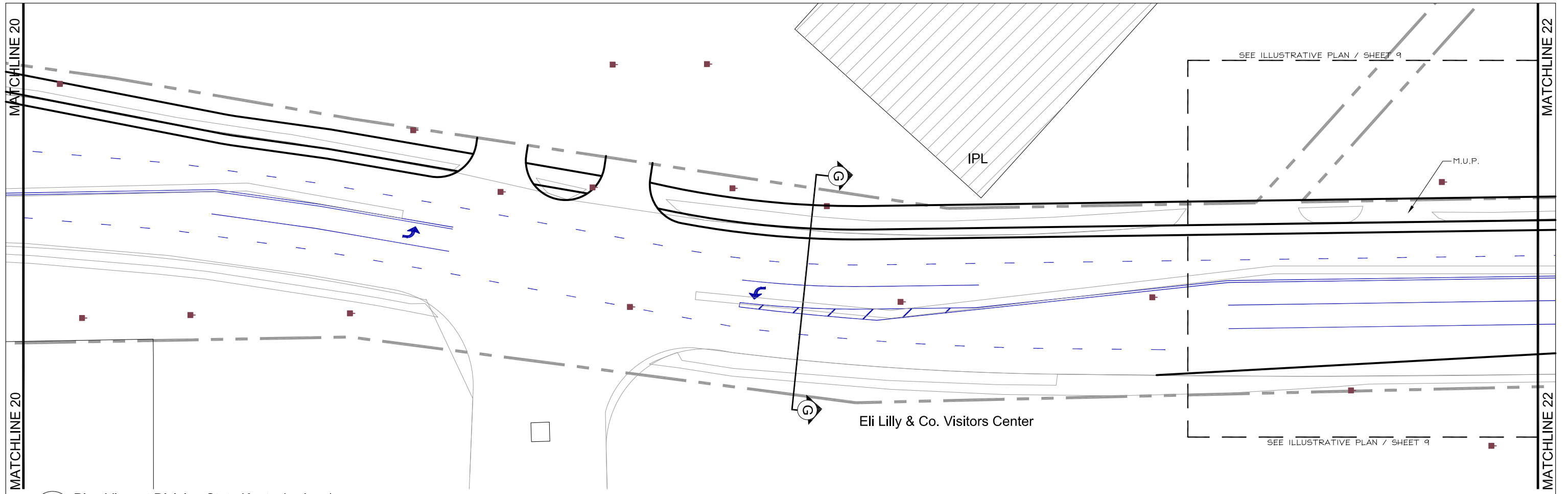


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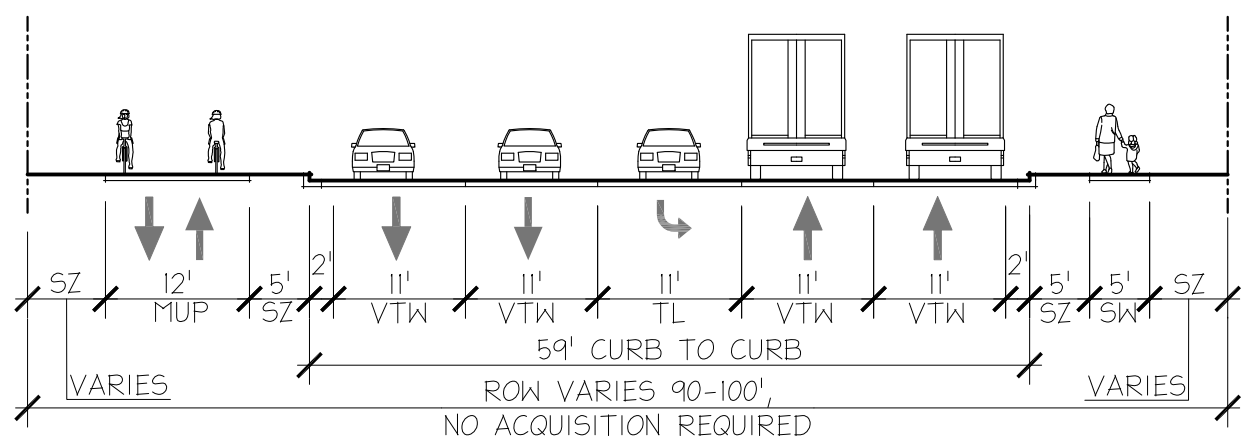
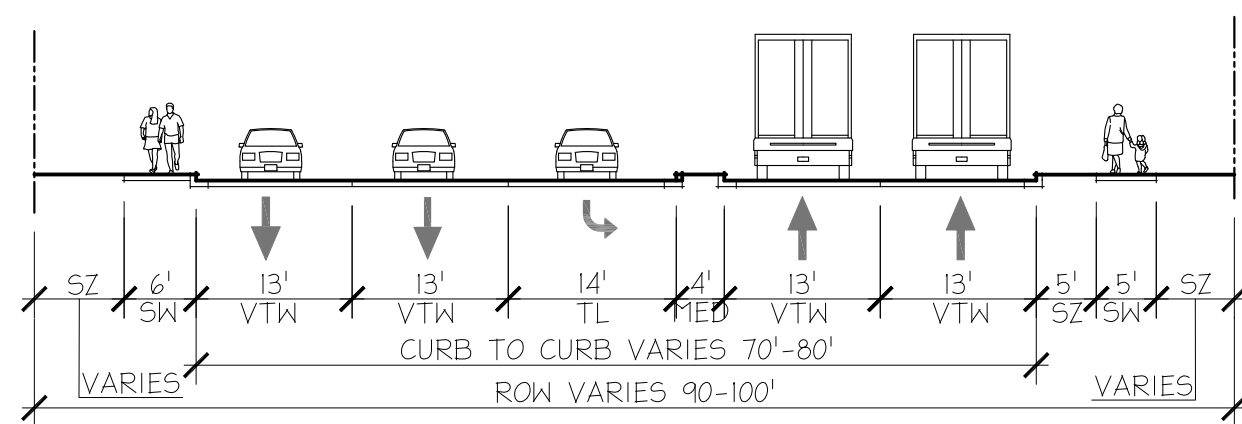
Morris Street Complete Street Project



Division St. Intersection Preliminary Geometric Layout Plans



1 Plan View at Division St. to Kentucky Ave.\*  
 SCALE: 1" = 50'-0"  
 0' 25' 50' FEET



2 Existing Conditions Cross-Section G-G\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET

3 Proposed Conditions Cross-Section G-G\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET

