APPENDIX C

Aesthetic Guidelines

January 15, 2010

NEW PUEBLO FREEWAY

AESTHETIC GUIDELINES

Colorado Department of Transportation

Prepared for:
Colorado Department of Transportation
City of Pueblo

Prepared by

THK Associates, Inc.

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NEW PUEBLO FREEWAY
AESTHETIC GUIDELINES

SECTION ONE: Introduction to the Project

The rise of the steel mill industry around the turn of the century, was cause for the City of Pueblo to experience both a population and land development boom. Businesses thrived and residential growth continued to flourish along the Colorado front range as I-25 developed. Today, I-25 provides an economic lifeline to the City. Following its construction, the community began to realize how I-25 had become a barrier, bisecting various neighborhoods, commercial areas, local streets, schools and churches. Since I-25's completion in 1959, highway design standards have changed. Unsafe road conditions and mobility problems with the current alignment are now understood. In order to formulate new highway improvements for safety, as well as improve local and regional mobility throughout the corridor, a joint planning effort occurred between the Colorado Department of Transportation (CDOT), the City of Pueblo, Pueblo County, interested citizens and highway design consultants.

To date, CDOT has completed its review and investigation of highway improvements for an eight-mile stretch of I-25, also referred to as the New Pueblo Freeway. In an attempt to upgrade one of the states oldest sections of interstate, various enhancements were studied. The outcome of the study has resulted in the future redevelopment of the highway from approximately 29th Street on the north, to Pueblo Boulevard on the south.

Proposed highway improvements include the relocation of a portion of the roadway; additional lanes; safety improvements, such as wider shoulders; an increase to the on and off ramp lengths; enhanced signage; the removal and addition of interchanges; amenities such as bike and pedestrian paths; landscaping; improved access between neighborhoods and a circulator bus system. It is anticipated that these proposed improvements will meet existing and future travel demands.

These Aesthetic Guidelines have been prepared as part of the highway improvement design process and involved a multi-disciplinary approach. It included participation from stakeholders, interested citizens, businesses, local merchant groups, transportation and highway design professionals, elected officials and the City of Pueblo and Pueblo County staff. These Guidelines have been prepared to reflect community values that are sensitive to both environmental and community resources, while achieving the purpose and need for the project.

These guidelines address the aesthetic treatment of the New Pueblo Freeway and various impacted areas of the City, including the I-25 corridor and portions of

New Pueblo Freeway Study Area

the Fountain Creek and the Arkansas River floodplains. They provide direction on the aesthetic treatment of highway improvements such as gateway features; vehicular and pedestrian bridges; noise/retaining walls; interpretive elements; signage; sidewalks; trails; landscaping and irrigation.

A. Artist Input

It was decided that art and local artist input would be critical to the success of this effort as a foundation for the New Pueblo Freeway Aesthetic Guidelines. These studios, included the Williams, Latkas and Clifts. They participated in an effort to identify key features, forms, textures and colors that uniquely represent or define Pueblo's character. The artists collaborated to develop a three dimensional collage that communicated the key contextual elements of Pueblo.

Water and the confluence of the Arkansas River with Fountain Creek are seen as the fundamental corner stone of Pueblo. Due to the predominance of riparian vegetation along the river and creek, Pueblo is an oasis in the semi arid region of Southeastern Colorado. From the very beginning, it was clear that the artists wanted to integrate the natural features of the Pueblo area into their definition of Pueblo's character. The bluffs above the Arkansas River and the surrounding mesas are also key features of Pueblo's context.

In addition to the natural context of Pueblo, the blend of Southwestern and Victorian architectural styles are a major element of Pueblo's character. This blend of form, texture and color is exemplified in the steel mill area with the surrounding company houses and the architectural styles of downtown Pueblo.

After identifying the elements of Pueblo's character, the artists made suggestions on how to capture these elements for the proposed I-25 improvements. All highway structures will be seen as forms or sculptural elements that contribute to Pueblo's sense of place. This sense of place can be enhanced by:

- Playing up the importance of the bridge structures across the Arkansas River.
- Highlighting the long-range views of the Arkansas River, Steel Mill and downtown.
- Bringing the riparian vegetation from Fountain Creek up to, and across, I-25 in the Mineral Palace Park area.
- Creating usable shade and the perception of shade. By providing places for people under structures and by adding relief to structures so that shadow patterns are an ever apparent element of New Pueblo Freeway.
- Synergizing flowing water forms with Victorian and Southwestern architectural forms on structures.
- Utilizing colors that reflect the native and natural materials of the area.
- Utilizing steel, brick, rock and concrete as materials to reflect Pueblo's character.

During the collaborative effort between the consultant team and the local artists, several stakeholder and community meetings were held to garner input on the Aesthetic Guidelines development process.

This effort gave the consultant team and the Landscape Architects from THK Associates, Inc. the building blocks needed to develop these Aesthetic Guidelines for the New Pueblo Freeway.

Key contextual elements of Pueblo as seen by the local artists.

Key contextual elements of Pueblo as seen by the local artists.

B. How to Use This Document

Seven sections compose these Aesthetic Guidelines. The first section introduces the project and provides the reader with an overview of the Aesthetic Guideline development process. Section two provides a discussion of the overall aesthetic treatment areas. The third section is devoted to an executive summary. Sections four, five and six focus on the three specific Aesthetic Design Segments including Fountain Creek, Downtown and the Steel Mill. Section seven, describes the existing conditions of the corridor. The Appendix contains supplemental information including plant schedules for use in different locations within the corridor.

In order to better formulate detailed aesthetic design parameters that capture the character and inherent elements of the various neighborhoods, these Guidelines identify specific corridor Design Segments. The corridor has been broken into three (3) distinct Aesthetic Design Segments (Fountain Creek, Downtown and Steel Mill). Each of the design segments have its own distinct characteristics such as land use, landmarks and development patterns. Therefore, each Design Segment has been given it's own section within these Aesthetic Design Guidelines.

Section Four, Fountain Creek, is the first Aesthetic Design Segment. It occurs between 29th Street on the north, and 13th Street on the south. This includes historic Mineral Palace Park, Fountain Creek and the detention ponds at 29th Street along the I-25 corridor.

Section Five, Downtown, is the second Aesthetic Design Segment. It occurs between 13th Street on the north, and the Arkansas River on the south. This segment is very urban in nature and includes all the access to downtown Pueblo. This portion of the highway is proposed to be elevated 20' on fill above residential and commercial uses.

Section Six, Steel Mill, is the third Aesthetic Design Segment. It occurs between the Arkansas River on the north, and Pueblo Boulevard on the south. The Rocky Mountain Steel Mill Facility, Benedict Park, J.J. Raigoza Park and the Bessemer neighborhood occur along the I-25 corridor.

Each segment's discussion begins with a statement of the aesthetic and functional goals for the Design Segment. Specific Design Segment objectives are also provided. Future designers will understand the goals and objectives before starting to develop the final aesthetic treatments. As inspiration and guidance, each Design Segment section contains sample treatments, concepts and alternatives.

The intent of these Design Guidelines is not to be prescriptive, but provide future designers with the information needed to meet the communities intended goals and objectives within their design efforts. Designers are encouraged to continue the creative process and build on what is presented here.

SECTION TWO:
Aesthetic Treatments

The above graphic "Corridor Aesthetic Treatments" is the overriding framework or backbone for these Aesthetic Guidelines, and is part of the Memo of Understanding between the City of Pueblo and CDOT. This graphic and text will serve as the foundation of these Aesthetic Guidelines and is an extension of the Memo of Understanding. Below is a brief narrative that clarifies the improvements as shown in this graphic. Three different types of gateways are envisioned within this 8 mile design corridor. They have been identified as city, downtown and neighborhood gateways.

These gateways will have a relative hierarchy of design associated with them. City gateways will be gateway/bridge structures that are highly visible and will serve as main gateways or entrances into the City of Pueblo. They will incorporate design elements that are easily identified and consistent with the surrounding context.

The degree or complexity of design associated with downtown gateways will be equal to or slightly less than the design associated with city gateways. And finally, neighborhood gateways are bridges/gateways that serve a specific area of the city or a specified use.

City Gateways – The northern gateway at I-25/SH50-47 is already constructed with ornamental landscaping, turf grass, irrigation and architectural treatments. Maintenance responsibilities are shared between the City and CDOT. A southern gateway is being planned at Pueblo Boulevard as part of these Design Guidelines and will be similar to the northern gateway.

Downtown Gateways – Downtown gateways are being planned at both 13th and 1st Streets. 13th Street would have both an architectural and landscape component. Landscaping would relate to Mineral Palace Park and the newly proposed community pool. Irrigation would be provided as an extension from the Mineral Palace Park system and maintenance would fall under City jurisdiction. An architectural component will be placed at 1st Street. Maintenance beyond structural would be minimal and would be the responsibility of CDOT.

Neighborhood Gateways – These gateway treatments would relate and identify each individual neighborhood. Components would be both architectural and landscape. One idea would be in the form of a sign and/or possibly an architectural treatment on a structure. Landscaping could be proposed in conjunction with this concept. Maintenance responsibility would depend on what aesthetic treatment was proposed, but could potentially be the responsibility of a neighborhood association.

Park – The park treatments are an extension of the current park landscapes. Concepts for these areas were developed jointly with the City and community. The City and County would maintain these areas.

Steel Mill – The Steel Mill treatments are intended to support the history of the Steel Mill and historic company town. Maintenance responsibilities would reside with the City, neighborhood associations and the Bessemer Historical Society.

Architectural – Where this type of treatment is identified, primarily non-living materials will be used to create the theme. Retaining walls, bridges and other structures and treatments will be carefully designed to reflect the architectural character of downtown. South of Indiana Avenue, noise walls and other structures would reflect the character of the Steel Mill, the historic company town and surrounding neighborhoods. Minimal maintenance would be required beyond structure maintenance. Maintenance responsibility would be shared between the City and CDOT.

Dryland Grasses – Dryland grasses will be used along all roadway shoulders where stabilization is required and in areas where aesthetic treatments have not been identified. Maintenance would be the responsibility of the property owner.

Naturalized – These areas take advantage of local run-off to allow native vegetation, including trees and shrubs, to establish themselves. Very low maintenance is anticipated. These areas are located where the landscape is currently naturalized along drainage ways. Maintenance by property owner.

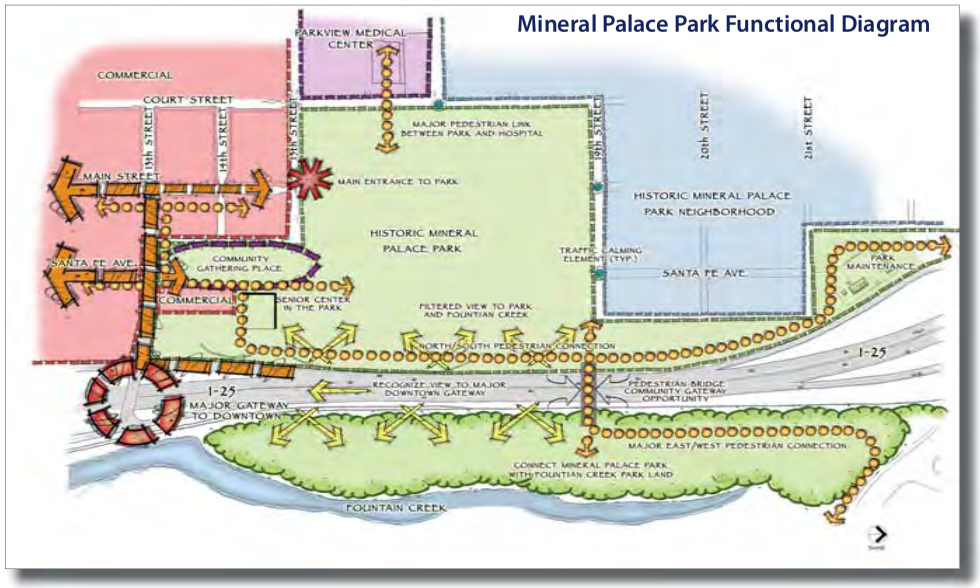
Proposed and Existing Trails – Various trail extensions, as well as trail connections and nodes, have been preliminarily identified along the corridor. Trails are being proposed in conjunction with parks as a means of connectivity between neighborhoods and as part of the interpretive element of the Fountain Creek and Steel Mill areas.

Proposed trails will be constructed by either CDOT or the City of Pueblo. Maintenance would be the responsibility of the City and the County.

SECTION THREE: Executive Summary

These Design Guidelines have been prepared as guidance for the proposed I-25 improvements. These improvements will bring the interstate up to current design standards. Mobility and safety will be addressed with improved geometry decreasing accident rates. With the addition of various aesthetic treatments, the physical condition and image of the corridor will improve and evolve into identifiable areas including neighborhoods and surrounding development.

Preparation of these Design Guidelines began with an extensive community involvement process whereby the community and consultant team worked openly with each other to formulate thematic ideas. This process included local artist input, open houses, workshops, community working groups, stakeholder input, personal interviews and public presentations. As a result of the public involvement process, Functional Diagrams, intended to graphically portray the community and CDOT's functional desires for I-25, local streets and the adjacent land uses were developed. See Functional Diagram example this page.



Three local artist/sculpture studios were selected from the Pueblo area to participate in the Aesthetic Guideline process. See Artist Input page 6. These artists identified the key forms, textures and colors that represent Pueblo's unique character. These elements help to define the design palette for these Aesthetic Guidelines.

During the public process, it became apparent that there were three distinct design segments that comprise the New Pueblo Freeway. Each design segment has its own unique character and set of highway circumstances that distinguish it from one another. These are:

- **The Fountain Creek Design Segment**
- **The Downtown Design Segment**
- **The Steel Mill Design Segment**

The Fountain Creek Design Segment has a natural, open, undeveloped feel without retail and commercial uses directly abutting the I-25 corridor. An abundance of natural green spaces are created by the presence of Mineral Palace Park and the Fountain Creek Flood Plain.

The character of the Downtown Design Segment is much different than that of Fountain Creek Design Segment. Within this design segment, the urban character of downtown Pueblo is visually dominant. It is a mixture of developed land uses including commercial, industrial, residential and retail. The hard lines of the city buildings and the built environment are the dominant features. Due to an extensive amount of pavement and structures, vegetation and shade are lacking.

Finally, the Steel Mill Design Segment is a combination of urban, industrial and residential uses. Within this Design Segment are remnants of the Rocky Mountain Steel Mill and associated company town. Smoke stacks, large production buildings and tailing piles still remain and are a reflection of Pueblo's industrial heritage.

Goals and objectives were created for each design segment and they include:

The Fountain Design Creek Segment

Goals

1. Aesthetic treatments will support the community and CDOT's functional desires for the area.
2. Maintain and enhance the natural, open, undeveloped feel of the design segment.
3. Aesthetic treatments will reflect the historic heritage of Mineral Palace Park and the associated neighborhoods.
4. Create the northern major downtown gateway at 13th Street and I-25.
5. Visually connect Mineral Palace Park with the Fountain Creek Flood Plain Open Space.
6. Aesthetic design will support the energy and excitement of community spaces in Mineral Palace Park.

Objectives

1. Landscape improvements along I-25 will reflect the historical, pastoral character of Mineral Palace Park.
2. Create a visual focal point in Mineral Palace Park that reflects the importance of the park as community space.
3. Develop a major downtown gateway.
4. Restore Mineral Palace Park by redefining the main entrance, reestablishing a community

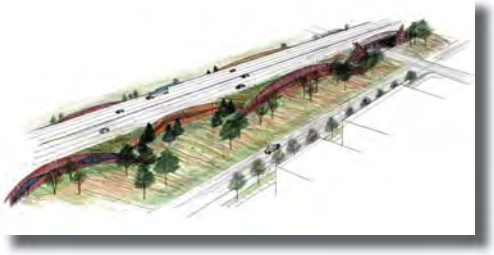
gathering space and controlling the flow of v e - hicular traffic.

5. Incorporate history, specifically the Victorian flavor of the Mineral Palace Park neighborhood and the WPA architecture of Mineral Palace Park.
6. Maintain views into Mineral Palace Park.
7. Develop a pedestrian connection between the Fountain Creek Flood Plain Open Space and Mineral Palace Park.
8. Bring the riparian vegetation from Fountain Creek into Mineral Palace Park. Make a strong visual connection between the park and creek.
9. Improve connectivity to Fountain Creek Flood Plain Open Space.
10. Maintain views of the creek and surrounding floodplain areas.
11. Visually strengthen and maintain the natural riparian vegetative buffer along Fountain Creek.
12. Whenever possible, use natural, indigenous materials.
13. Utilize materials that reflect the native and natural materials and colors of the area. Brick, rock and concrete are all appropriate.
14. Incorporate flowing water forms into design elements.
15. Use landforms to define space.

The Downtown Design Segment

Goals

1. Aesthetic treatments shall support the community and CDOT's functional desires for the area.
2. Incorporate the importance of water and the confluence of the Arkansas River with Fountain Creek into New Pueblo Freeway improvements. This is the fundamental corner stone of Pueblo's existence.
3. Establish major north and south gateways to downtown. Aesthetic treatments will support this area as the front door to downtown Pueblo.
4. Aesthetic treatments will reflect the historic, urban character of downtown Pueblo.



Objectives

1. Synergize flowing water forms with Victorian and Southwestern architectural forms and structures.
2. Create the character of this Design Segment by emphasizing architectural elements rather than landscapes.
3. Create usable shade and the perception of shade.
4. Shadow and shadow patterns will be ever apparent elements of the New Pueblo Freeway.
5. Highlight views to downtown Pueblo and the bluffs along the Arkansas River.
6. Break up the long linear appearance of the elevated sections of I-25 from downtown Pueblo.
7. Screen views to industrial areas.
8. Create a hierarchy of gateways by the level of emphasis placed on the landscape and aesthetic treatments at each gateway. Gateways include major and neighborhood access.
9. Create neighborhood gateways to reinforce existing community identities and highlight their uniqueness.
10. Use materials from the built environment including concrete, block and brick.
11. Bridges, retaining walls and sound walls will be designed to be seen and blend with the established built environment.
12. Play up the importance of the bridge structures across the Arkansas River.

The Steel Mill Design Segment

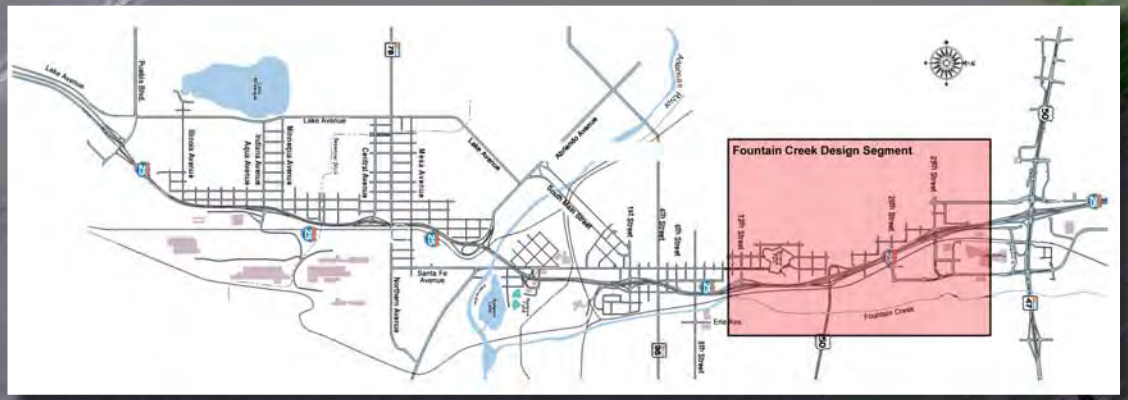
Goals

1. Aesthetic treatments shall support the community and CDOT's functional desires for this area.
2. Support the physical re-connection of neighborhoods across I-25.
3. Create a community focal point/neighborhood identity element in Benedict Park, between Mesa and Northern Avenues. It shall be visible traveling both north and south bound on I-25.
4. Aesthetic treatments will reflect the industrial and cultural heritage of this design segment.
5. Establish the southern major community gateway to Pueblo at Pueblo Boulevard.
6. Support historic interpretative opportunities with all aesthetic concepts for this design segment.