- Legend**
- BL Bike Lane
  - MUP Multi-Use Path
  - PZ Parking Zone
  - ROW Right-of-Way
  - SW Sidewalk
  - SZ Separation Zone
  - TL Turning Lane
  - VTW Vehicular Travel Way
- Existing Utility Pole
  - Existing ROW
  - Existing Building
  - Proposed Street Light
  - Proposed ROW Acquisition
  - Sharrow
- \* Note: all dimensions based on available City GIS information.

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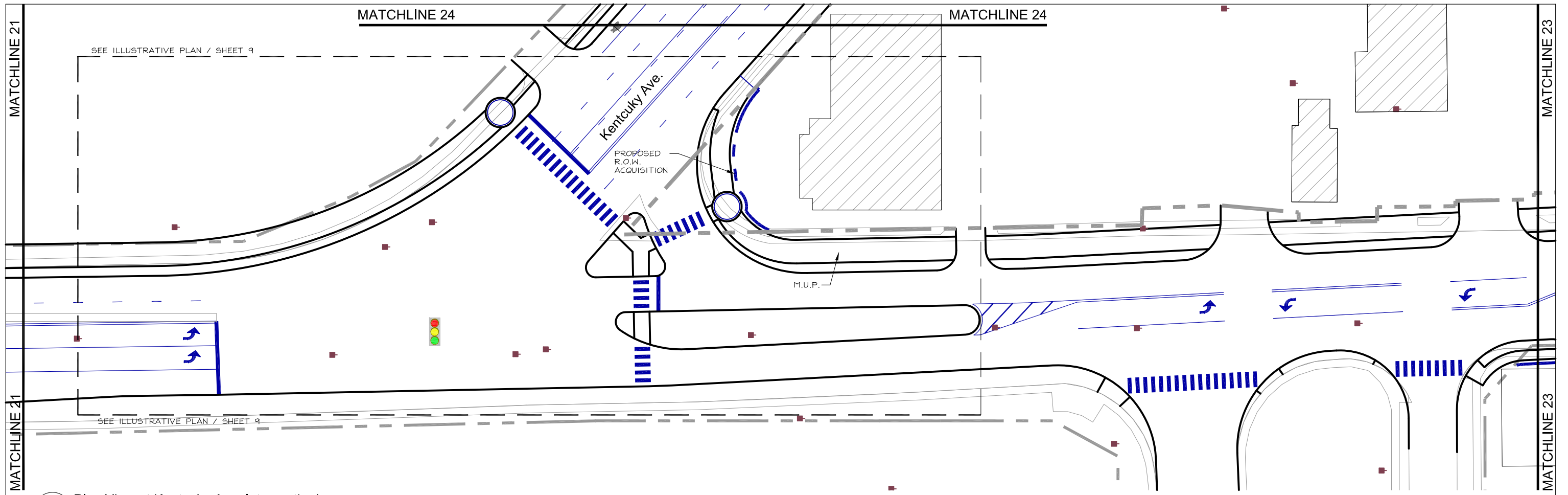


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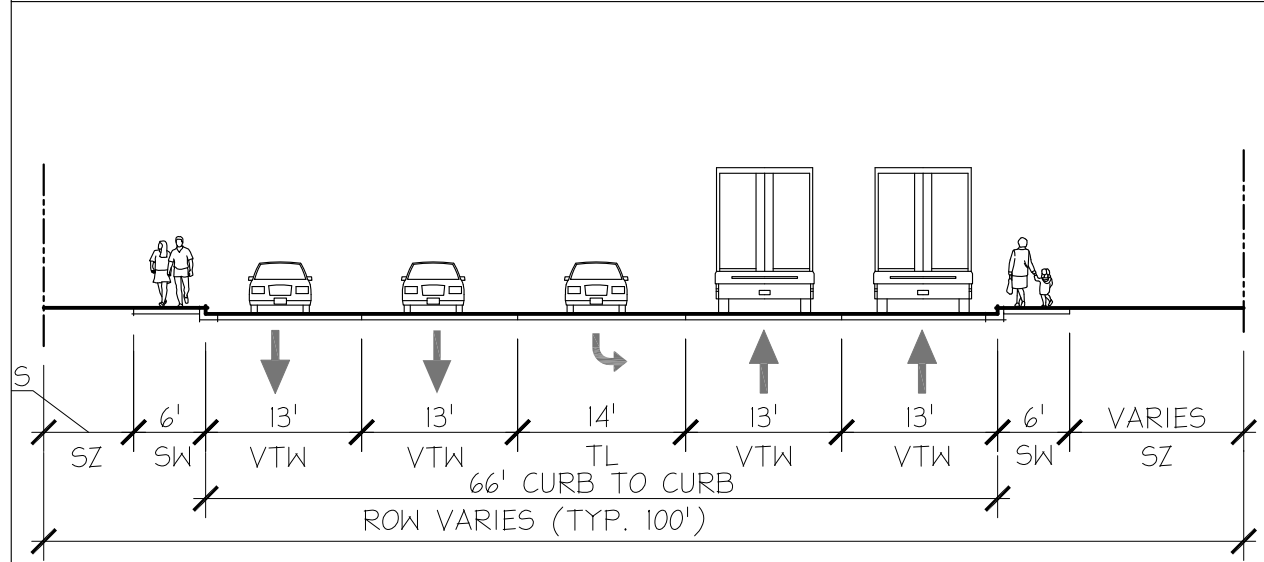
Morris Street Complete Street Project