Objectives

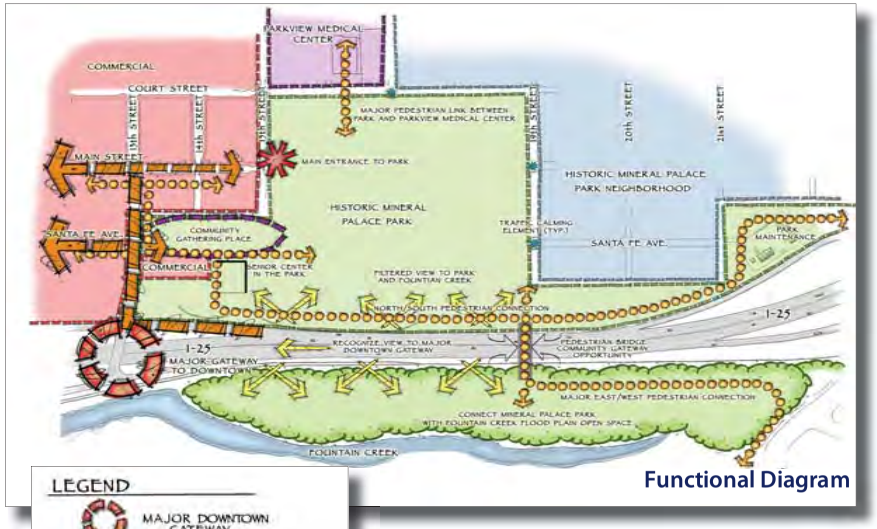
1. Highlight and maintain long-range views to the Steel Mill and Arkansas River.
2. Provide views to a new focal point and neighborhood feature created at Benedict Park between Mesa and Northern Avenues.
3. Aesthetic treatments shall support an enhanced pedestrian plaza or mall type connection between the east and west sides of Mesa Avenue.
4. Create a hierarchy of gateways by the level of emphasis placed on the landscape and architectural elements at each gateway. Gateways include a city gateway and several neighborhood gateways.
5. Provide neighborhood gateways to reinforce existing community identities and highlight their uniqueness.
6. Incorporate the history and growth of the steel industry in Pueblo into all historic themes.
7. Develop aesthetic treatments that support development of an historic interpretive park south of Central Avenue on the west side of I-25 and Santa Fe Drive.
8. Reinforce the east/west connection of neighborhoods, play up the importance of the bridge structures at Mesa Avenue.
9. Utilize materials that reflect the native and natural materials and colors of the area. Steel , brick, rock, wood and concrete are all appropriate materials reflecting the Steel Mill and company town character.
10. Create a city gateway at Pueblo Boulevard that is similar in theme and scale to the major community gateway at S.H. 50/47.
11. Create visual buffers between the neighborhoods and I-25.
12. Provide a landscape streetscape along Santa Fe Drive in the modified alignment.

The above listed goals and objectives for each design segment were used to develop aesthetic concepts for the proposed New Pueblo Freeway improvements. These concepts will be used by designers when developing final design and construction documents for future New Pueblo Freeway projects. Aesthetics treatments are an integral part of the New Pueblo Freeway project. They are part of the required actions and represent the communities desires and expectations.

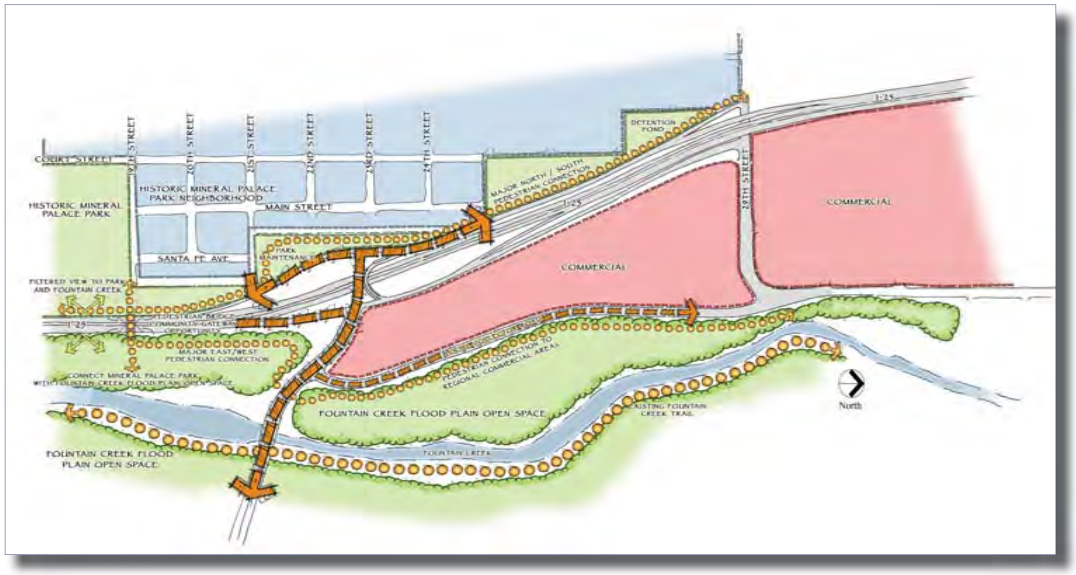


SECTION FOUR – FOUNTAIN CREEK DESIGN SEGMENT: (29th Street to 13th Street)

SECTION FOUR:
Fountain Creek Design Segment



Functional Diagram



A. Goals

The Fountain Creek Design Segment has a natural, open, undeveloped feel without retail and commercial uses directly adjacent to I-25. An abundance of natural green spaces are created by the presence of Mineral Palace Park and the Fountain Creek Flood Plain. The northern limit of this Design Segment is 29th Street. The southern limit is 13th Street.

Mineral Palace Park borders I-25 on the west with Fountain Creek running parallel to the interstate on the east. Because of the natural vegetation and openness of the park and flood plain, there is no sense that this area is within the heart of a major Colorado city.

The diagrams above are intended to graphically portray the community and CDOT's functional desires for I-25, local streets and the adjacent land uses within the Fountain Creek Design Segment. This vision for the future was developed through many workshops with the community and elected officials. Based on this vision, the following list of aesthetic goals for the Fountain Creek Design Segment were developed:

1. Aesthetic treatments will support the community and CDOT's functional desires for the area.
2. Maintain and enhance the natural, open, undeveloped feel of the design segment.
3. Aesthetic treatments will reflect the historic heritage of Mineral Palace Park and the associated neighborhoods.
4. Create the northern major downtown gateway at 13th Street and I-25.
5. Visually connect Mineral Palace Park with the Fountain Creek Flood Plain Open Space.
6. Aesthetic design will support the energy and excitement of community spaces in Mineral Palace Park .

In the northern half of Pueblo, Mineral Palace Park is the only regional park for community events and activities. Over the years, the park has been diminished in size and has lost some of its historic context as a community center and gathering place. To accommodate the widening of I-25 and the restoration of Mineral Palace Park, CDOT facilitated the preparation of a Mineral Palace Park Restoration Master Plan. (See the Mineral Palace Park Master Plan page 17). Renovations to the park include restoring its original botanic glory, while incorporating newer amenities to meet present day recreational demands. This includes re-establishing Mineral Palace Park as a community gathering place. In order to accommodate a community center and pool, land will be acquired at the southern end of the Park. Excess R.O.W. at S.H. 50 will be used for the relocation of park maintenance facilities outside of the

historic portion of the park.
Re-establishing the main park entrance at 15th and Main Street will include park identification, monumentation and connections for both pedestrian and vehicular visitors.

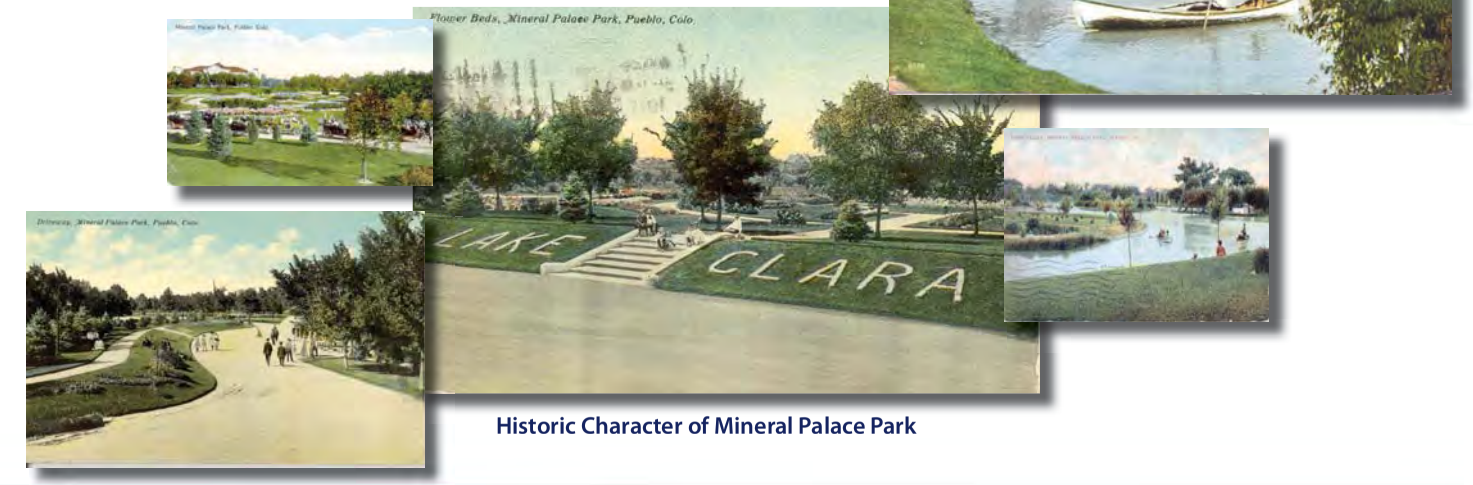
A main trail connection will be developed over I-25 connecting the park to the Fountain Creek Flood Plain Open Space. Pedestrian connections will also be developed to connect the Park to the surrounding neighborhoods of Pueblo.

Noise walls will be developed along I-25 to mitigate noise within the park. A careful balance of sound mitigation and views into the park must be achieved. Design elements along the I-25 corridor and the parks edge will promote the energy and excitement of the activities that define the park as a community gathering and activity center.

The high energy aesthetic treatments on walls and bridges along I-25 become an accent point within the more natural pastoral setting of the Fountain Creek Design Segment. This is intended to announce the festive nature of the community activities within the park. The new pedestrian bridge across I-25, at Mineral Palace Park, is intended to portray this energy. See page 22. It will also draw attention to the downtown gateway into Pueblo, which is the location of the new community center and pool.

Form and line within this segment will be more sinuous and curved to reinforce the natural, open, undeveloped character of the design segment. The predominate colors and textures can be found within the natural rock of Fountain Creek, the bridge and wall structures within Mineral Palace Park and the surrounding historic neighborhood buildings. Earth tones with a concentration of tans and buffs, as well as shades of red, will be incorporated within the aesthetic amenities. Textures shall reflect the brick and stone construction utilized in the area.

Community Gathering Spaces (Examples)

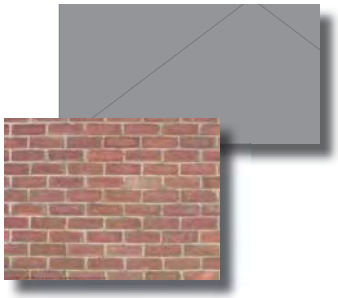


Historic Character of Mineral Palace Park

Mineral Palace Park Restoration Master Plan

B. Objectives

1. Landscape improvements along I-25 will reflect the historical, pastoral character of Mineral Palace Park.
2. Create a visual focal point in Mineral Palace Park that reflects the importance of the park as community space.
3. Develop a major downtown gateway.
4. Restore Mineral Palace Park by redefining the main entrance, reestablishing a community gathering space and controlling the flow of vehicular traffic.
5. Incorporate history, specifically the Victorian flavor of the Mineral Palace Park neighborhood and the WPA architecture of Mineral Palace Park.
6. Maintain views into Mineral Palace Park.
7. Develop a pedestrian connection between the Fountain Creek Flood Plain Open Space and Mineral Palace Park.
8. Bring the riparian vegetation from Fountain Creek into Mineral Palace Park. Make a strong visual connection between the park and creek.
9. Improve connectivity to Fountain Creek Flood Plain Open Space.
10. Maintain views of the creek and surrounding floodplain areas.
11. Visually strengthen and maintain the natural riparian vegetative buffer along Fountain Creek.
12. Whenever possible, use natural, indigenous materials.
13. Utilize material that reflect the native and natural materials and colors of the area. Brick, rock and concrete are all appropriate.
14. Incorporate flowing water forms into design elements.
15. Use landforms to define space.



Line

Form

Color/Texture

C. Design Guidelines for Aesthetic Treatments

1. Gateways

Gateways within the New Pueblo Freeway corridor are often associated with interchange and landscape features. They are identifiable and relate the highway to their surroundings. Gateways are usually associated with highly visible areas that signify a main entrance or arrival sequence to a specific place or neighborhood.

Several different types of gateways have been identified along the entire I-25 corridor from 29th Street to Pueblo Boulevard. They include city, downtown, and neighborhood gateways. One downtown gateway is envisioned within the Fountain Creek Design Segment. These three types of gateways have a hierarchy of design associated with them that is related to the type of gateway and its proposed location.

1.1 City Gateways (S.H. 50-47)

City gateways are the most significant gateways and therefore, are primary in the hierarchy. Both ends of the I-25 corridor have been designated as city gateways. From the northern end of the study area or S.H. 50-47, an arrival sequence is created to the City of Pueblo and points south. This gateway has already been constructed. On the south end, a city gateway is proposed at Pueblo Boulevard.

Newly Constructed S.H. 50-47 Bridge

1.2 Downtown Gateways (13th Street)

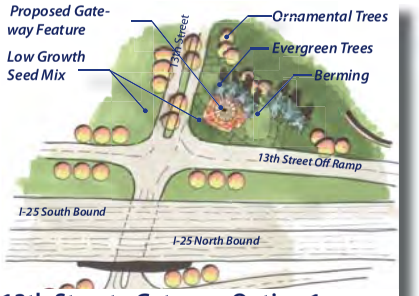
In the hierarchy of gateways, the second level is the downtown gateway. Only one downtown gateway is proposed within this Design Segment, located at 13th Street. This is the northern most point of the 1st to 13th Streets split diamond interchange that provides all vehicular access to Downtown Pueblo. 13th Street serves as the transition between the Fountain Creek and Downtown Design Segments. It provides direct access to the neighborhoods west of I-25 and Mineral Palace Park.

I-25 is elevated, with ramps that descend to 13th Street. Noise walls are planned adjacent to Mineral Palace Park and along the south bound off ramp to 13th Street. Since I-25 is elevated, retaining walls are needed along both sides of I-25 at 13th Street.

The 13th Street bridge is part of the downtown split diamond interchange complex and all bridges will have similar architectural treatments, as discussed in Section Four, the Downtown Design Segment.

Two aesthetic gateway options are presented for 13th Street. Option 1 focuses on the northwest corner of the interchange and proposes a less formal look with berming, evergreen trees, ornamental trees and groundcover as a backdrop to a proposed gateway feature. To highlight this gateway, this feature could be a sculpture or an architectural element. See examples of public art below.

Examples of Public Art



13th Street - Gateway Option 1

Option 2 is a more formal treatment with low stone curved walls immediately adjacent to the ramps on the western side of this gateway. This feature will announce the arrival to the Mineral Palace Park neighborhood. The walls will terminate with taller stone capped columns. The walls will be a stone to match the historic walls in the Park. See page 28 (Item 7, Colors and Materials) for a discussion of the rock pattern.

13th Street - Gateway Option 2

Landscaping is also proposed along the south bound ramp to 13th Street. Landscaping at this location will coordinate landscape for both the proposed gateway and landscape along the walls. To contrast the rock and extenuate the gateway, landscape treatments will be formally designed. The landscape materials will be a simple combination of low growth seed mix and deciduous trees selected from the Highway R.O.W. Xeric Plant Schedule found in the Appendix.

Due to the very hot and dry conditions that exist in Pueblo, the choice of landscape materials for either gateway option will be water conserving. Plant materials will have year round interest with texture, color and variation in height that will augment the gateway options in either case. Plants selected for this location will come from the Gateway Planting schedule found in the Appendix.

2. Bridges

Several vehicular bridges are proposed for construction within this Design Segment. They are not only viewed as a means of vehicular conveyance, but as potential gateways into the surrounding areas adjacent to I-25. They will reflect the historical and Victorian nature of the surrounding area, while making a significant state-

ment about the importance of Fountain Creek. As a family of structures, they will appear to be related, but have individual features that distinguish one bridge from another. Each bridge will have its own features that reflect the I-25 corridor and the surrounding landscape. The idea of having a family of structures shall be incorporated into all vehicular and pedestrian bridges within the Fountain Creek Design Segment.

2.1 Vehicular Bridges

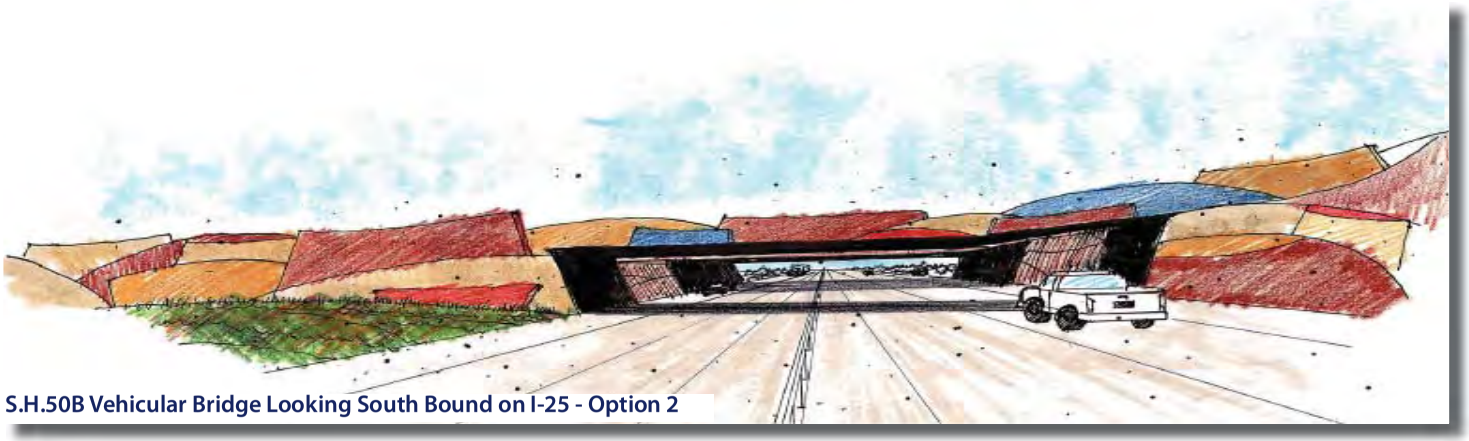
The proposed interchange planned for US 50B, just north of Mineral Palace Park, includes a number of bridge structures: two crossing I-25 and one spanning the railroad. See page 21- for an aerial perspective of the S.H.50B/I-25 interchange. Because they are part of the arrival sequence to the downtown gateway at 13th Street, these bridges are very significant to southbound travelers on I-25. The sequence includes the S.H.50B bridges, the pedestrian bridge and split diamond interchange at 13th Street.

Two architectural options have been presented on this page that depict the potential design of these structures. One option plays off of the city gateway already constructed at S.H. 50/47 and I-25. The second option is more organic and relates to the sound wall design concepts at Mineral Palace Park. Both options incorporate design elements that reflect the City of Pueblo and the Fountain Creek corridor.

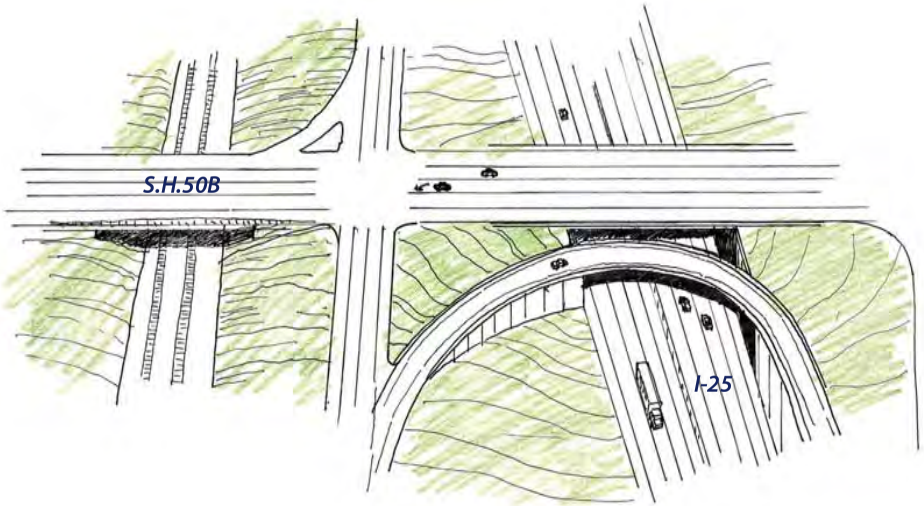
Bridge materials may consist of cast-in-place concrete or modular concrete panels. In Option 1, as additional ornamentation, steel colored bands would be attached to the walls. Material colors would reflect the reds, tans and buffs found within the Fountain Creek Design Segment.