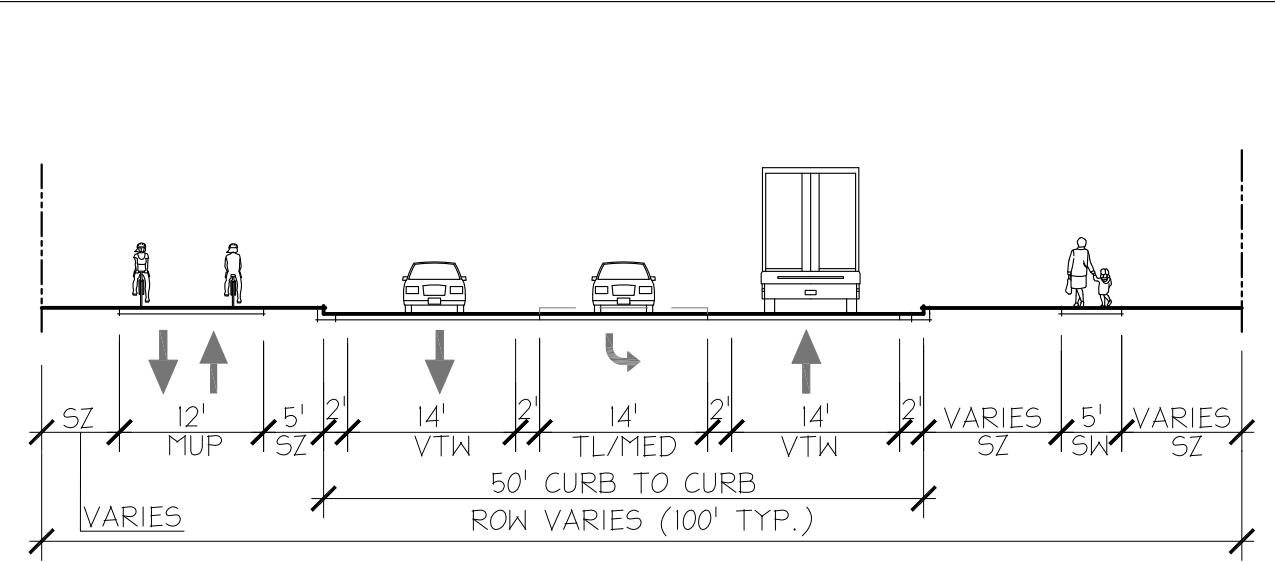
Division St. to Kentucky Ave. Preliminary Geometric Layout Plans



1 Plan View at Kentucky Ave. Intersection\*  
 SCALE: 1" = 50'-0"  
 0' 25' 50' FEET



2 Existing Conditions Cross-Section H-H\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET



3 Proposed Conditions Cross-Section H-H\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET

**Legend**

- BL Bike Lane
- MUP Multi-Use Path
- PZ Parking Zone
- ROW Right-of-Way
- SW Sidewalk
- SZ Separation Zone
- TL Turning Lane
- VTW Vehicular Travel Way

- Existing Utility Pole
- Existing ROW
- Existing Building
- Proposed Street Light
- Proposed ROW Acquisition
- Sharrow

\* Note: all dimensions based on available City GIS information.

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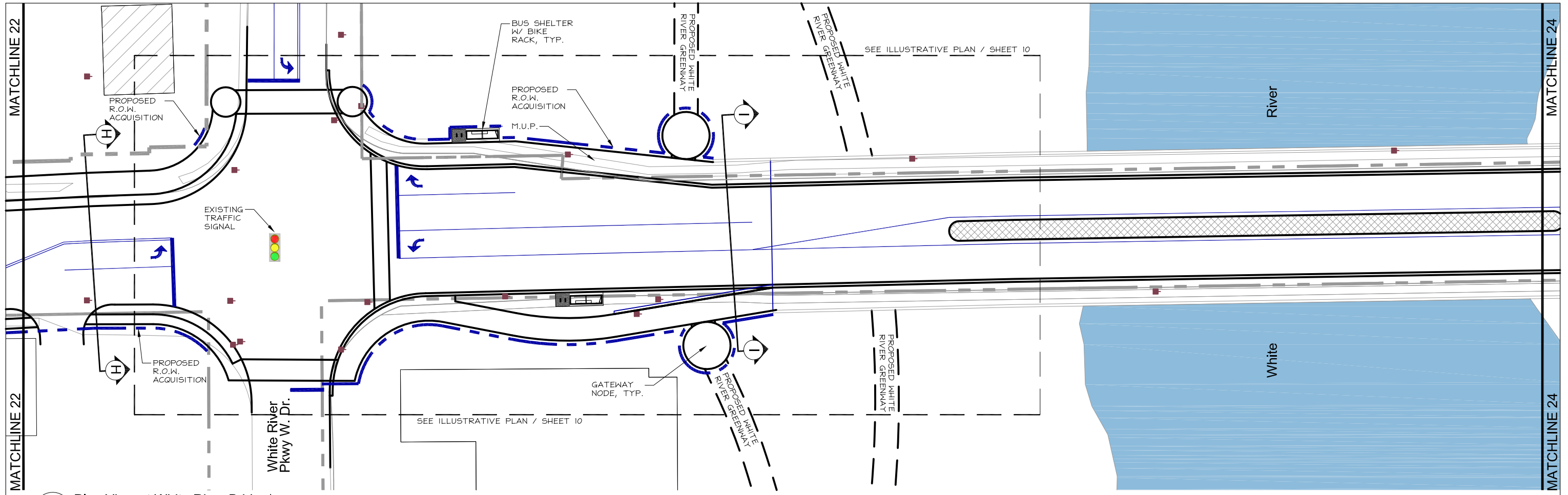


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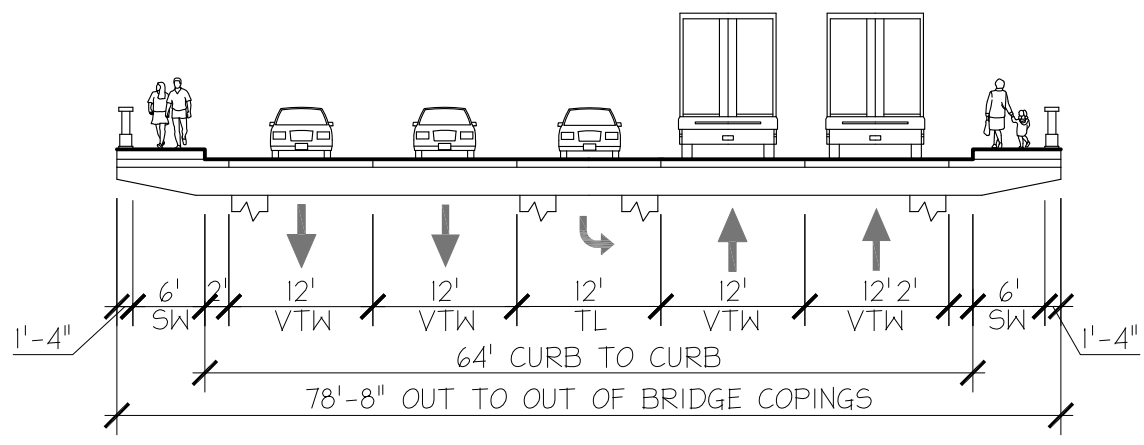
Morris Street Complete Street Project



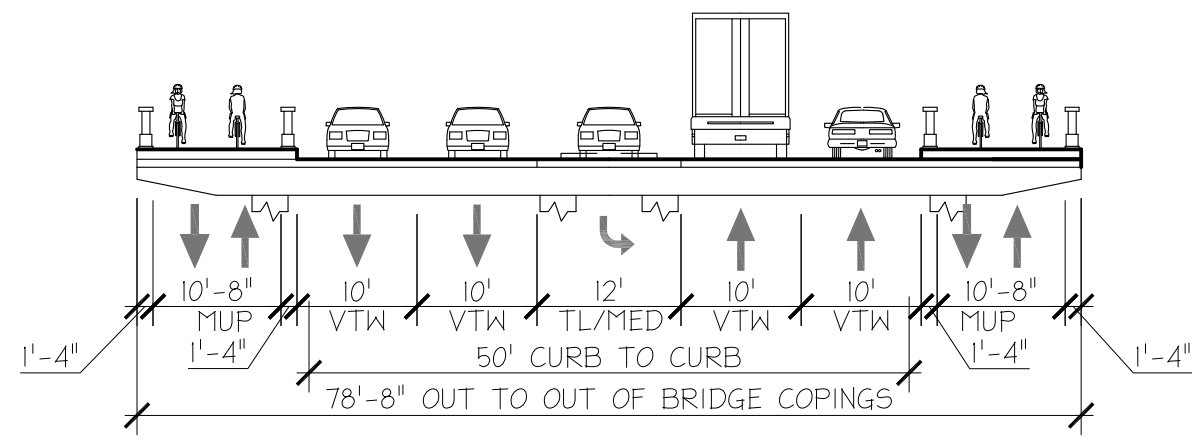
White River Pkwy W. Dr. Intersection Preliminary Geometric Layout Plans



1 Plan View at White River Bridge\*  
 SCALE: 1" = 50'-0"  
 0' 25' 50' FEET



2 Existing Conditions Cross-Section I-I\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET



3 Proposed Conditions Cross-Section I-I\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET

- Legend**
- BL Bike Lane
  - MUP Multi-Use Path
  - PZ Parking Zone
  - ROW Right-of-Way
  - SW Sidewalk
  - SZ Separation Zone
  - TL Turning Lane
  - VTW Vehicular Travel Way
- Existing Utility Pole
  - Existing ROW
  - Existing Building
  - Proposed Street Light
  - Proposed ROW Acquisition
  - Sharrow
- \* Note: all dimensions based on available City GIS information.