Bridge railings must be carefully incorporated within the bridge design. This will result in using CDOT required safety rail. The safety rail will be on the roadway side. So that it is not visible, an architectural screening

S.H.50B Vehicular Bridge Looking South Bound on I-25 - Option 1



S.H.50B Vehicular Bridge Looking South Bound on I-25 - Option 2



S.H.50B and I-25 Interchange (Looking South)

element will be on the outside face of the structure.

2.2 Pedestrian Bridge

A pedestrian bridge is proposed for 19th Street that will span I-25 and link Mineral Palace Park and the Fountain Creek Flood Plain Open Space. This bridge will reflect the energy and excitement associated with community events in Mineral Palace Park. A pedestrian ramp from Mineral Palace Park will be necessary to elevate users up to the bridge structure on the west side of I-25. Due to extensive elevation changes between the park and Fountain Creek, a series of ramps will be necessary to meet grade on the east side adjacent to the existing Fountain Creek Trail.

The aesthetic treatment of this pedestrian bridge will include park design elements that reflect the excitement of the area. These elements include organic, free flowing lines that convey the natural riparian feel of the area. The introduction of "water", representing the Fountain Creek corridor, and the use of natural materials relating both to Mineral Palace Park and Fountain Creek are important.

Two concepts have been created for consideration. These structures are reflective of the man-made and geologic formations of Pueblo. Option 1 is considered a living bridge. By incorporating living plant material within the bridge structure, it would tie the bridge with the organic nature of the park and the natural surroundings of Fountain Creek. The arching steel trellis that spans the highway is meant to reflect the steel production heritage of Pueblo. This trellis will serve to protect pedestrians using the bridge, as well as support vegetation that may grow upon it. Plant materials will need to be planted in planters or planter boxes, behind or incorporated into the sides of the bridge structure. Xeric, climbing/trailing plants are envisioned for this bridge structure (i.e. Virginia Creeper). Irrigation will be required to support the growth of these plants. A low gallon drip system is envisioned that could be tied into the existing Mineral Palace Park irrigation system. Park staff from the City of Pueblo would maintain this system, as well as the plant material on the bridge.

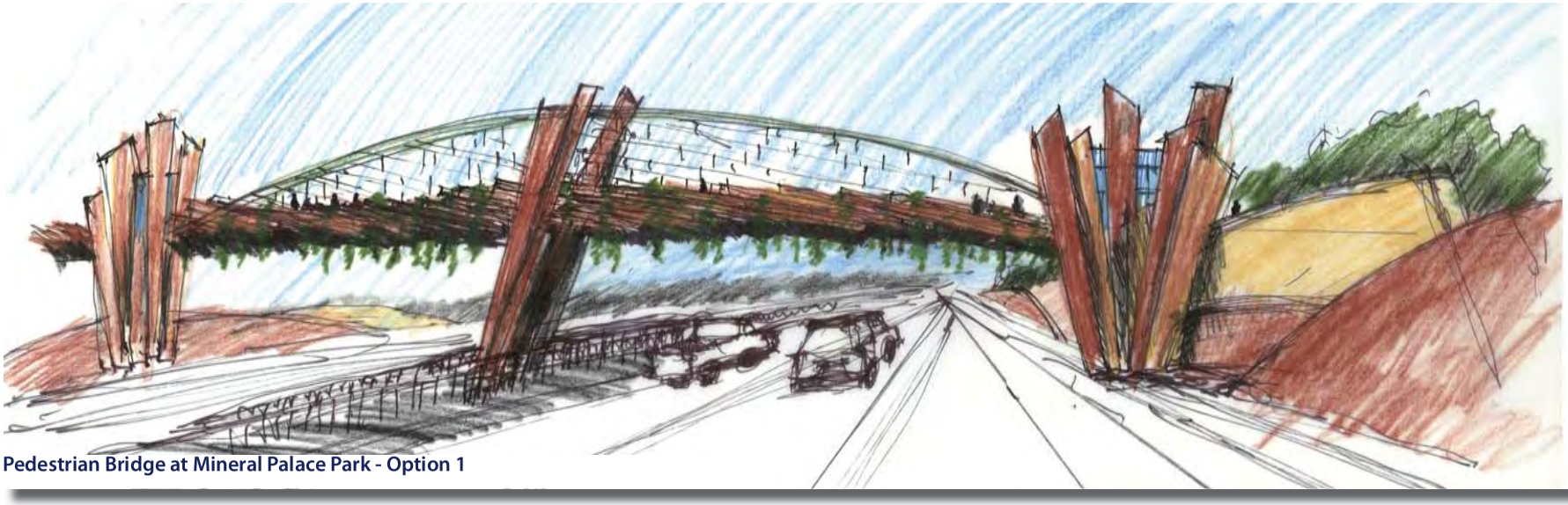
Spire like columns extend above the bridge deck . These vertical elements would be constructed of steel or concrete. They have been arranged to reflect the release of energy in an exuberant fashion.

The sides of the bridge structure are meant to reflect the geologic rock formations associated with the area. The horizontal bands are meant to show striations of the natural rocks formations. They are shown at an angle to represent the upheaval of rock throughout time. This material could be a stone veneer over concrete or concrete panels formed to represent these rock formations.

The second pedestrian bridge, Option 2, is intended to convey a similar idea as Option 1. The arches of this bridge and the colors are reflective of the sedimentary geologic formations of the area. The blue panel depicts the importance of water, and the confluence of the Arkansas River and Fountain Creek, the birth place of Pueblo. These panels are envisioned to be either precast panels that are attached to the bridge structure or cast-in-place with integral colors to reflect the sedimentary rock appearance.

The steel arches above the bridge will reflect the steel production heritage of Pueblo. The lower arches will have a wire mesh to protect pedestrian users, whereas the upper arches will not.

Covered pedestrian shade structures are planned at each end to meet the goal of providing shade.



Pedestrian Bridge at Mineral Palace Park - Option 1

Pedestrian Bridge at Mineral Palace Park - Option 2

3. Retaining/Sound Walls

A combination of retaining/sound walls are planned for a majority of the west frontage along I-25. This includes Mineral Palace Park and the detention ponds that front directly onto the I-25 right-of-way. These walls will be highly visible from the highway, the park and the adjacent residential areas. Because of their high visibility and dual purpose, it is recommended that these walls reflect the pastoral and rural character of the park and the Fountain Creek corridor, as well as capturing the essence of the natural features and landforms of Pueblo.

To reinforce the design intent of this segment, the walls surrounding the park will be more organic and free flowing in nature. Organic forms and materials will be incorporated to relate with bridge and gateway improvements. They will be constructed of concrete block, poured-in-place concrete or precast concrete. Walls for this portion of the Design Segment can not be blank walls of concrete or simple modular systems with a repetitive pattern or color. They must be textured or rusticated. To develop shadow patterns on the walls, texture must be a minimum of two inches deep.

Walls will be sized and placed to afford the best possible screening of vehicular noise, while achieving the best visual interest for those inside the park and surrounding residential neighborhoods. Walls will be integrated with earthen berms, segmented, undulating and vary in height to create interest.

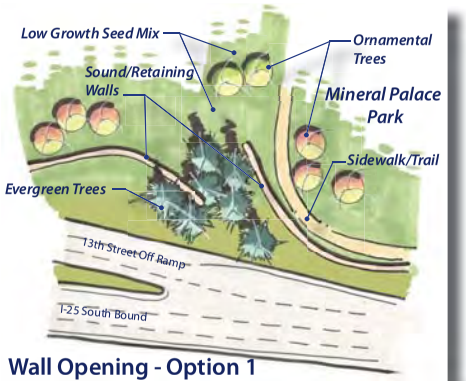
Use landforms in conjunction with the walls to define space. Examples of ways in which landform can be used to define space are depicted on page 24.

Retaining/Sound Wall at Mineral Palace Park

Retaining/Sound Wall Concept at Mineral Palace Park

Retaining/Sound Wall at Mineral Palace Park

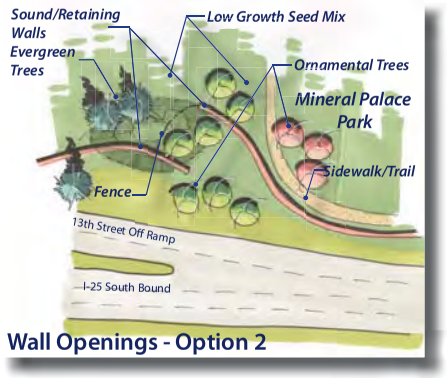
Use Landforms to Define Space (Examples)



Wall Opening - Option 1

Sound Wall/Retaining Wall with Wrought Iron Fence - Option 2

With the installation of non contiguous walls adjacent to the I-25 corridor, safety becomes an issue for park users. Several landscape design options have been proposed to address the wall openings. Option 1 includes the installation of a large landscaped berm planted with varying heights of evergreen trees. This bed would be placed between the two wall ends providing a dense planting as a deterrent for those wishing to meander between the walls.



Wall Openings - Option 2

Option 2 would be the construction of a steel fence between the ends of the wall. The fence will be designed to reflect the historical icon fence wall in Mineral Palace Park. For year round interest, this would be supplemented with a combination of evergreen and ornamental trees on a berm.

Option 3 does not allow for openings between the walls. The walls would be continuous, with pockets so that landscaping could be provided within the pocket of the wall and create the appearance of wall segments. Plant materials for all three landscape design options would be selected from the Mineral Palace Park plant schedule found in the Appendix.

Wall Openings - Option 3

Due to the high visibility of this area, landscaping for the retaining/noise walls internal to the park will be more formal, manicured and maintained. This is true of all the existing and proposed landscape areas within the park. To reflect the botanical heritage of Mineral Palace Park, plant diversity is a must. Landscape plant materials for installation within the park will come from the Mineral Palace Park plant schedule found in the Appendix.

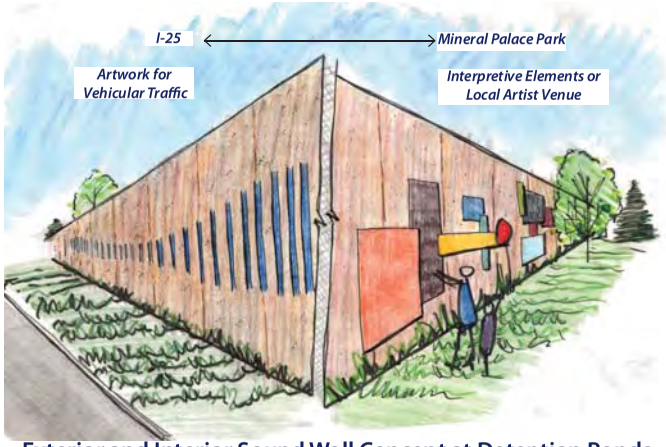
The walls proposed for the detention ponds adjacent to I-25 just south of 29th Street will not be as organic. They will have materials/textures added to them that create visual interest and provide surface variations and shading helping to reduce their scale. Textural elements will be large enough to create shadows that are identifiable at highway speeds, whether it is cast into the wall, attached to the wall or something placed in front of the wall. See pages 25 and 26 for sound wall options at the detention ponds.

Because of the proximity to Fountain Creek and Mineral Palace Park, the introduction of "water" in the materials and forms is especially important. Colors for all walls within this design segment will reflect the earth tones of Pueblo and shall consist of greens, dark grays, browns, light tans or sandstone.

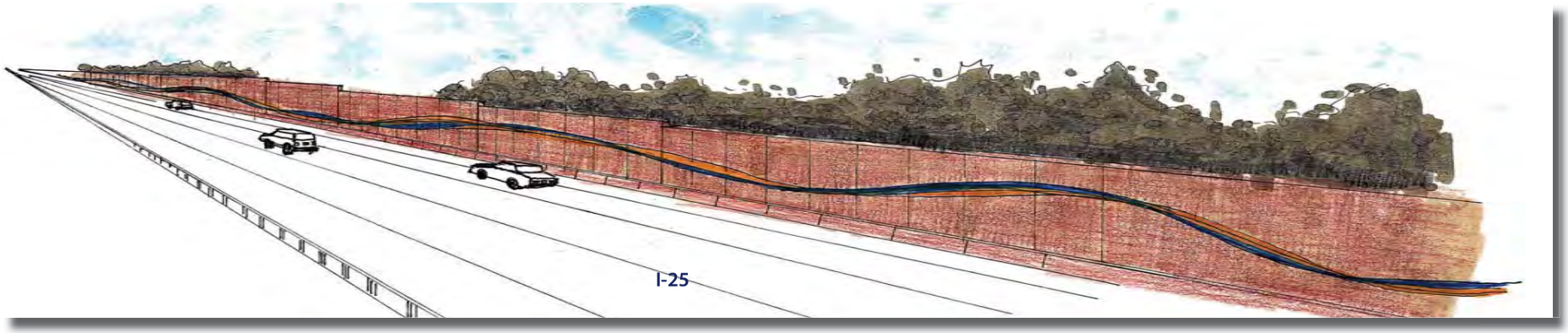
Berms that mitigate highway noise can reinforce the separation between park users and the highway. Berms must be compatible with surface drainage and not conflict or create roadway drainage or safety issues.

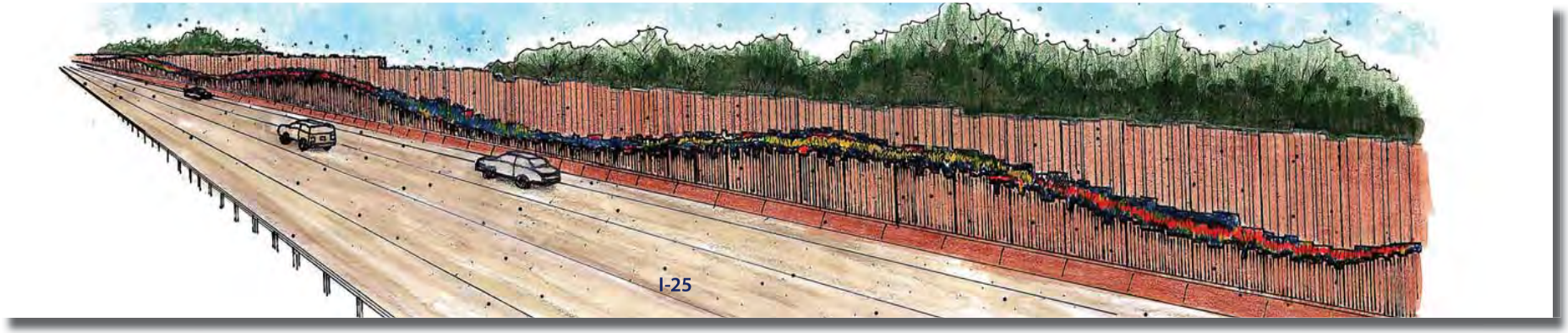
The exterior design of the walls facing the highway will be visually apparent to vehicular traffic traveling at 55 mph or greater. In order to appeal to moving vehicles, a singular theme, shape or color repeated at a larger scale, in increments, will run continuous along the wall face. The artistic element may be incremental to the wall, attached to the wall surface or an extruded element.

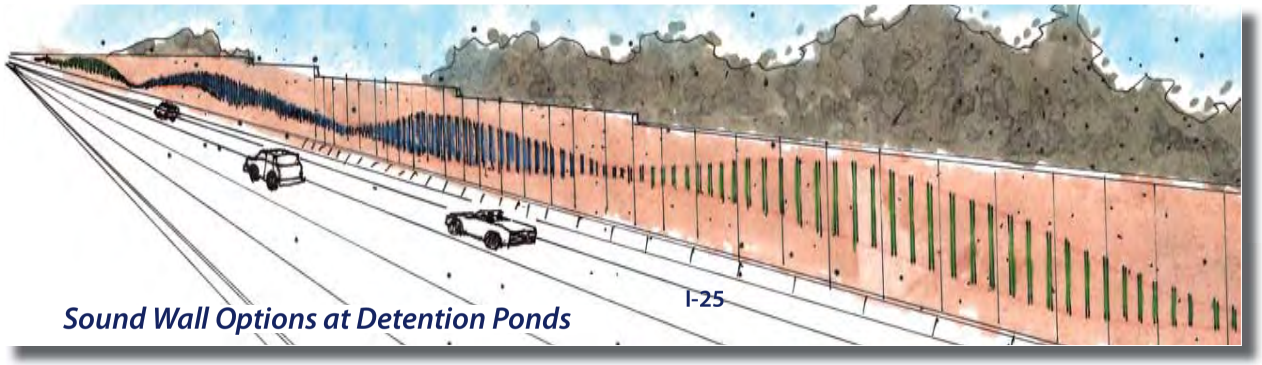
Around the detention ponds, careful attention will be paid to the back sides of the noise walls as these face the park and neighborhoods. In these instances, walls will be appealing to pedestrians using trails or walks, as well as to the private landowners. Wall design might include interpretive elements related to the history of Pueblo or a venue for local artists to display their art.



Exterior and Interior Sound Wall Concept at Detention Ponds

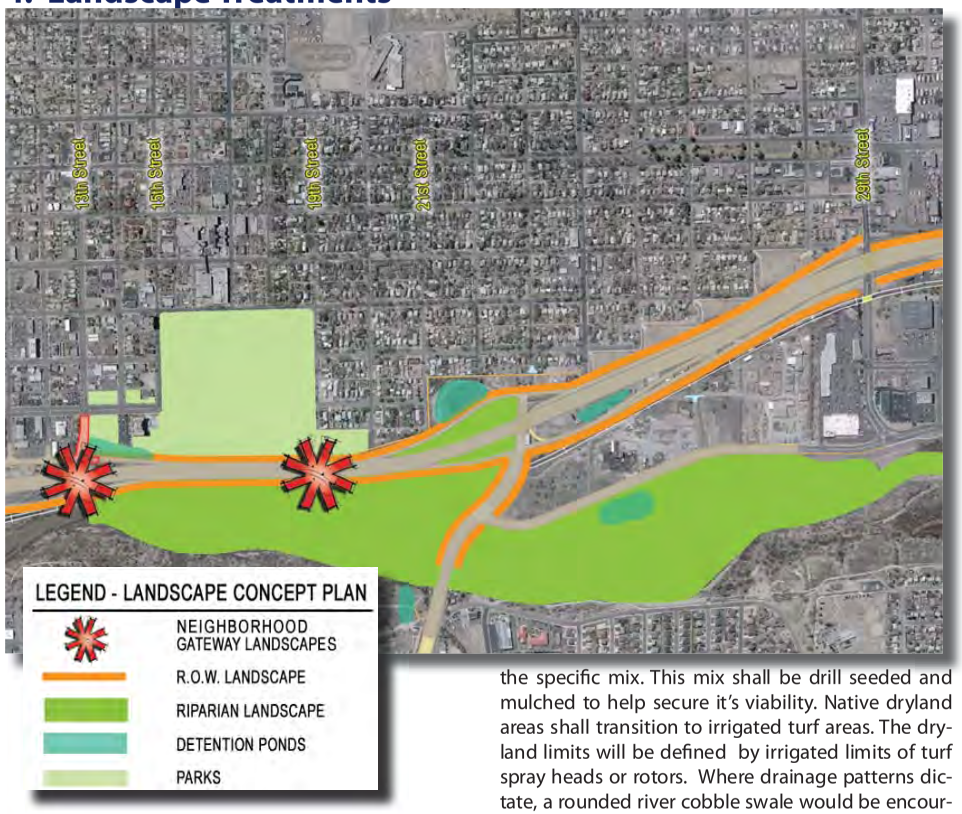






Sound Wall Options at Detention Ponds

4. Landscape Treatments



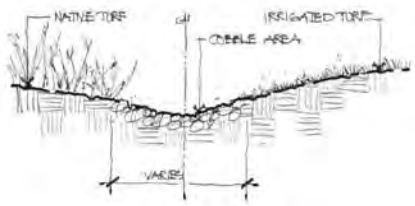
As a part of these Design Guidelines, separate plant schedules have been created. They have been developed in response to the various environmental and aesthetic conditions that exist within the three Design Segments. They are based on the xeric nature of the Pueblo area and the harsh environmental conditions that exist adjacent to I-25.