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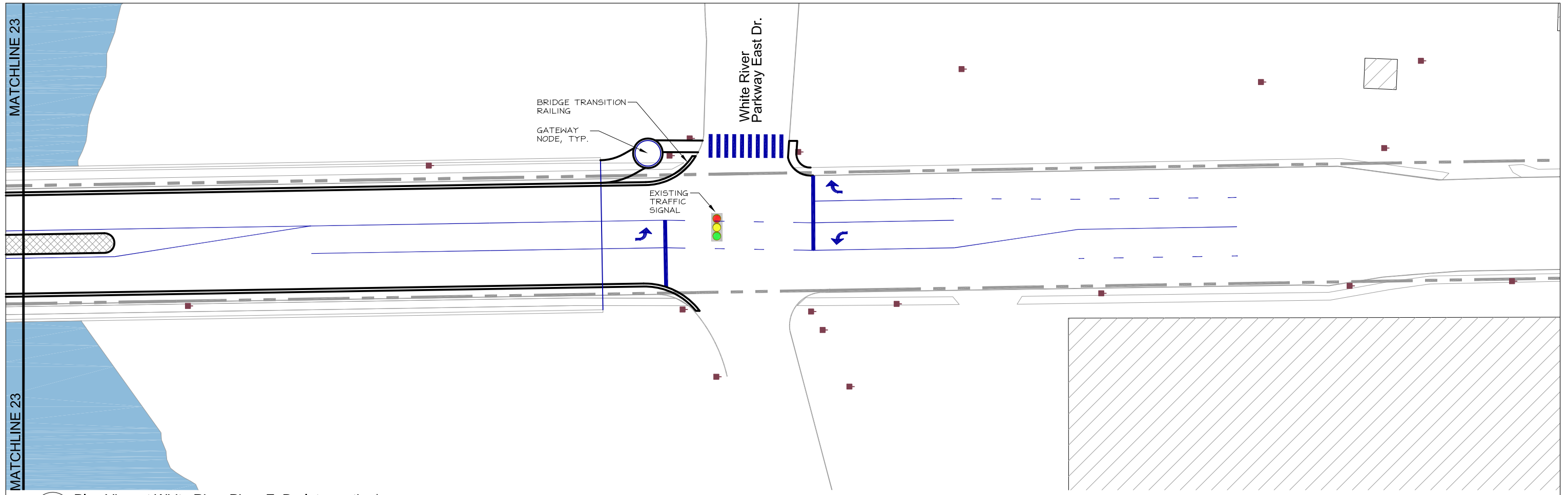


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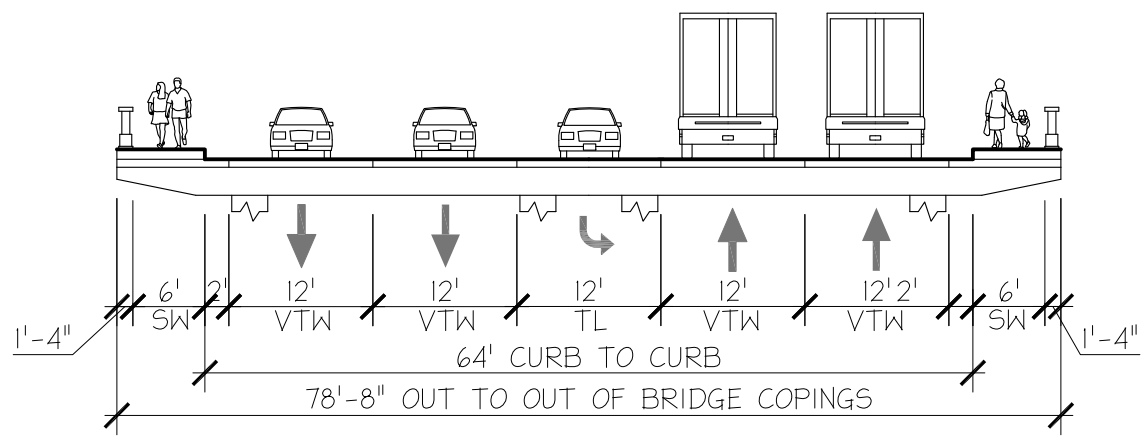
Morris Street Complete Street Project



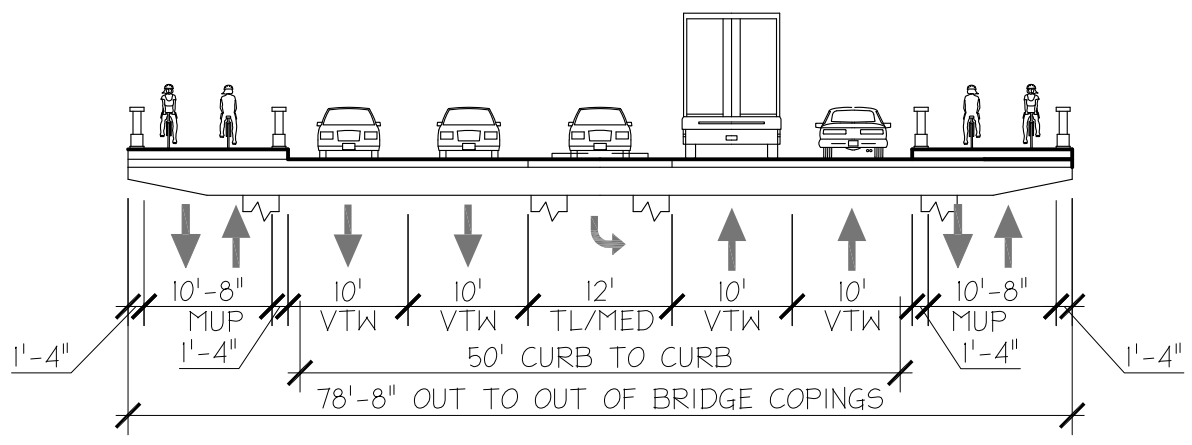
White River Bridge Preliminary Geometric Layout Plans



1 Plan View at White River Pkwy E. Dr. Intersection\*  
 SCALE: 1" = 50'-0"  
 0' 25' 50' FEET



2 Existing Conditions Cross-Section I-I\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET



3 Proposed Conditions Cross-Section I-I\*  
 SCALE: 1/16" = 1'-0"  
 0' 8' 16' FEET

- Legend**
- BL Bike Lane
  - MUP Multi-Use Path
  - PZ Parking Zone
  - ROW Right-of-Way
  - SW Sidewalk
  - SZ Separation Zone
  - TL Turning Lane
  - VTW Vehicular Travel Way
- Existing Utility Pole
  - Existing ROW
  - Existing Building
  - Proposed Street Light
  - Proposed ROW Acquisition
  - Sharrow
- \* Note: all dimensions based on available City GIS information.