4.1 Right-of-Ways

Dryland Grasses such as a low grow grass mix will be used along all roadway shoulders within the right-of-way where soil stabilization is required and in all areas where aesthetic treatments have not been identified. See Right-of-Way plant schedule in the Appendix for the specific mix. This mix shall be drill seeded and mulched to help secure it's viability. Native dryland areas shall transition to irrigated turf areas. The dryland limits will be defined by irrigated limits of turf spray heads or rotors. Where drainage patterns dictate, a rounded river cobble swale would be encouraged to assist drainage and also provide a separation between irrigated and non-irrigated turf. Also, wherever possible, a trail, road or other physical feature can provide this separation.

4.2 Detention Ponds

Within the Fountain Creek Design Segment, several detention pond areas are planned along the I-25 corridor. They will have side slopes that are fairly steep (i.e. 3:1 slopes) and flat bottoms. In some ponds, low flow channels are required to ensure positive drainage. To make these low flow channels appear more natural, cobble swales (grouted or ungrouted) will be constructed in lieu of concrete drain pans.



Cobble Swale Concept

It is assumed that these pond areas will have standing water or moistened soil conditions to support riparian and possibly submerged aquatic plants. These plants shall be placed in the very bottom of the detention pond or along the low flow channel. The steeper slopes of these ponds shall be seeded with a dry land or xeric grass mixes. Submerged aquatic seed can be added to this grass seed mix and can be seeded in the bottom of these ponds. This will allow both seed mixes to germinate where moisture is adequate. See the Detention Pond Landscaping sketch on this page.

Riparian plants, such as willows, may be introduced in areas where moisture is more prevalent and can be supported. Plants will be selected from the Detention Pond Plant schedule located in the Appendix.

Detention Pond Landscaping

4.3 Fountain Creek Flood Plain

Any new landscaping proposed within the Fountain Creek Flood Plain Open Space would occur in conjunction with the development of new trails and picnic areas. Disturbed areas will be relandscaped using plants selected from the Riparian plant schedule. As closely as possible, all newly planted areas will reflect the natural landscape. No formal plantings will occur in the Fountain Creek Flood Plain.

Use the Low Grow mix to preserve the natural appearance of the corridor. Maintenance would be the responsibility of the property owner.

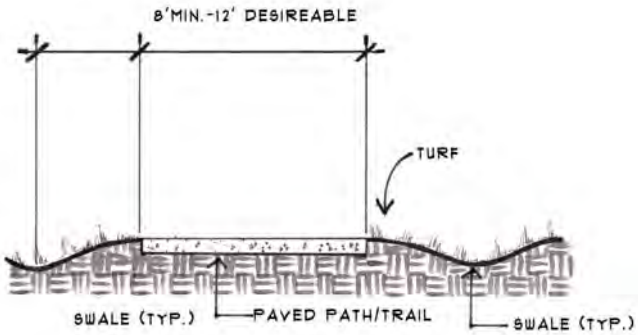
5. Irrigation

Except along Mineral Palace Park and the south bound ramp to 15th Street, the installation of an underground irrigation system will not be required for the right-of-way areas. All Park areas shall be irrigated. An irrigation system will be required at 13th Street where supplemental landscaping and a gateway feature is proposed. Irrigation for these areas will be an extension of the existing system within the park. This system will be maintained by the City of Pueblo.

6. Trails and Sidewalks

A series of trails and sidewalks are being proposed in connection with the redevelopment of Mineral Palace Park, the Fountain Creek Flood Plain and proposed I-25 improvements. These proposed trails will provide a continuous link from the park to downtown Pueblo, across the highway to Fountain Creek and to points further north. In the City of Pueblo, sidewalks will be developed from the surrounding neighborhoods to Mineral Palace Park.

As part of the park restoration effort, there is a hierarchy of trails proposed within Mineral Palace Park. These hierarchies are regional trails and social trails. Detached regional trails will be internal to the park and connect the existing park to the proposed expansion area and further north to 29th Street.

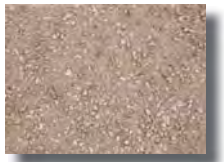


Regional Trails

These trails will be paved and 12'-0" wide. To harmonize with the built improvements, the paved trail will be concrete with integral earth tone colors. This type of trail is envisioned for active uses such as bicycling, in-line skating, fast paced walking and for larger groups of recreationalists.

As part of the proposed pedestrian bridge connection from Mineral Palace Park to the parklands associated with Fountain Creek on the east, a regional trail should be provided on either side of the I-25 corridor right-of-way.

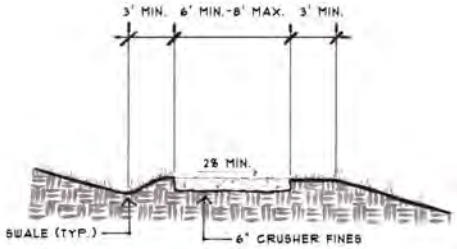
Grey Breeze



Tan Breeze

This will accommodate a multitude of trail users traversing on the pedestrian bridge overpass in either direction. Due to the large topographical differences between the roadway, bridge and existing parklands, a detailed design study will be necessary to resolve how trail connections will actually be made from the bridge to the adjacent lands. Options for trail connectivity include the construction of switch back trails to make up grade and allow for handicap accessibility or the installation of an elevator on either side of the bridge. Design solutions will be sensitive to the landscape in which the connection is being made and will try not to disturb the existing vegetation.

Social trails are considered secondary trails that will be installed as connectors to the regional trail. They will be 6'-0" to 8' -0" in width, soft surface, composed of either grey or tan breeze. These trails are envisioned for use by more passive recreationalists.



Social Trails

New trails are proposed within the Fountain Creek Flood Plain Open Space along the east side of I-25 that will provide access to areas where picnic shelters and passive recreational opportunities can be pursued. All proposed trails within this area shall be 4'-0" to 8'-0" wide grey or tan breeze. Picnic areas and trails will be intertwined within the native vegetation and connect to existing north and south paved trails along the banks of the creek.

Attached sidewalks are planned to connect Mineral Palace Park to downtown Pueblo. At these locations, appropriate crosswalks, signage and traffic signals will be required. Crosswalks will be of a paving material and color that separates itself clearly from the surrounding pavement.

Sidewalks into the city need to be wide enough to accommodate a variety of users. Where possible, sidewalks will be a minimum of 8'-0" feet wide for pedestrian circulation and wider for street furnishings, signage and adjacent land uses (i.e restaurants, cafes etc.). Sidewalk pavement must adhere to city standards although integral color, textures and paving patterns are all encouraged to add to the human scale of the sidewalk.

Attached Sidewalk Examples

7. Color and Materials

Colors and materials utilized for the Fountain Creek Design Segment will be based upon the materials and colors of the area. Materials will be based in the built environment and include colored concrete, modular block, brick, tile stone and steel. The stone utilized in this section will be stone that is similar to the sedimentary rock of the area (i.e., sandstone).

This rock shall match the existing stone used in Mineral Palace Park. Pink and salmon colored rock shall be avoided. This unifying, natural rock shall be referred to as buff flagstone with iron oxide accents. It shall be cut and arranged like that in Mineral Palace park (See photograph below). Cultured stone products will be acceptable and shall match the color, pattern and naturally occurring "oxide accents" as those of natural rock. Cultured stone shall be grouted with dark grey grout. Joints shall be raked to minimize grout appearance.

Metal finishes will be selected from the Federal Color list below.

- Federal Color-30055
- Federal Color-30076
- Federal Color-30115
- Federal Color-30371
- Federal Color-34090
- Federal Color-35180

8. Site Amenities

8.1 Picnic Shelters

Park picnic shelters will incorporate the historic Victorian character of Mineral Palace Park and the surrounding neighborhood, as well honoring the "Olmsted-esque" character of the park. Refer to the historic post cards at the beginning of Section 4 depicting the original Victorian character.

Picnic structures can be custom fabricated or ordered from a picnic structure vendor. Since Mineral Palace Park is one of Pueblo's premier parks, all structures and site amenities and improvements must be approved by the City of Pueblo Parks Department.

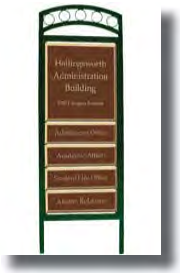
8.2 Benches

Benches shall have the same Victorian feel as the shelters. Victorian themed products are more prevalent from site furnishing vendors. Design continuity shall exist between all site amenities. Designers shall select a family of amenities that all have common elements. See the examples below.

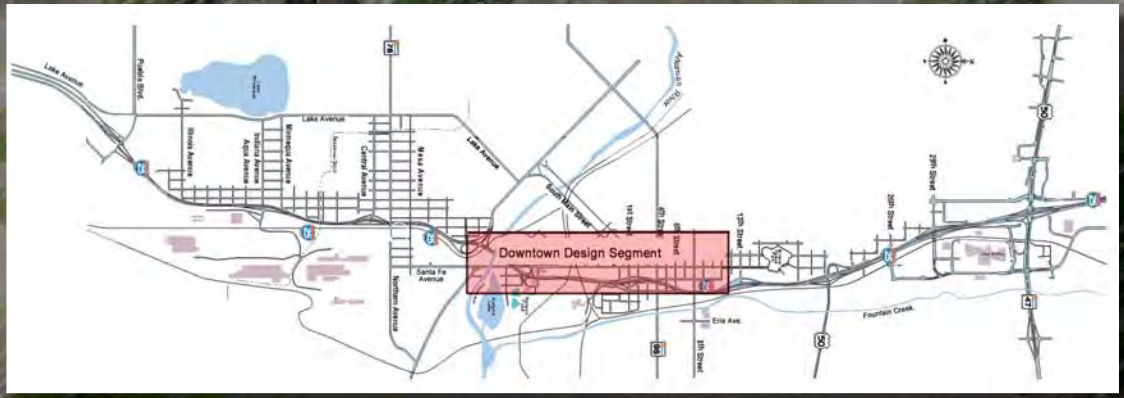
8.3 Trash /Recycling Receptacles

8.4 Lighting

8.5 Signage



SECTION FIVE – DOWNTOWN DESIGN SEGMENT
(13th Street to the Arkansas River)



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SECTION FIVE: Downtown Design Segment

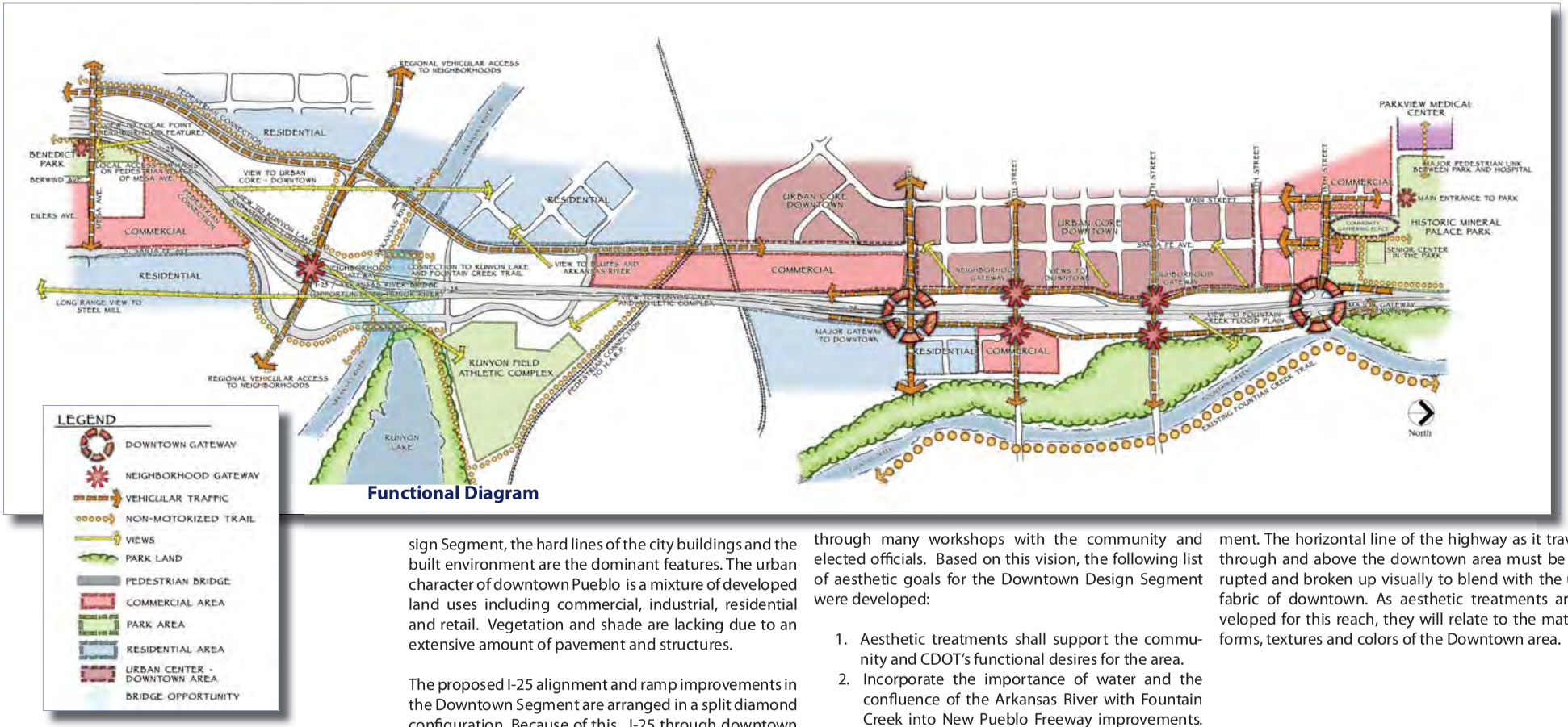
A. Goals

The Downtown Design Segment has a much different character than the Fountain Creek Design Segment. The northern limit of this Design Segment is 13th Street and the southern limit is the Arkansas River. Within this Design Segment, the hard lines of the city buildings and the built environment are the dominant features. The urban character of downtown Pueblo is a mixture of developed land uses including commercial, industrial, residential and retail. Vegetation and shade are lacking due to an extensive amount of pavement and structures.

The proposed I-25 alignment and ramp improvements in the Downtown Segment are arranged in a split diamond configuration. Because of this, I-25 through downtown Pueblo will be elevated approximately 20 feet above adjacent land uses. It is entirely on fill with large side slopes. Visible from all areas of downtown, are bridge structures with retaining walls at 13th, 8th, 4th, "D" and Locust Streets. There are bridges at Kelly Avenue, the Arkansas River and two locations over railroad lines. The diagram below is intended to graphically portray the community and CDOT's functional desires for I-25, local streets and adjacent land uses within the Downtown Design Segment. This vision for the future was developed through many workshops with the community and elected officials. Based on this vision, the following list of aesthetic goals for the Downtown Design Segment were developed:

1. Aesthetic treatments shall support the community and CDOT's functional desires for the area.
2. Incorporate the importance of water and the confluence of the Arkansas River with Fountain Creek into New Pueblo Freeway improvements. This is the fundamental corner stone of Pueblo's existence.
3. Establish major north and south gateways to downtown. Aesthetic treatments will support this area as the front door to downtown Pueblo.
4. Aesthetic treatments will reflect the historic, urban character of downtown Pueblo.

Mitigation of the highway views from downtown and surrounding neighborhoods is crucial to this design segment. The horizontal line of the highway as it traverses through and above the downtown area must be interrupted and broken up visually to blend with the urban fabric of downtown. As aesthetic treatments are developed for this reach, they will relate to the materials, forms, textures and colors of the Downtown area.



Functional Diagram

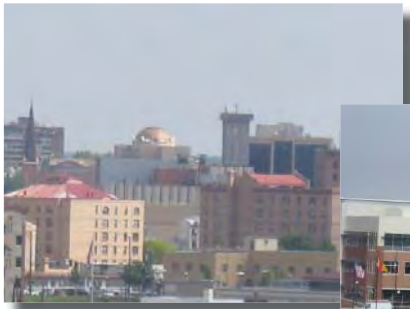
Pueblo's river history should also be considered. Pueblo began at the confluence of the Arkansas River and Fountain Creek. Water and forms associated with the river should be integrated into the design elements as a reminder that water is life for this community.

Gateways into downtown Pueblo and the surrounding neighborhoods are envisioned at 1st and 13th Streets. The split diamond configuration will serve as major access points into downtown Pueblo and local streets. Neighborhood gateways are planned at 4th and 8th Streets and will provide additional access into the downtown neighborhoods and Fountain Creek.

Colors and textures within this design segment shall incorporate existing ones found in downtown Pueblo (i.e., downtown Victorian architecture and the surrounding landforms). Generally these shall be shades of red and buff earth-tone colors. Textures shall reflect brick and stone construction as found in the downtown buildings.

B. Objectives

1. Synergize flowing water forms with Victorian and Southwestern architectural forms and structures.
2. Create the character of this Design Segment by emphasizing architectural elements rather than landscapes.
3. Create usable shade and the perception of shade.
4. Shadow and shadow patterns will be ever apparent elements of the New Pueblo Freeway.
5. Highlight views to downtown Pueblo and the bluffs along the Arkansas River.
6. Break up the long linear appearance of the elevated sections of I-25 from downtown Pueblo.
7. Screen views to industrial areas.
8. Create a hierarchy of gateways by the level of emphasis placed on the landscape and aesthetic treatments at each gateway. Gateways include major and neighborhood access.
9. Create neighborhood gateways to reinforce existing community identities and highlight their uniqueness.
10. Use materials from the built environment including concrete, block and brick.
11. Bridges, retaining walls and sound walls will be designed to be seen and blend with the established built environment.
12. Play up the importance of the bridge structures across the Arkansas River.



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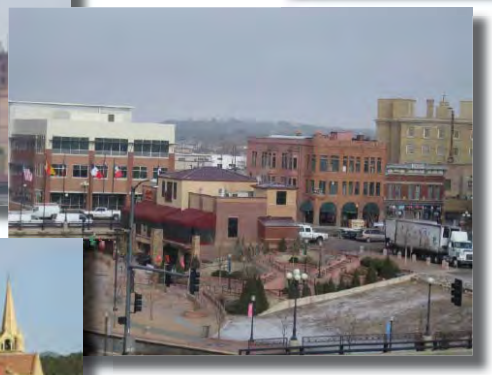
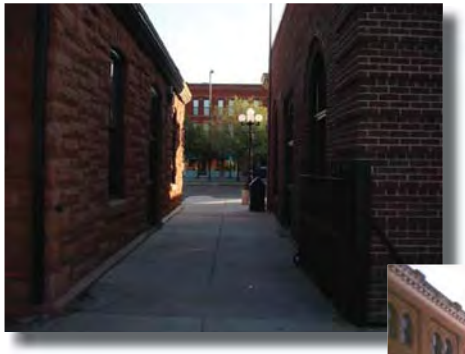




Line

Color/Texture

C. Design Guidelines for Aesthetic Treatments

1. Gateways

Unlike the Fountain Creek Design Segment where the highway is at the same grade as the surrounding landscape, in the Downtown Design Segment, I-25 is elevated above the city providing travelers with views across town. Commercial and neighborhood areas on the east and west sides of I-25 once bisected by the highway, will have cross access at 13th, 4th, 8th, 1st, Kelly Avenue, "D" and Locust Streets.

Due to the elevated nature of the highway, bridge structures, retaining walls and sloped paved areas will be highly visible from the surrounding downtown area and therefore emphasis on aesthetic treatments shall focus on the architectural design of these elements to make them as visually appealing as possible.

Several of these bridge structures have been identified as gateways within the Downtown Design Segment. These are viewed as opportunities to create aesthetic treatments that will help identify neighborhoods, signify important entrance and exit points off of the highway and help to establish an aesthetic look for the downtown highway corridor. Examples of existing bridge structures in North America that make a strong architectural statement are provided on this page.

Both downtown and neighborhood gateways are envisioned within this design segment. The aesthetic treatments for the downtown gateways will be incorporated into the design of the bridge structure, the abutments, railings etc. Aesthetic treatments for neighborhood gateways however, once you exit off I-25, will occur at the street level. Aesthetics treatments will include landscaping, berms, lighting, signage and potentially low retaining walls or sculptures.

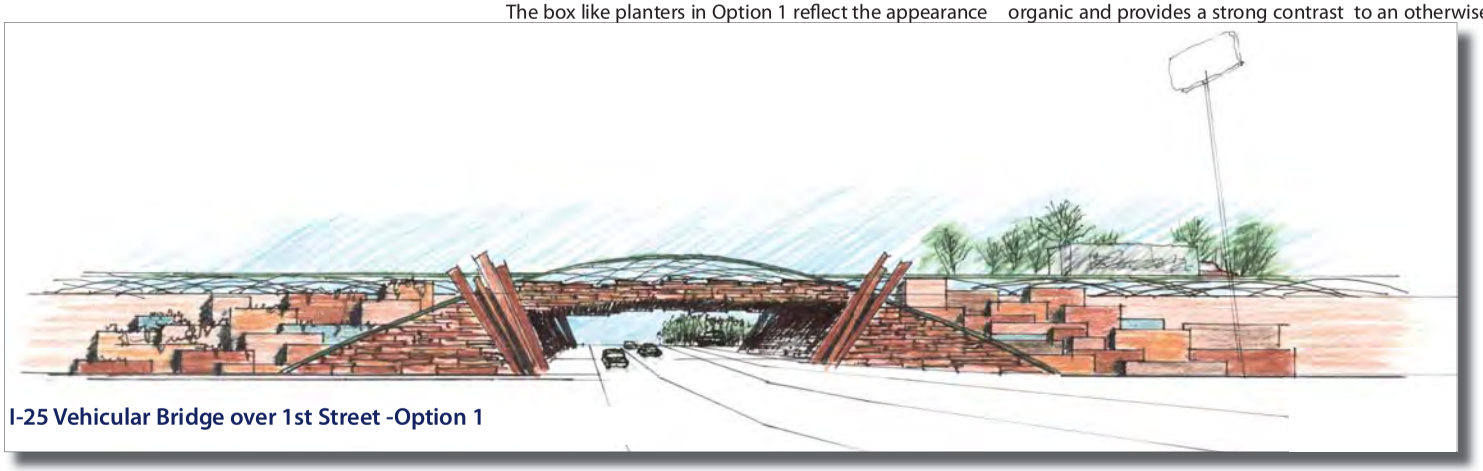
The northern downtown gateway occurs at 13th Street and was discussed in the previous chapter as a part of the Fountain Creek Design Segment. The southern downtown gateway occurs at 1st Street. Neighborhood gateways have been identified at 4th and 8th Streets. The bridges across the Arkansas River are identified as opportunities to create a visual focal point, reflecting the importance of the Arkansas River to the development of Pueblo throughout history.

Example Gateway Bridges in North America

1.1 Downtown Gateways (First Street & Arkansas River Bridges)

1.1.1 First Street Bridge

The first southern downtown gateway is at First Street. This gateway will reflect the urban character and forms associated with the city. It will evoke a strong architectural statement blending the old Victorian charm of the city with the southwestern style of the area.



I-25 Vehicular Bridge over 1st Street -Option 1

Stone, steel, concrete and brick are all appropriate construction materials. Colors shall be buffs, tans and reds to reflect the mixture of modern, southwest and Victorian architectural styles. A detailed color palette outlining the appropriate shades of materials for bridge structures can be found on page 48 of Section Five, the Downtown Design Segment. Water will be introduced artistically symbolizing the Arkansas River and Fountain Creek. However, it should be understated since this Design Segment relates more to the urban downtown environment.

Three architectural bridge options have been suggested as gateway treatments at 1st Street. These bridges are important elements that will be seen from above, when travelling along I-25, but more importantly, from below, when traveling the local cross streets.

In all options, graceful arches are envisioned to help break up the strong linearity of the road and to reflect upon the steel production heritage of Pueblo. It is a common aesthetic element found within the Fountain Creek pedestrian bridge structure, at Mineral Palace Park and the gateway bridges downtown. Arches are a unifying element of all the design segments. The arched forms are complimented with retaining walls/planters that add a third dimension to the bridge structure and address the treatment of the slope between the elevated bridge deck and the surrounding landscape.

The box like planters in Option 1 reflect the appearance of the buildings as seen from I-25. A number of the forms must extend up above the bridge deck and roadway elevation. This will break up the long linear line of the elevated interstate as it is viewed from downtown. The curved planters in Option 2 reflect the curvilinear appearance and organic design of bridge option two. Both bridge structures introduce water in the bridge sides via colored concrete panels that tie back to the importance of water in Pueblo.

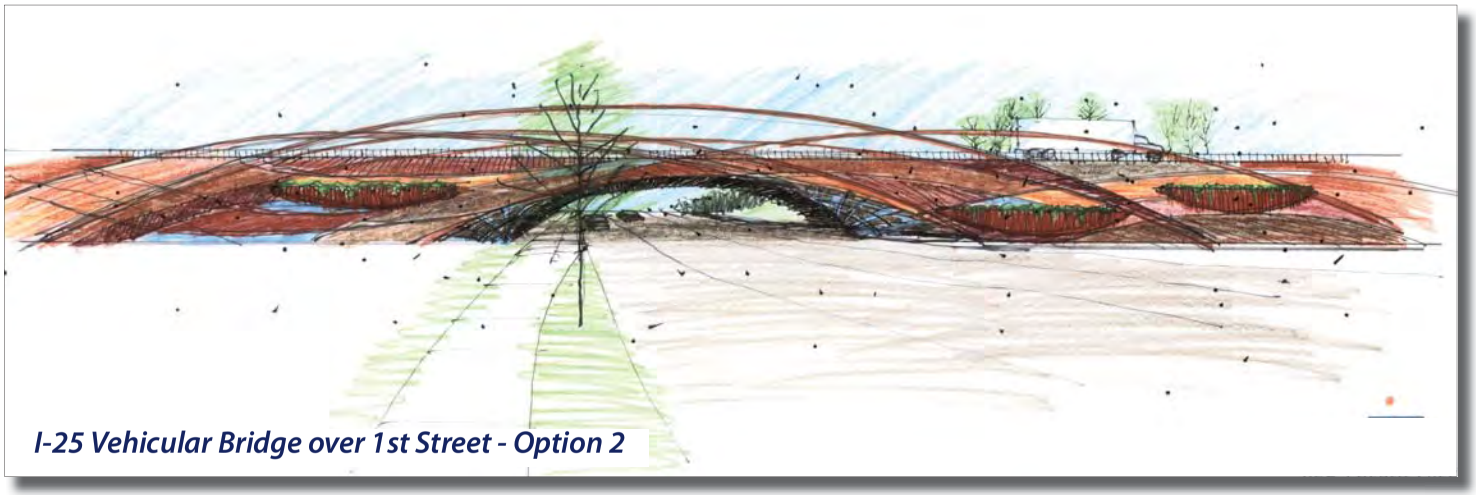
Vertical steel columns in Option 1 extend above the bridge deck. These vertical elements have been arranged to reflect the release of energy and tie back to the proposed pedestrian bridge structures within the Fountain Creek Design Segment.
In Option 1, the sides of the bridge structure are meant to reflect the geologic rock formations associated with Pueblo and again, tie back to the pedestrian bridge structure in the Fountain Creek Design Segment. The horizontal, sedimentary rock layers reflect the natural rock formations. This material could be a stone veneer over concrete or concrete panels formed to represent these rock formations.

Option 2 includes abstract layers of rock that could be a stone veneer over concrete panels. The arching vehicular opening of the bridge reflects the extensive use of arches in Pueblo's Victorian architecture for both window and door openings. This gateway concept is more organic and provides a strong contrast to an otherwise structured, urban downtown corridor.

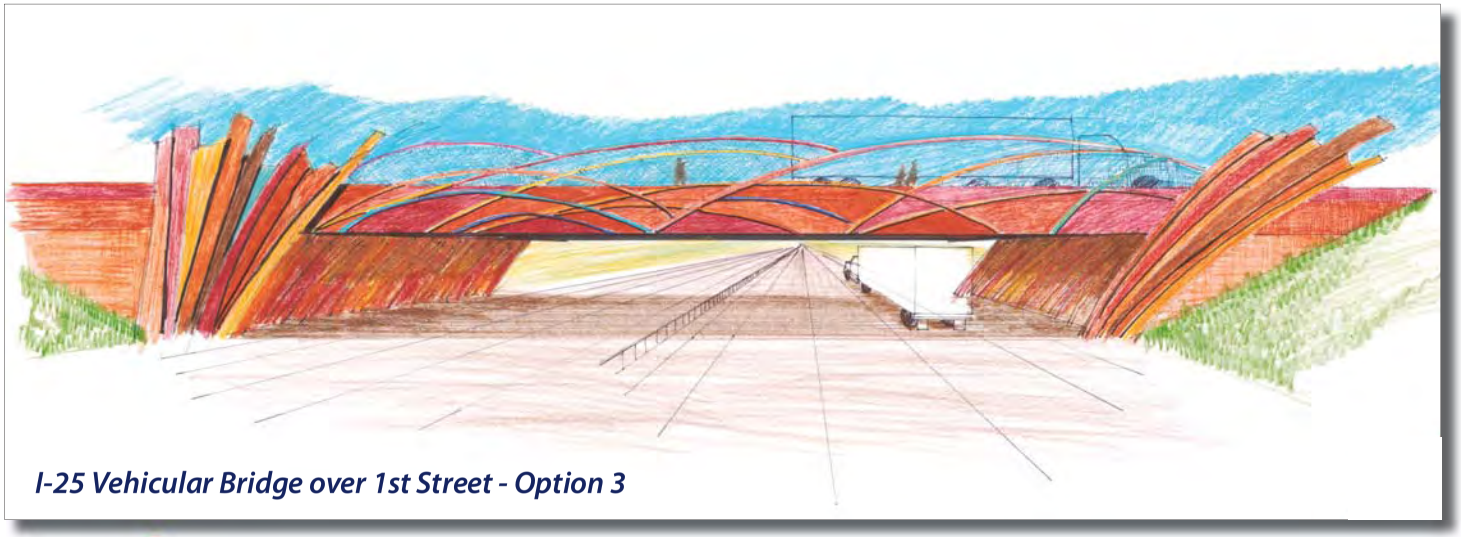
Option 3 includes the arching steel of Option 1 and 2 along with the vertical steel columns of Option 1. Steel bands of blue are used to tie this bridge option to Fountain Creek and the Arkansas River. The bridge deck and abutments would be constructed of concrete or concrete panels of reds, buffs and browns.

These gateway bridges as well as all other bridges within the New Pueblo Freeway shall be designed so the bridge and related site walls work as one system. They must flow seamlessly into one another. See the birds eye perspective of the spit diamond interchange on page 45 and 46.

Landscaping for this gateway would be limited to planters incorporated into the sides of the bridge structure. Xeric climbing/trailing plants are envisioned. Irrigation would be required to support the growth of these plants.



I-25 Vehicular Bridge over 1st Street - Option 2



I-25 Vehicular Bridge over 1st Street - Option 3

1.1.2 Arkansas River Bridge

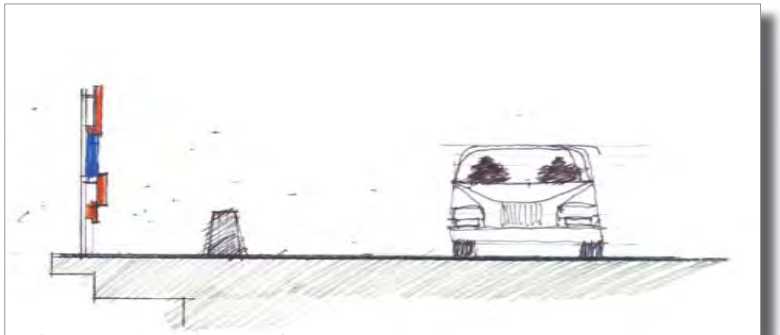
The Arkansas River Bridge is an opportunity to create a focal point that reflects the importance of the Arkansas River. The view from the travel lanes is important and should accent the river crossing experience.

Screening material will be installed along the bridge guard rails at vehicular eye level to selectively encourage or discourage views as desired. Aesthetic screening treatments shall be designed to be bold and fun for the vehicle passenger and can be appreciated at 65 mph. Undulation, repetition and appropriate scale is required to make these elements successful. Ornamentation of this bridge will concentrate on the screening portion as the sides of the bridge structure are not as visible from the areas below.

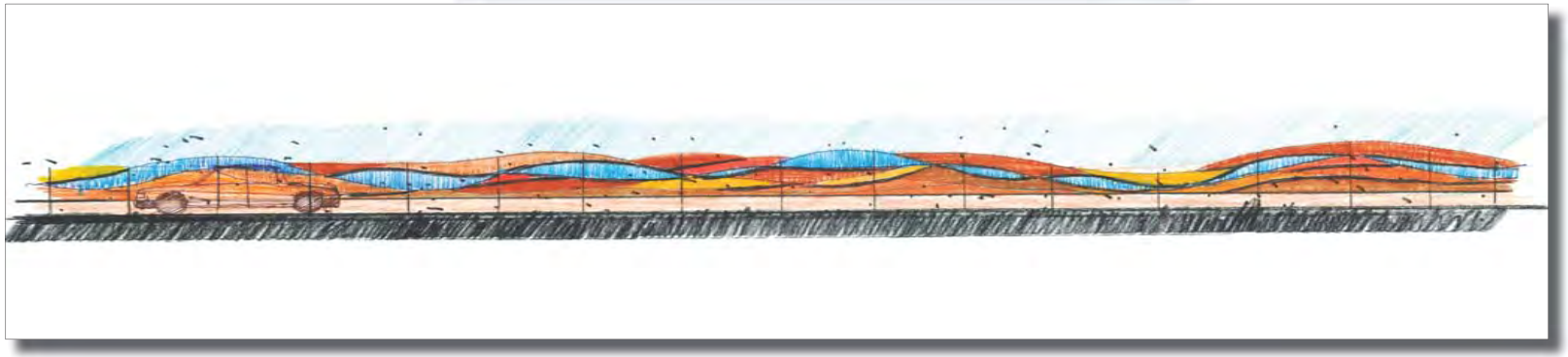
The screening material shall be constructed of different gauges and colors of wire mesh that allow air circulation and views through to the river and Runyon Lakes. Colors shall be the buffs, tans, reds with blue accents to capture the essence of the geology and the Arkansas River.

The screen shall appear three dimensional and shall overlap creating more visual interest for the vehicular traveler. Construction of the screen shall be extended out from the edge of the bridge deck by supports that are spaced to allow for snow removal by CDOT.

Extending this screen material below the bridge deck in order to provide visual interest from adjacent neighborhoods and the Arkansas River Trail shall be a part of the final design development effort.



Arkansas River Bridge Visual Screen



1.2 Neighborhood Gateways (4th and 8th Streets)

Neighborhood gateways have been identified for 4th and 8th Streets where I-25 is elevated. These gateways are less visible than the downtown gateways as they are located at street level after exiting I-25. These gateways will serve as markers for local destinations along I-25. Being less visible than city and downtown gateways, they will play off the existing character associated with the individual neighborhoods. Neighborhood gateways include landscaping, irrigation, signage and a piece of sculpture or artwork.

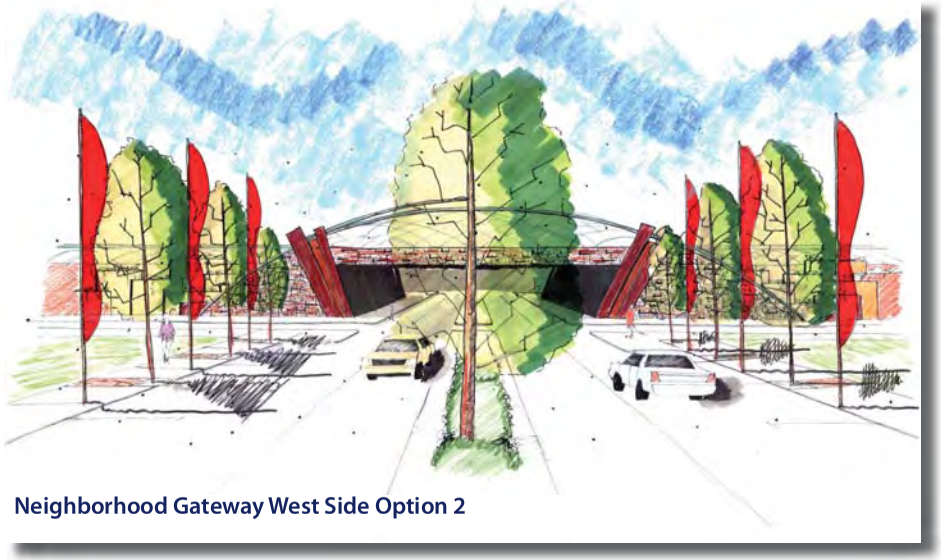
Neighborhood Gateway West Side Option 1

The aesthetic treatments for these two neighborhood gateways should differ slightly from each other due to their relationship to their surroundings. The 4th Street gateway relates more to the urban context of Pueblo and is closer in proximity to the downtown gateway at 1st Street. The 8th Street gateway has a similar relationship to downtown Pueblo, but is closer in proximity to Fountain Creek and the downtown gateway at 13th Street.

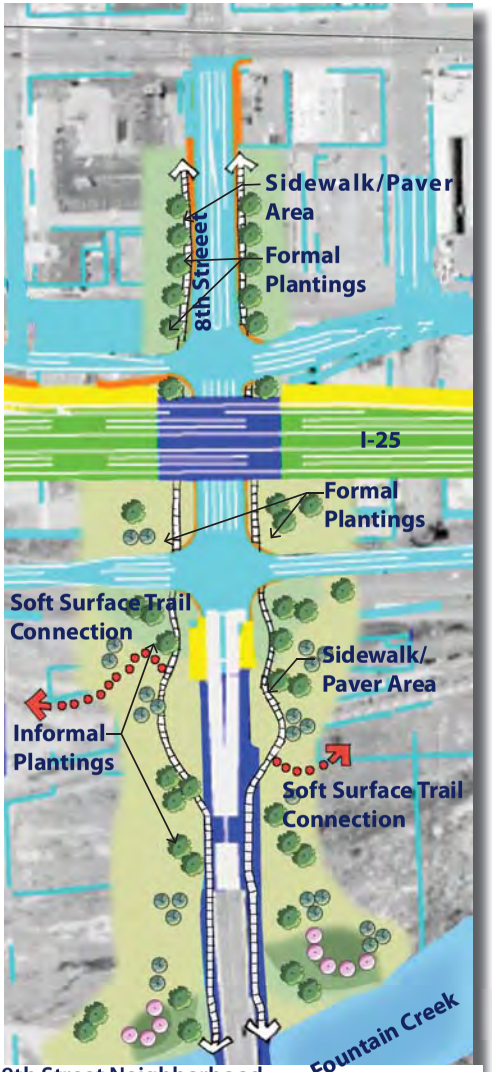
Aesthetic treatments should vary slightly from the west and east sides. Urban streetscape elements are appropriate for the west side of I-25. A mixture of urban and riparian elements shall be incorporated on the east side of I-25, as it relates more to Fountain Creek. Pedestrian amenities should include identity signage, street furnishings, pavement treatments, lighting and sculptural/artistic elements.

Two different aesthetic options have been developed for these gateways and are indicative of the urban or west side of I-25. Option 1 consists of a formal streetscape that includes an attached sidewalk with street trees in tree grates that alternate with colored flags. The sidewalk would incorporate a unique texture to break up the vast fields of concrete. The introduction of brick, concrete paver or colored/textured concrete will help to promote a more pleasing pedestrian setting. Paving patterns shall reflect Victorian brick paving details. See page 41 for examples of brick pavement design.

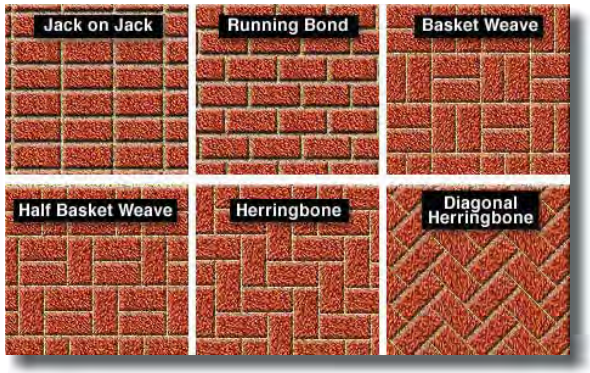
Option 2 is similar to Option 1, but includes a landscaped median. This median helps to promote more of a boulevard feel and helps to reduce the overall scale of the street section. The median would be planted with low water demand plants based on Pueblos dry climate. Plants selected for installation at these locations will come from the Gateway Planting Schedule located in the Appendix of this document.