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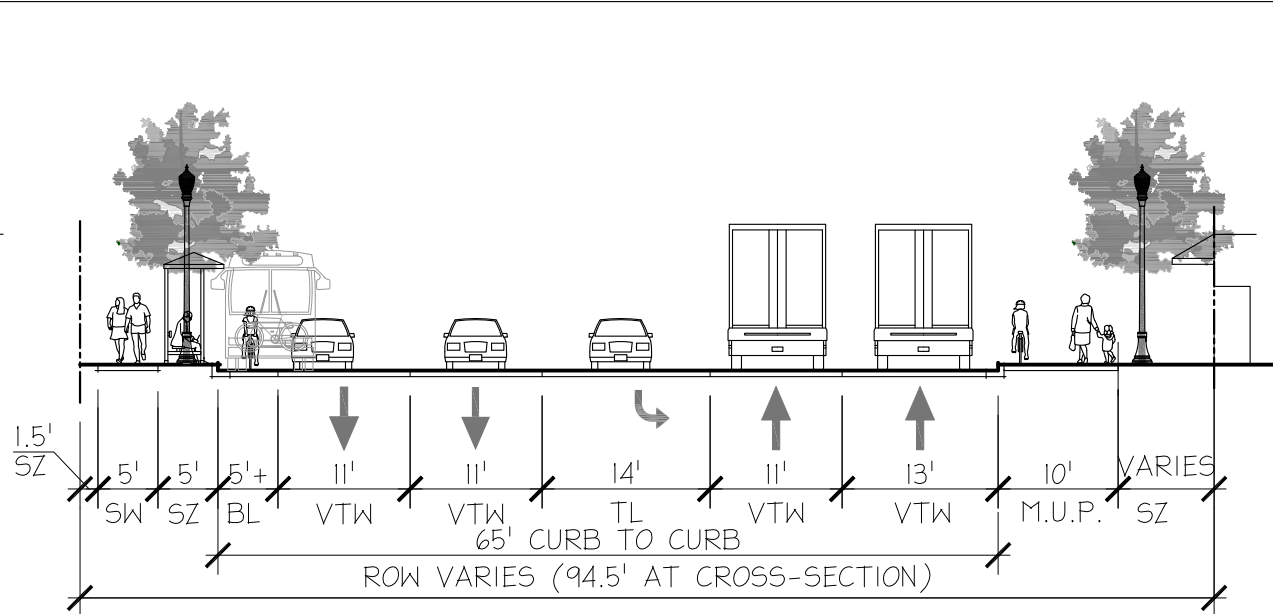
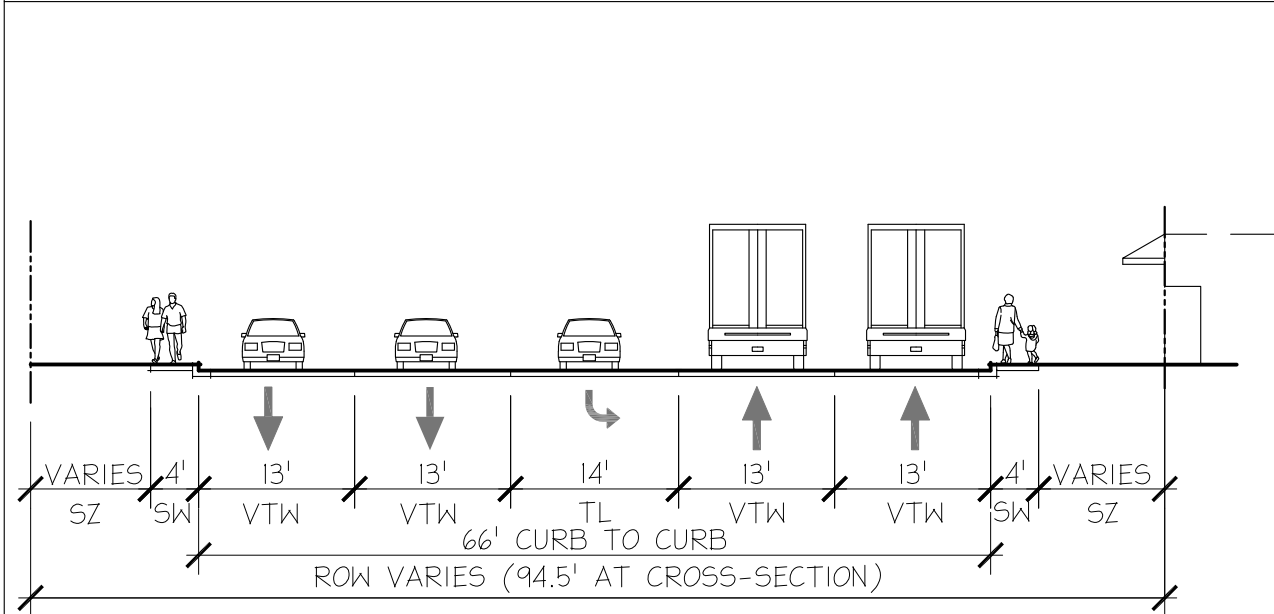


Date: March 24, 2011

Morris Street Complete Street Project



White River Pkwy E. Dr. Intersection Preliminary Geometric Layout Plans



- Legend**
- BL Bike Lane
  - MUP Multi-Use Path
  - PZ Parking Zone
  - ROW Right-of-Way
  - SW Sidewalk
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- \* Note: all dimensions based on available City GIS information.

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Date: March 24, 2011

Morris Street Complete Street Project



White River Pkwy W. Dr. Intersection Preliminary Geometric Layout Plans