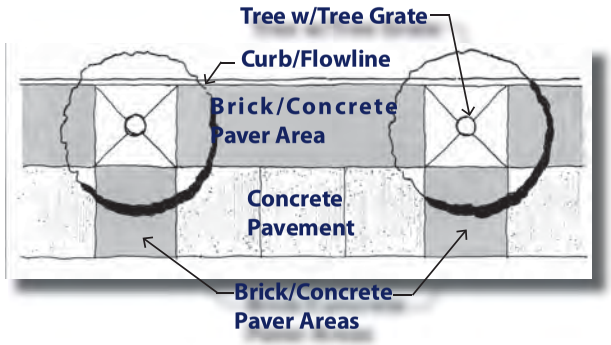
Neighborhood Gateway West Side Option 2



8th Street Neighborhood Gateway Concept

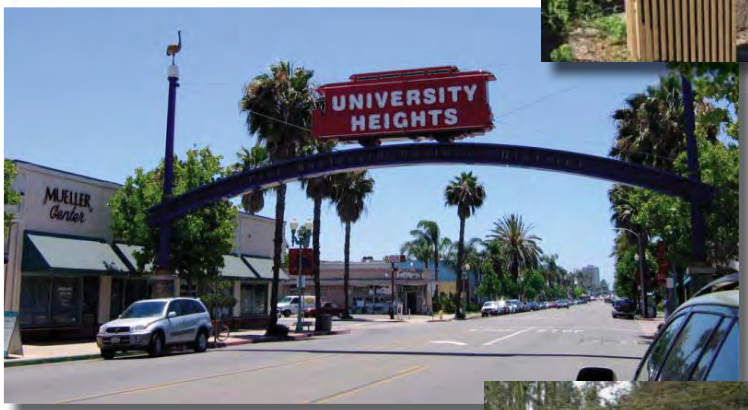


Brick Pavement Design Examples



Sidewalk Pavement Design

Neighborhood Gateway Signage Examples



Neighborhood Gateway Lighting Examples

2. Bridges

Vehicular Bridges (Five Bridges Between the Arkansas River and S. Santa Fe Drive)

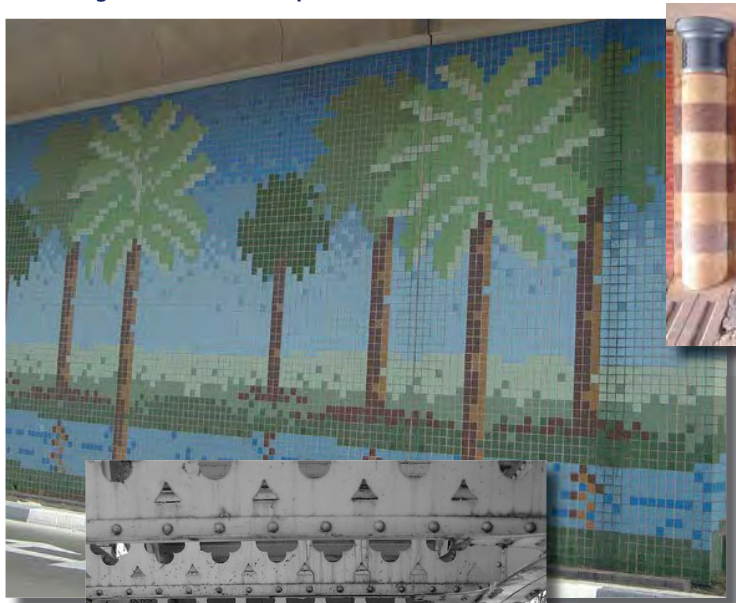
There are five additional bridges proposed between the Arkansas River and S. Santa Fe Drive. These bridges span railroads and local streets. They help move traffic through the Downtown Design Segment, but are not connected directly to I-25. They are not seen as gateways to neighborhoods. Their aesthetic treatment will reflect the character of the other bridges within the Downtown Design Segment, but will be more understated and simple with minimal under bridge treatments. A family of bridges with emphasis on the gateway bridges is the desired outcome.

2.1 Under Bridge Treatments

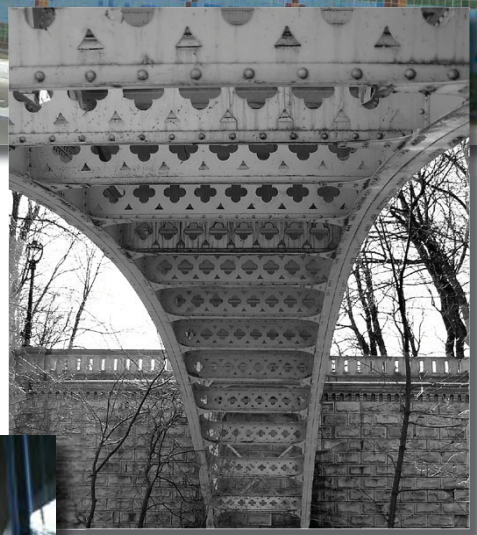
One condition in Pueblo is the intense heat from the sun during the day. Relief in the form of shade is possible under bridge structures providing an oasis from the sun and a unique opportunity as a resting place for pedestrians.

The undersides of the gateway bridge structures proposed at 1st, 4th, 8th, & 13th Streets are likely places to add art, sculptural elements, color and relief to bridge columns, walls or supports. Since these areas will include pedestrian and vehicular traffic at speeds less than the interstate, emphasis should be placed in the detailed design and scale of the proposed aesthetic treatments. See this page for examples of ways to approach the design of the under bridge areas.

Under Bridge Treatment Examples



Textures/Patterns



Sculpture/Relief

Art/Painting

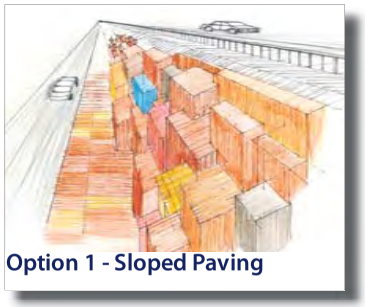
Shadow

3.Sloped Areas/Retaining Walls

The realignment of 1-25 through downtown will require the highway be constructed on an elevated embankment with large sloped areas and retaining walls. As a part of the aesthetic treatments for the New Pueblo Freeway, reliance on architectural treatments and the use of landscaping to only accentuate gateways and focal points through the Downtown Design Segment is desired. Low maintenance is also a key objective for the Downtown Design Segment.

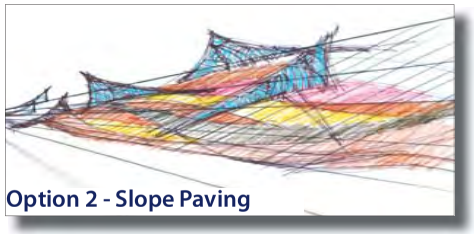
The design and aesthetic treatment of the sloped areas and retaining walls will be critical since they will be highly visible from most areas downtown. They will provide interest to both the pedestrian and vehicular user. Treatments must extend above the roadway edge in places to break up the linear nature of the roadway.

The design of paved areas and retaining walls will have a connection to their context. These elements should reflect the character of the downtown Victorian structures, historic charm and relative southwest setting. Walls and paved areas must be sculptured and textured to create interest, provide shadow patterns and discourage vandalism. There may be banding of colors and the incorporation of "water" through the use of blue tiles or metal that represents the downtown's connection to the Arkansas River. The following pages present conceptual drawings of the sloped areaas and retaining wall concepts.



Option 1 - Sloped Paving

Five sloped aesthetic treatment options have been developed for consideration. Option 1 incorporates stepped walls that provide interest, shadow pattern and color. This concept reflects the downtown buildings of Pueblo and begins to introduce color to I-25. This aesthetic option would be constructed of precast or cast-in-place concrete. The tops of the blocks would be sloped to preclude pedestrian access, but foster drainage.



Option 2 - Slope Paving

Option 2 is a more organic concept and includes sloped paved areas of various colors that are reflective of the colors associated with the historical flavor of Pueblo and attached free standing sculptural elements. Sculpture placement could be used to direct storm flows to street side basins. The sloped paved areas would be constructed of concrete and scored with curvilinear lines to create organic shapes.

Option 3 takes advantage of the intense sunlight of the Pueblo area and utilizes solar panels. These panels could be illuminated in the evening utilizing the solar light captured during the day. Tiered retaining walls provide a location for the placement of the panels. Multi-colored panels would be considered for increased visual interest.

Option 3 - Sloped Paving

Option 4 is a combination of paved surface and retaining walls. Glass colored transparent block would be incorporated into the walls to allow light to pass through the walls during the day. The retaining walls would be placed to control the flow of runoff and direct it to street side basins. The sloped concrete pavement would be scored in a curvilinear fashion to help break-up the linear appearance of I-25.

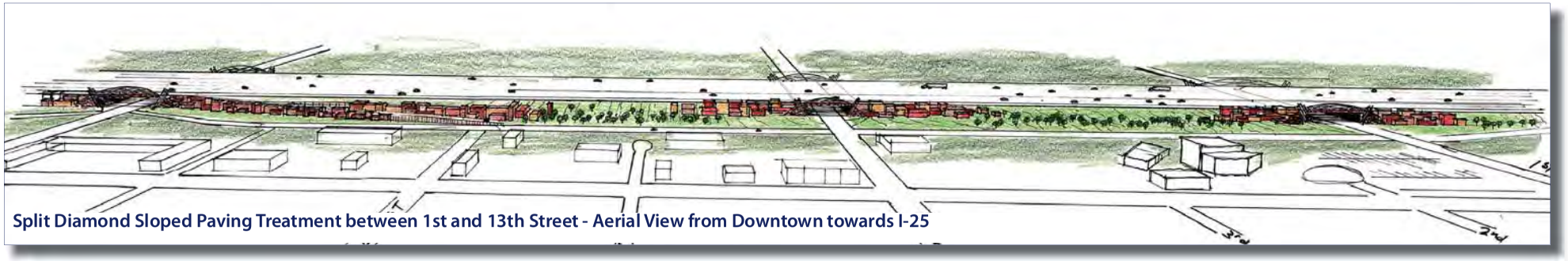
Option 4 - Sloped Paving

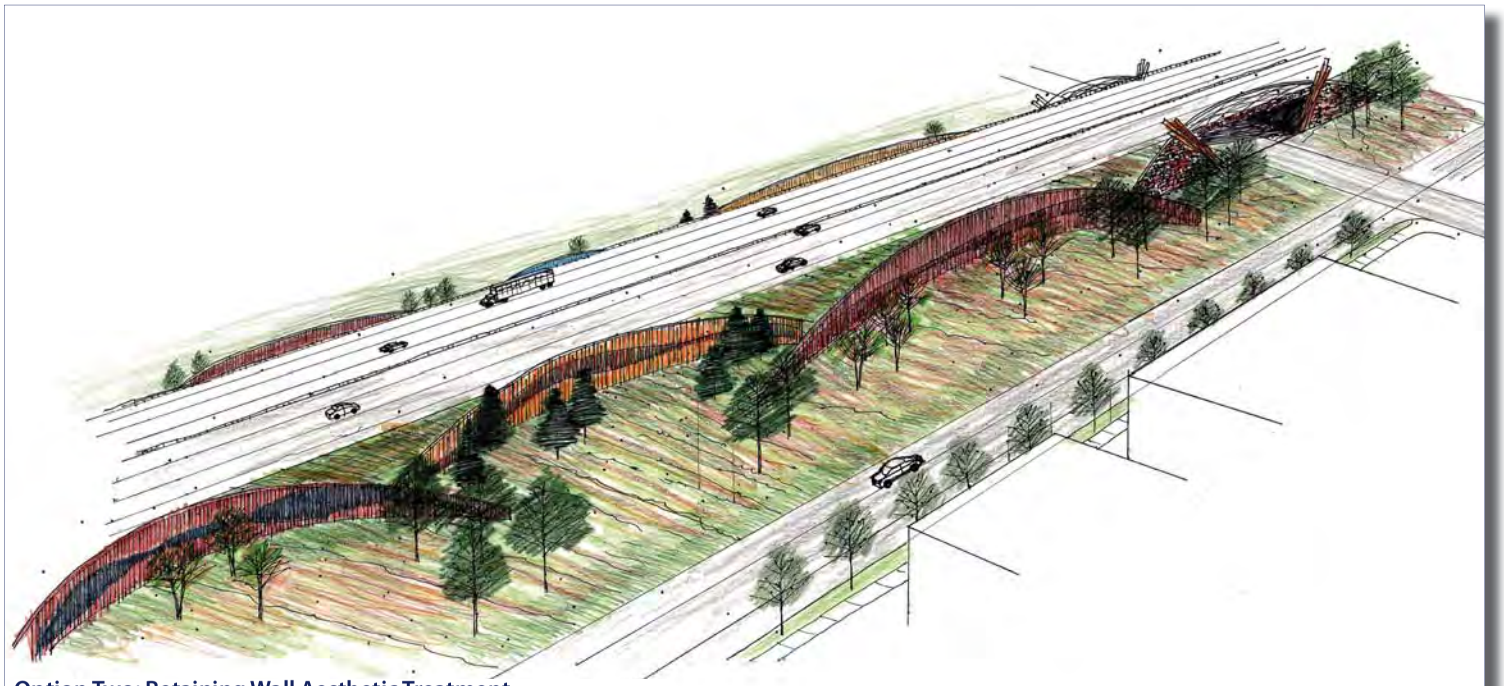
Option 5 is the combination of retaining walls and sculptural elements used in a fashion that allows the slope to be vegetated at a 3.5 to 1 or less. Examples are presented in the sketches on pages 45 and 46. This option would require a higher level of maintenance including moving and drip irrigation.

4. 1st to 13th Street Split Diamond Designed as a Single Element

The split diamond interchange that includes 1st Street on the south and 13th Street on the north will be a significant visual element downtown. Most of I-25 between 1st and 13th Streets is elevated 20' above adjacent neighborhoods. This split diamond interchange must be designed as a single element, not a series of individual bridges, walls and slope paved areas. The options provided on pages 45 and 46 demonstrate how the previous described bridge, retaining wall and slope treatments must work together to create an overall treatment for the 1st and 13th Streets split diamond interchange. The perspectives also illustrate how all the bridge structures, while in harmony with retaining walls and slope paving, still stand out like doorways to the neighborhoods.

Option One - Retaining Wall Aesthetic Treatment

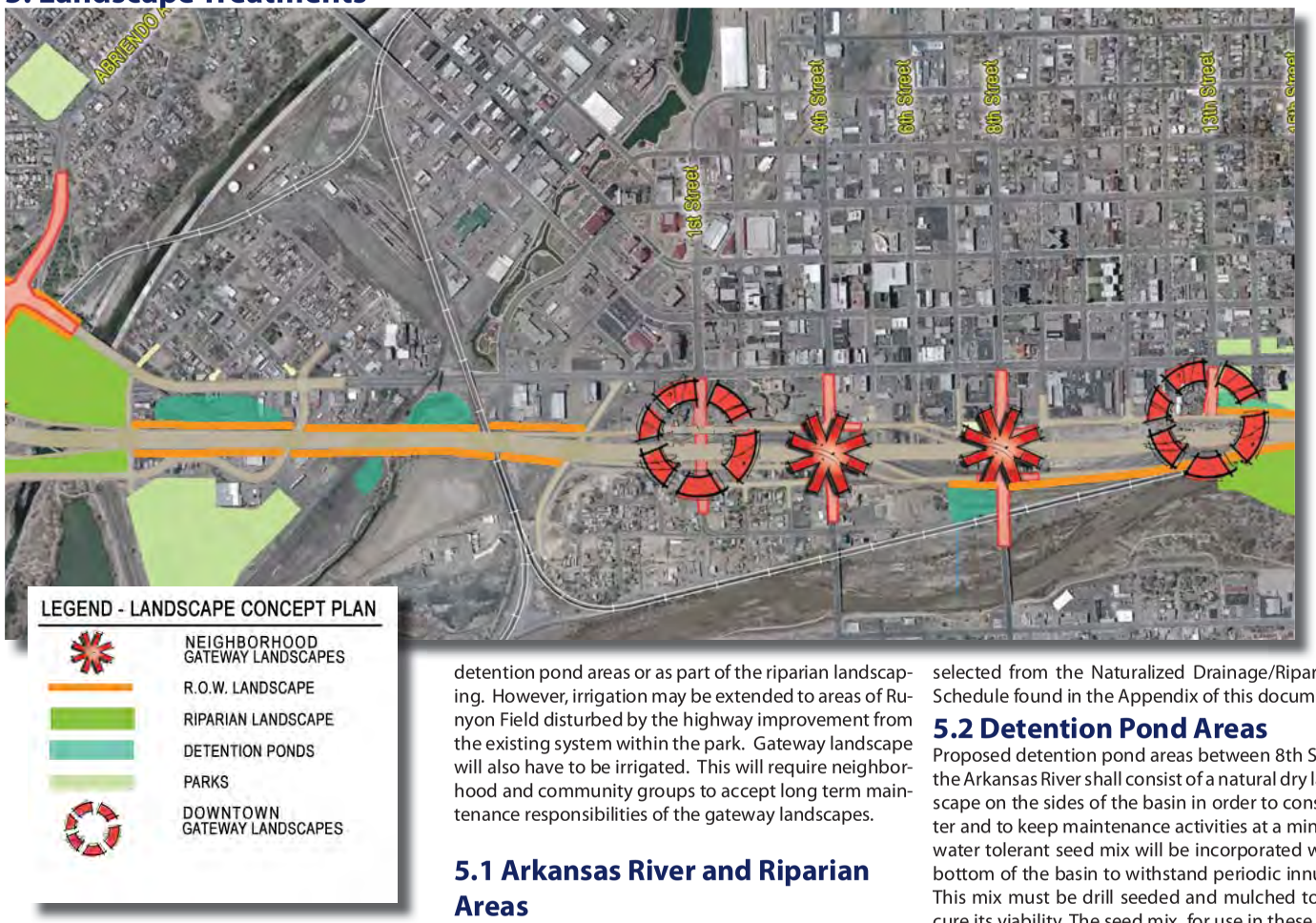

Split Diamond Sloped Paving Treatment between 1st and 13th Street - Aerial View from Downtown towards I-25



Option Two: Retaining Wall Aesthetic Treatment

Split diamond treatments between 1st and 13th Street - Aerial View from Downtown towards I-25

5. Landscape Treatments



Landscaping is intended to accent gateways and re-vegetate detention ponds proposed as part of I-25 improvements. Re-vegetation will also occur in the riparian areas associated with the Arkansas River, park areas, with Runyon Field and I-25 R.O.W.

The installation of new irrigation system is not envisioned as part of the landscape installation for the detention pond areas or as part of the riparian landscaping. However, irrigation may be extended to areas of Runyon Field disturbed by the highway improvement from the existing system within the park. Gateway landscape will also have to be irrigated. This will require neighborhood and community groups to accept long term maintenance responsibilities of the gateway landscapes.

5.1 Arkansas River and Riparian Areas

Disturbance of all riparian areas must be kept to a minimum during the construction of the I-25 improvements, and must be restored to their natural state. Plant material used will replicate the plants that exist in the disturbed areas. Invasive species such as Tamarisk and Russian Olive must be removed and replaced with plant material that has a riparian character. Plant material for use in the riparian areas adjacent to the Arkansas River will be selected from the Naturalized Drainage/Riparian Plant Schedule found in the Appendix of this document.

5.2 Detention Pond Areas

Proposed detention pond areas between 8th Street and the Arkansas River shall consist of a natural dry land landscape on the sides of the basin in order to conserve water and to keep maintenance activities at a minimum. A water tolerant seed mix will be incorporated within the bottom of the basin to withstand periodic innundation. This mix must be drill seeded and mulched to help secure its viability. The seed mix for use in these locations shall come from the mix specified in the Appendix of this document.

5.3 Runyon Field Park Areas

Any new landscaping proposed for Runyon Field park areas will be installed as mitigation for I-25 improvements. Landscape improvements shall be in keeping with the current design and palatte of plant materials already in use within the park.

5.4 Downtown and Neighborhood Gateways

As mentioned previously during the discussion of gateways, landscaping for both the neighborhood and downtown gateways will be used to accentuate focal points, be low maintenance and reflect the arid climate of the Pueblo area. While landscaping of downtown gateways is possible, it will be limited to planters that are created as part of the bridge structure itself. Landscaping of the neighborhood gateways will occur at street level. Maintenance responsibility will fall upon a neighborhood group or homeowners association. Shrubs, ornamental trees and evergreen ground cover should be considered to highlight a piece of sculpture or accentuate signage.

6. Sidewalks

The proposed I-25 corridor improvements include the re-connection of neighborhoods once bisected by the original interstate construction. Sidewalks are planned to connect the neighborhoods on the east side of I-25 to those on the west side. This may consist of new walks, additions to existing walks or the rehabilitation of existing walks. Appropriate crosswalks, signage and traffic signals will be required at these locations. These improvements will occur in conjunction with the development of gateways at cross streets beneath I-25. New crosswalks will be of a paving material and color that separates itself clearly from the surrounding pavement.

Sidewalks along city streets will need to be wide enough to accommodate a variety of users. Sidewalks will be a minimum of 8' -0" wide for pedestrian circulation and wider in areas where required to accommodate street furnishings, signage, lighting and adjacent land uses (i.e., restaurants and cafes). Sidewalks must adhere to current city design standards. Integral color, textures and paving patterns are all encouraged to humanize the sidewalk environment.

7. Color and Materials

Colors and materials utilized for the Downtown Segment will be based on the materials and colors found in the downtown area (i.e., Victorian architecture and the surrounding landforms). These materials consist of concrete, stone and brick. The stone utilized in this section will be the same stone that is utilized along the entire project. This rock will match the existing stone of the bluffs that surround Pueblo. The rock will be buff to light yellow in color with some variation leaning toward orange. Pink and salmon colored rock must be avoided. This buff colored rock will be Pueblo Buff Sandstone arranged in a random ashlar pattern.

Rock Bluff at Pueblo Reservoir

As an alternative, a cultured stone may be used. The cultured stone will be a rough cut ashlar rock pattern with a buff to light yellow color similar to the natural rock mentioned above. Cultured stone will be grouted with black/dark grey grout. Joints shall be raked to minimize grout appearance.

Random Ashlar Pattern

Color Palette

SECTION SIX– STEEL MILL DESIGN SEGMENT
(Arkansas River to Pueblo Boulevard)

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SECTION SIX: Steel Mill Design Segment:

A. Goals

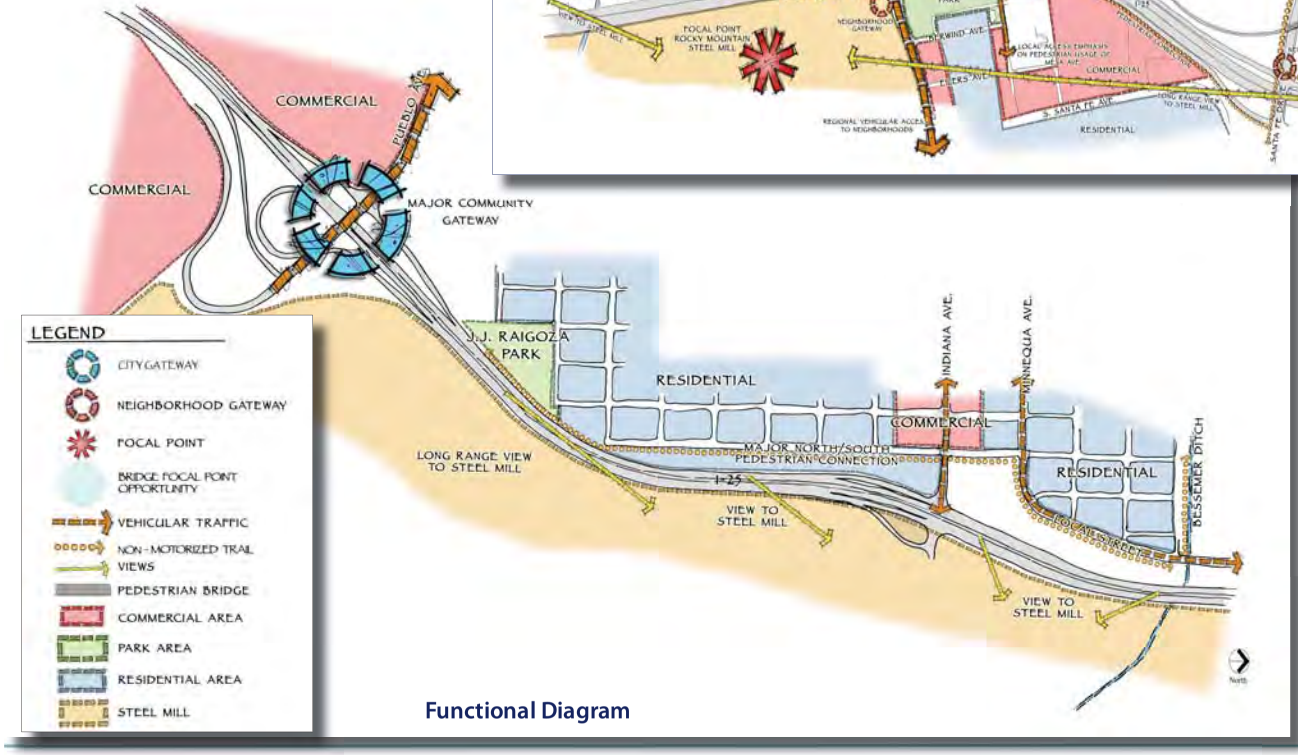
The Steel Mill Design Segment is a combination of urban, industrial and residential uses. The northern limit of this Design Segment is the Arkansas River and the southern limit is Pueblo Boulevard. Within this Design Segment are remnants of the Rocky Mountain Steel Mill Industry and the associated company town. Smoke stacks, large production buildings and tailing piles stand on the east side of I-25. The Bessemer Historic Society building (Steel Mill Headquarters Building) and the company town are located on the west side. This Design Segment is a reflection of Pueblo's industrial heritage.

The reconstruction of I-25 through this design segment includes sound walls and retaining walls as the interstate sits below the surrounding land uses at Mesa and Northern Avenues.

During its initial construction, I-25 became a barrier, bisecting various neighborhoods, local streets, commercial areas, schools and churches; essentially severing the east and west sides of the company town.

The functional diagrams on this page are intended to graphically portray the community and CDOT's functional desires for I-25, local streets and the adjacent land uses within the Steel Mill Design Segment. This vision for the future was developed through many workshops with the community and elected officials. Based on this vision, the following list of aesthetic goals for the Steel Mill Design Segment were developed:

1. Aesthetic treatments shall support the community and CDOT's functional desires for this area.
2. Support the physical re-connection of neighborhoods across I-25.
3. Create a community focal point/neighborhood identity element in Benedict Park, between Mesa and Northern Avenues. It shall be visible traveling both north and south bound on I-25.
4. Aesthetic treatments will reflect the industrial and cultural heritage of this design segment.
5. Establish the southern major community gateway to Pueblo at Pueblo Boulevard.
6. Support historic interpretative opportunities with all aesthetic concepts for this design segment.



Functional Diagram

To help jump start community revitalization, part of the communities intent for this design segment is to reconnect neighborhoods and introduce new commercial development. This is being accomplished in part with the development of a new split diamond interchange including Northern, Mesa and Abriendo Avenues for improved neighborhood access. Non-motorized trails and sidewalks are planned as part of all street and I-25 improvements. Mesa Avenue in particular is seen as a neighborhood connector and pedestrian plaza connecting the east and west over I-25 with no direct connection to I-25 ramps. It will accommodate cars, but overall it is envisioned as part of Benedict Park.

Benedict Park is being redeveloped and relocated in an effort to reconnect neighborhoods, provide a focal point or gateway feature along the I-25 corridor and create an opportunity for a community gathering place.

A new park on the west side of the I-25 corridor is be-

ing created in conjunction with the Bessemer Historic Society. It will serve to interpret the history and growth of the steel mill industry in Pueblo as well as provide a large green belt with non-motorized trails serving as a north/south connection. The major southern Pueblo city gateway is planned for the Pueblo Boulevard/I-25 interchange. It will be similar in theme and scale to the existing northern Pueblo city gateway at the S.H. 50/47/I-25 interchange. Neighborhood gateways are planned at Northern and Abriendo Avenues.

The development of the aesthetic treatments within this Design Segment will come from existing forms, colors and textures found in the Steel Mill and company town. Colors and textures will incorporate the medium reds, buffs and tans that represent a mixture of the Victorian and Southwest architecture. Brick, stucco and stone are reminiscent of the textures utilized in the construction of the area. The industrial age structures that still survive are very dramatic visual elements within this design segment. Designers should carefully incorporate turn-of- the-century design into the aesthetic design of the New Pueblo Freeway improvements. The photo collage provided on pages 52 -54 are intended to provide inspiration for future aesthetic design efforts.

B. Objectives

1. Highlight and maintain long-range views to the Steel Mill and Arkansas River.
2. Provide views to a new focal point and neighborhood feature created at Benedict Park between Mesa and Northern Avenues.
3. Aesthetic treatments shall support an enhanced pedestrian plaza or mall type connection between the east and west sides of Mesa Avenue.
4. Create a hierarchy of gateways by the level of emphasis placed on the landscape and architectural elements at each gateway. Gateways include a city gateway and several neighborhood gateways.
5. Provide neighborhood gateways to reinforce existing community identities and highlight their uniqueness.
6. Incorporate the history and growth of the steel industry in Pueblo into all historic themes.
7. Develop aesthetic treatments that support development of an historic interpretive park south of Central Avenue on the west side of I-25 and Santa Fe Drive.
8. Reinforce the east/west connection of neighborhoods, play up the importance of the bridge structures at Mesa Avenue.
9. Utilize materials that reflect the native and natural materials and colors of the area. Steel , brick, rock, wood and concrete are all appropriate materials reflecting the Steel Mill and company town character.
10. Create a city gateway at Pueblo Boulevard that is similar in theme and scale to the major community gateway at S.H. 50/47.
11. Create visual buffers between the neighborhoods and I-25.
12. Provide a landscape streetscape along Santa Fe Drive in the modified alignment.

C. Proposed and Existing Modified Alignment Alternatives within the Steel Mill Design Segment

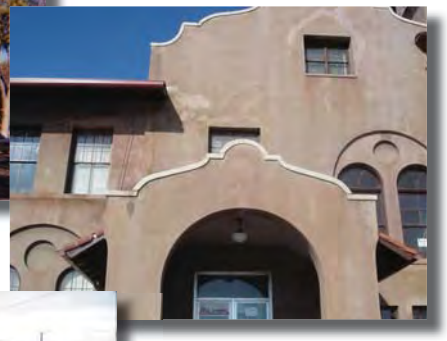
Within the Steel Mill Design Segment, two interstate alignment alternatives have been identitified. These are known as the Modified and Existing. The Modified alignment relocates I-25 toward the east. This impacts the bridges and roadways at the Arkansas River and along I-25. It also introduces Santa Fe Avenue as a new collector street that parallels I-25.

The Existing alignment does not propose any changes to the location of the interstate. It leaves I-25 in its current location, but modifications do occur with the vertical alignment that include roadway and ramp alterations. The new design will tie into existing grades adjacent to the neighborhoods.

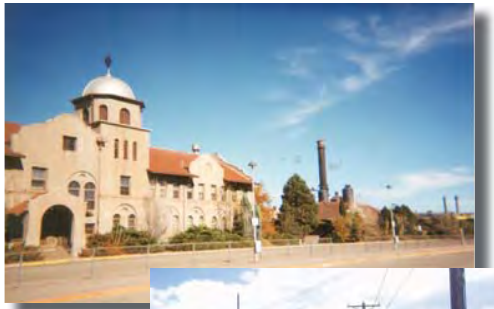
In the following section, the aesthetic treatments for the Modified alignment will be described. Following this description, additional information has been provided if in the existing alignment alternative aesthetic treatments are different than those for the modified alignment alternative.

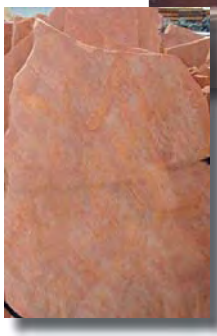
Steel Mill

Form

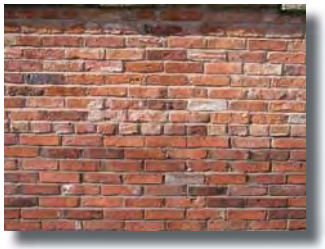


Line





Color/Texture



D. Design Guidelines for Aesthetic Treatments

1. Gateways

Gateways may be associated with interstate bridges, landscape features, monuments and park areas. The most predominant gateway feature within the Steel Mill Design Segment will be the bridges spanning I-25. Several have been identified to serve as gateways along this section of interstate.

Two types of gateways are depicted on the Functional Diagram for this Design Segment. See page 51. These are known as city and neighborhood gateways. City gateways are the most important in the hierarchy of gateways along the interstate. The first is identified in the Fountain Creek Design Segment and is already constructed at S.H. 50/47. A second city gateway is proposed at Pueblo Boulevard. This gateway signals the entrance into Pueblo for travelers coming north along I-25.

The second type of gateway is the neighborhood gateway. These have been identified for the Abriendo/Santa Fe Drive interchange and at Northern Avenue after crossing over I-25 on both the east and west sides. In the modified alignment, a third neighborhood gateway has been identified for Central Avenue. Gateway features at these locations will help to unite the neighborhood areas on either side of I-25. These should be recognizable from both the interstate and from the neighborhood streets above.

Although not officially designated as a gateway on the Functional Diagram, but as a bridge focal point opportunity, the Arkansas River bridge functions as the main focal point structure for the New Pueblo Freeway. The importance of the Arkansas River can not be overstated since it is considered the birthplace of Pueblo and should be captured in the hierarchy of bridge structure design second only to the City Gateways and Downtown Gateways.

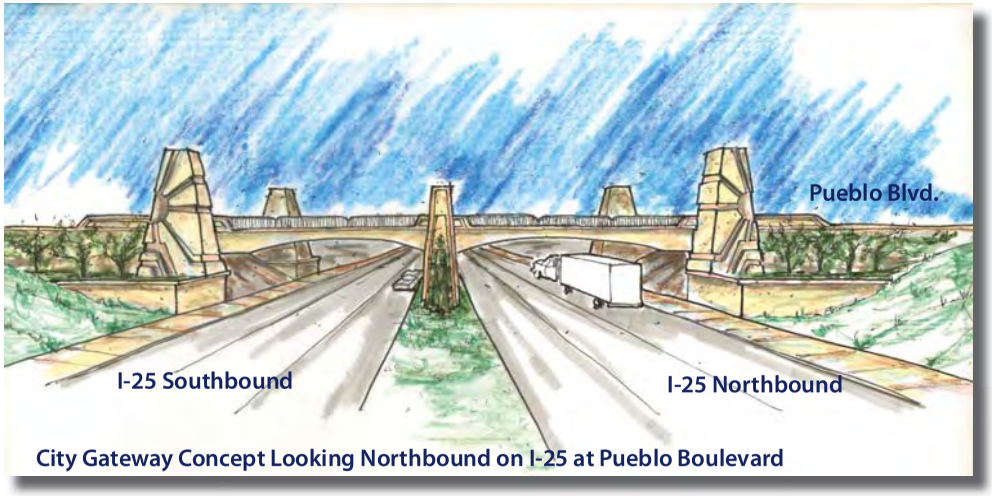
1.1. City Gateway (Pueblo Boulevard)

As mentioned in Section Two: Aesthetic Treatments, city gateways are the most significant gateways along I-25 within the hierarchy of gateways designated for the corridor. Both ends of I-25 through Pueblo have been identified as city gateways. The I-25/S.H. 50/47 city gateway to the north of Pueblo has already been constructed.

The aesthetics of the Pueblo Boulevard city gateway should be in keeping with the sister gateway at S.H. 50/47, while retaining some original identity reflective of its own contextual relationship to the surrounding environment (i.e., landforms) and its proximity to the existing Steel Mill property.

I-25/50-47 Bridge

S.H. 50-47 Bridge



City Gateway Concept Looking Northbound on I-25 at Pueblo Boulevard

1.2 Neighborhood Gateways (Central, Northern and Abriendo Avenues)

1.2.1 Central Avenue

The Central Avenue neighborhood gateway is the furthest south neighborhood gateway. Access to Central Avenue will occur using the Santa Fe Avenue extension serving as a collector road to the southern Pueblo area. This only occurs in the Modified alignment. Central Avenue also provides access to Lake Minnequa Park. In the modified alignment, a round-about is planned at this location allowing for a more formal landscape treatment and sculpture. See plan below.

Central Ave. Gateway Concept

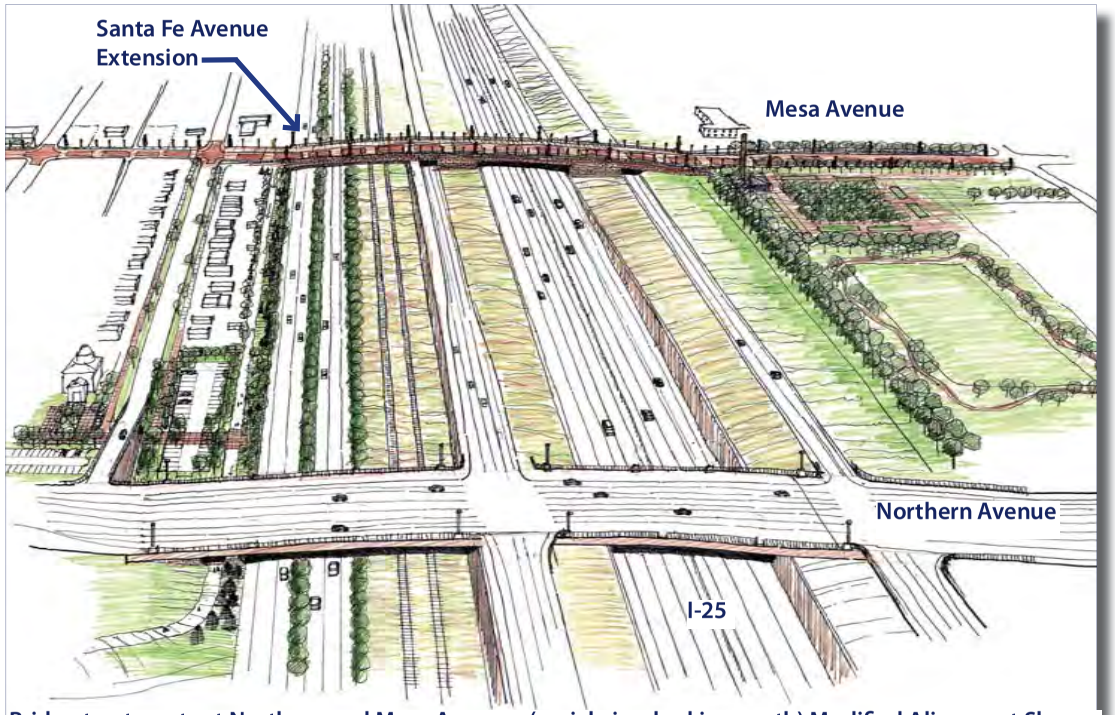
1.2.2 Northern Avenue

Northern Avenue is a neighborhood gateway. This gateway serves as a major connector between the east and west neighborhoods and as the primary access to Benedict Park, the Steel Mill and Bessemer Neighborhood. The character of this gateway should incorporate elements from the Steel Mill industry and the historic Bessemer Neighborhood.

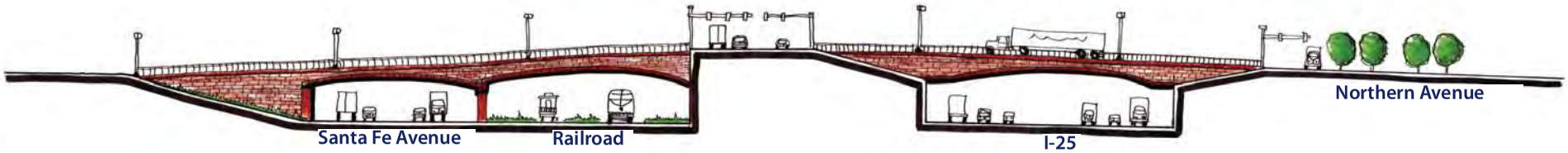
The Northern Avenue bridge structures in both the Modified and Existing alignments should look more understated as shown on this page to place more emphasis on the Mesa Avenue Bridge.

A formal landscape approach is envisioned for both the east and west sides of Northern Avenue. Landscape treatments should mirror one another to tie the east and west sides of I-25 together. Landscaping at these two locations will need to be coordinated with the landscaping within the proposed Bessemer Neighborhood Park and the neighborhood redevelopment occurring on the east side of I-25.

Landscaping in these areas are envisioned to be ornamental and water conserving due to the very hot and dry conditions that exist in Pueblo. Landscape will provide year round interest with texture, colors and variations in height that may augment any retaining walls or sculptures used. Plants selected for the gateways should come from the Gateway Plantings Plant Schedule found in the Appendix of this document. Maintenance would be the responsibility of the property owner.



Bridge treatments at Northern and Mesa Avenues (aerial view looking north) Modified Alignment Shown



Bridge Treatment at Northern Avenue (looking north) Modified Alignment Shown

Bridge Treatment at Mesa Avenue (looking south) Modified Alignment Shown

1.2.3 Mesa Avenue

The Mesa Avenue bridge serves as the community focal point and neighborhood identity element. It not only connects neighborhoods across I-25, but in conjunction with Benedict Park becomes a community gathering place. This structure is intended to be highly visible from I-25.

As part of the New Pueblo Freeway improvements, Benedict Park will need to be relocated. The Mesa Avenue bridge is immediately adjacent to the proposed relocated Benedict Park. The Mesa Street bridge serves a dual purpose as a vehicular connection over I-25 and a strong pedestrian space that extends the new Benedict Park over I-25. This bridge can be closed to vehicular traffic when large functions are planned (i.e., festivals, farmers markets, civic functions such as street fairs, carnivals, holiday events, etc.). See sketches this page.

Flat arches provide a victorian feel to the bridge structure itself. Plantings on the bridge are envisioned to help soften the appearance of the overall bridge structure from I-25. Brick or faux brick facing on the bridge will also emphasize the victorian feel of the industrial building at the steel mill.

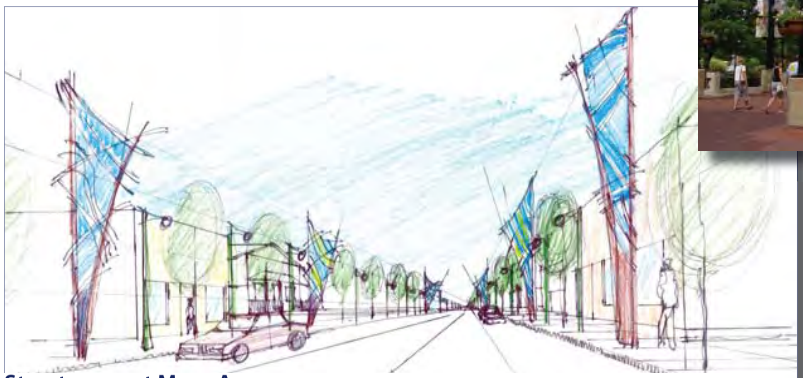
The plantings on the bridge will require raised planters. These planters will be planted with shrubs, annuals/ perennials and vines. They will require irrigation and maintenance by the City of Pueblo.

Concept for Mesa Avenue Bridge

A strong vertical element is planned at the eastern edge of this bridge within Benedict Park. This element will serve as a focal point.

The bridge deck will be designed as a vibrant pedestrian space. It allows for cars, street vendors, street furniture and decorative paving, lighting and landscaping. See page 58 for examples of linear pedestrian spaces that can connect neighborhoods across the bridge.

Examples of Pedestrian and Promenade spaces that can connect neighborhoods along Mesa Avenue over the bridge.



Streetscape at Mesa Avenue

Vertical elements can be used across the Mesa Street bridge into the neighborhood visually connecting the east and west neighborhoods.

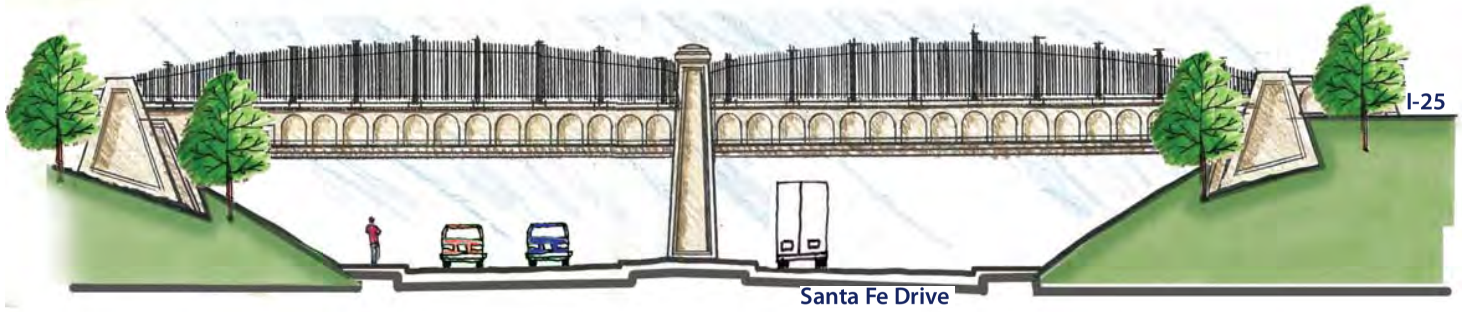
Repetition of streetscape elements ties the space together.

Bridge as a focal point.

1.2.4 Abriendo Avenue
Existing Alignment

The Abriendo / Santa Fe Drive interchange will serve as a neighborhood gateway to the neighborhoods adjacent to the Arkansas River. I-25 will be constructed over Abriendo and Santa Fe Drive. The I-25 bridge should have an historic highway bridge feel along with the use of metal to reflect the steel mill heritage. See sketch on this page.

Landscaping will be limited to the installation of deciduous trees and seeding within the right-of-way areas. Due to the arid climate of Pueblo, landscaping should not have excessive water usage demands. Plantings at this gateway should be selected from the Gateway Planting Schedule located in the Appendix of this document.



Neighborhood Gateway Concept at Abriendo Avenue (Looking East) Existing Alignment Shown

1.2.4.1 Abriendo Avenue
Modified Alignment

In the Modified alignment, Abriendo and Santa Fe Drive will be on the bridge structure over I-25. The bridge structures for both alignments will have the same aesthetic treatments. Concrete and steel are appropriate.

The retaining walls for the ramps will tie into the new bridge structures. Walls and railroad bridges will incorporate the same aesthetic treatments. The landscape associated with this gateway will be the same for each alignment alternative.

1.2.5 Indiana Avenue

The Indiana Avenue bridge is located in the heart of the Steel Mill Design Segment and provides direct access to the Steel Mill property. I-25 will be a bridge structure that goes over Indiana Avenue. This bridge relates most to the Steel Mill and the adjacent Bessemer neighborhood. The bridge should relate to the other bridge structures at Abriendo and Santa Fe Drive. Concrete and steel are the appropriate materials.

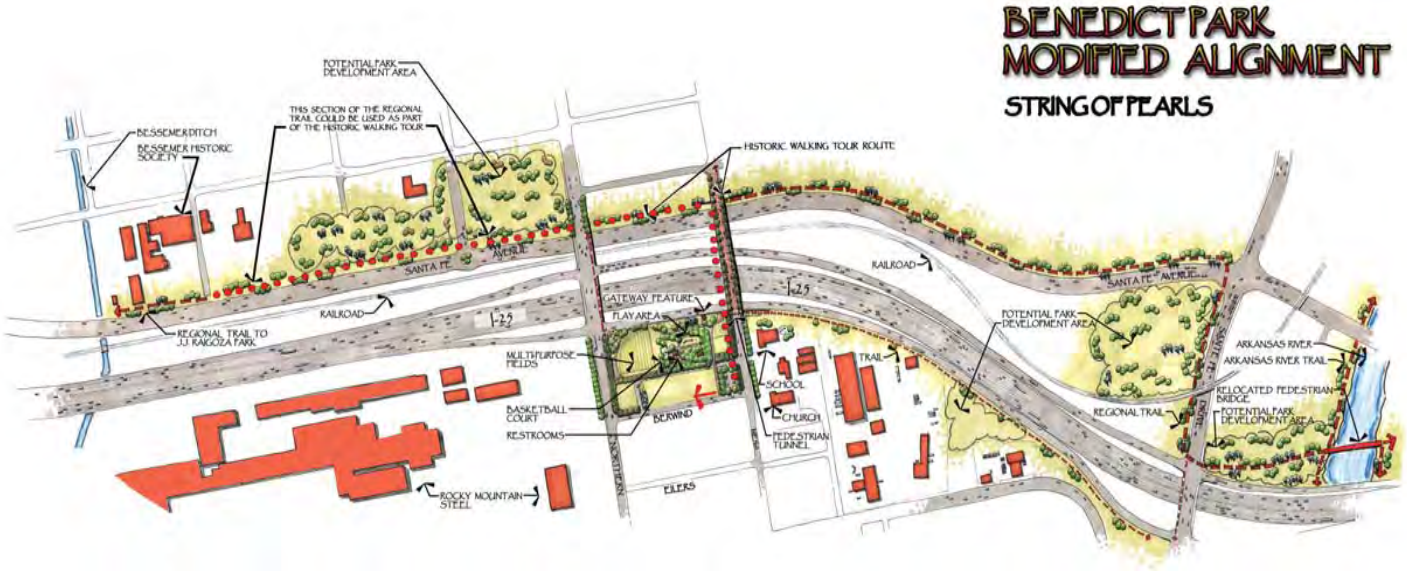
Bridge Concept at Indiana Avenue (looking East)

2. Parks

2.1 Benedict Park

The redevelopment of Benedict Park as part of both the modified and existing alignments between Northern Avenue and Mesa Avenue, will provide an opportunity for the park to become a focal point and community gathering place along the I-25 corridor. Multi-purpose fields, basketball courts, play areas and restrooms are some of the conceptual park amenities envisioned. Themeing for the park will be historical in nature and tie into the proposed Bessemer historic Neighborhood Park envisioned along the west side of I-25. A historic self-guided walking tour from the Bessemer historic society building along I-25 north to Benedict Park could be planned. This route provides great views to the steel mill and great opportunities to interpret company town layout and development.

In order to make Benedict Park more accessible and useful to the community, the park is being relocated between Northern and Mesa Avenues on the eastern side of I-25. In order to tie the park into its urban setting, landscaping for the park will be more formal. Tree lined streets are envisioned for Northern and Mesa Avenues. Expansive green spaces or lawn areas are planned for open recreational activities. In order to provide some screening and noise abatement from the road, an informal planting of evergreen and deciduous trees and shrubs are proposed for the western side of the property. The active recreational core will have picnic shelters, play areas and basketball courts and will be selectively landscaped with evergreen and deciduous trees and shrubs to provide separation and to aesthetically enhance the park users experience. Plants selected for landscaping should come from the Benedict Park Plant Schedule found in the Appendix of this document. Maintenance of the landscaping would be the responsibility of the City. See this page for Benedict Park plans that reflect both the modified and existing alignment.

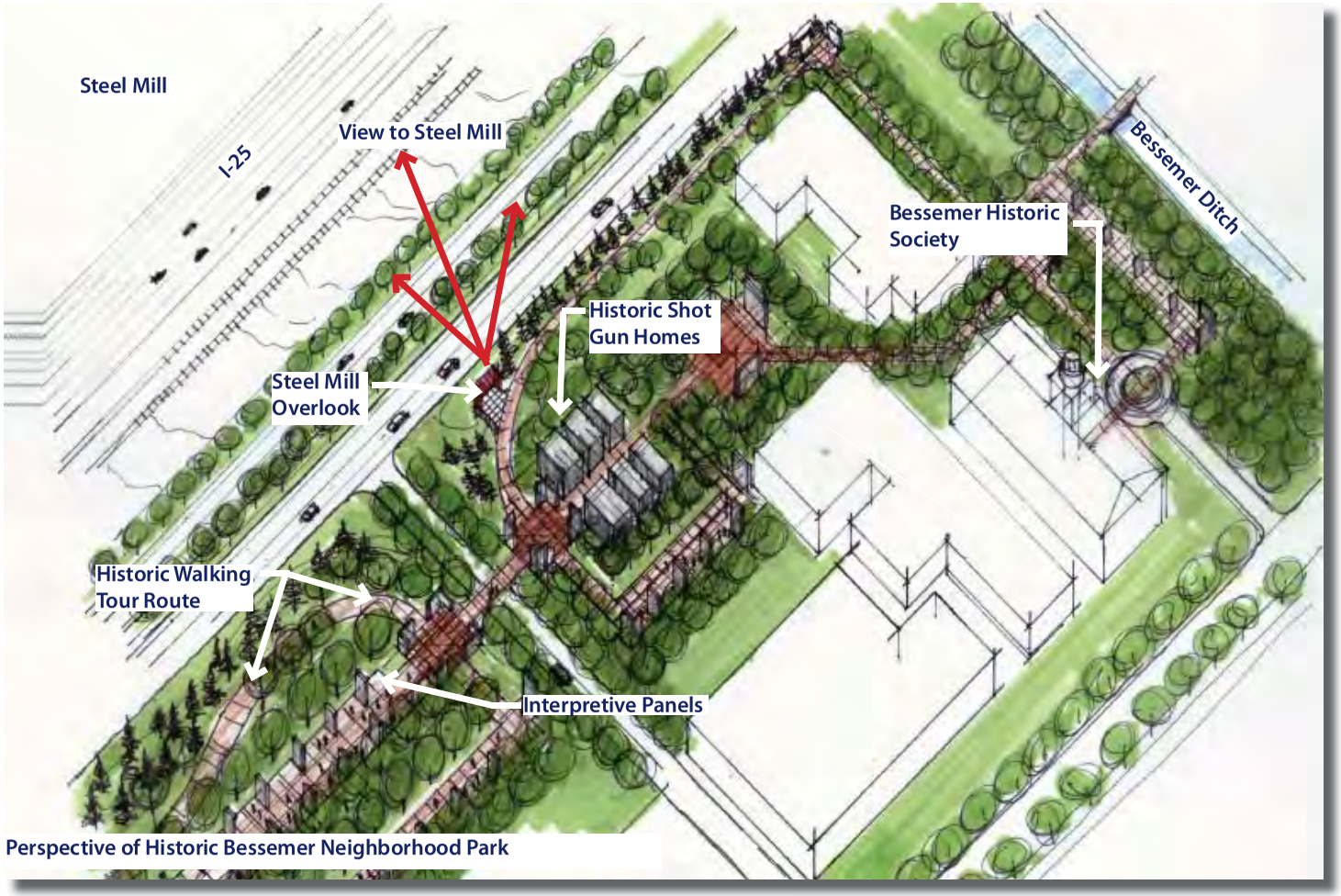


2.2 Bessemer Historic Neighborhood Park

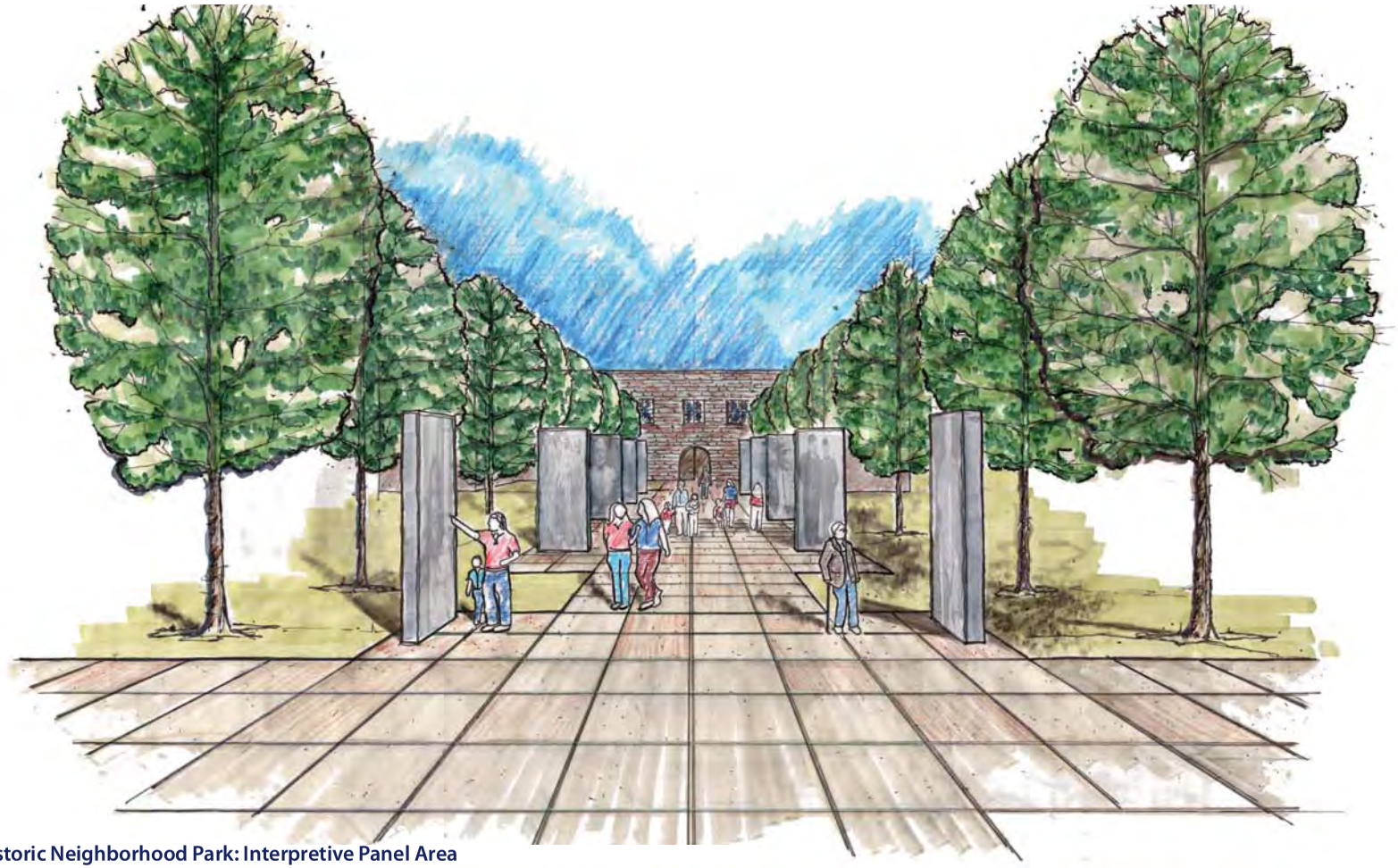
The Bessemer Historic Society has created a site renovation master plan for their facilities at the old CF&I headquarters building. This was completed in June of 2009. With the development of the New Pueblo Freeway, the community and the Bessemer Historic Society will have the opportunity to further improve the facilities. Opportunities for historic interpretation, walking tours and steel mill over looks can be incorporated into the design of the New Pueblo Freeway as historic mitigation. What is included in these aesthetic guidelines is a concept for what these improved facilities could be.

The Bessemer historic neighborhood park could reflect the historical heritage of the once thriving steel mill industry including cultural history of the emigrants that worked at the mill. A historic walking tour is envisioned within the park that will include interpretive panels, views of the former company town houses and a connection to the Bessemer Historic Society Building. The proposed historic walk will also cross over I-25 via Mesa Avenue into the redeveloped Benedict Park to the east.

This park will celebrate and interpret the history of the Steel Mill Industry within the City of Pueblo Plants selected for landscaping shall come from the Benedict Park Plant Schedule found in the Appendix of this document. Maintenance of the landscaping would be the responsibility of the City. See the proposed park sketches on pages 61 and 62.



Perspective of Historic Bessemer Neighborhood Park

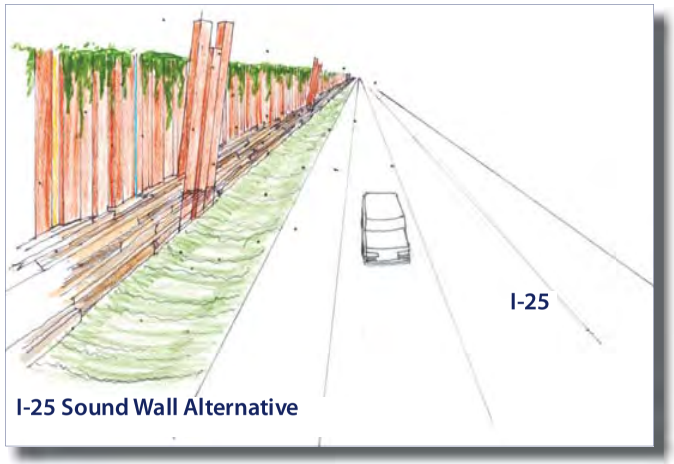


Bessemer Historic Neighborhood Park: Interpretive Panel Area

3. Retaining/Sound Walls

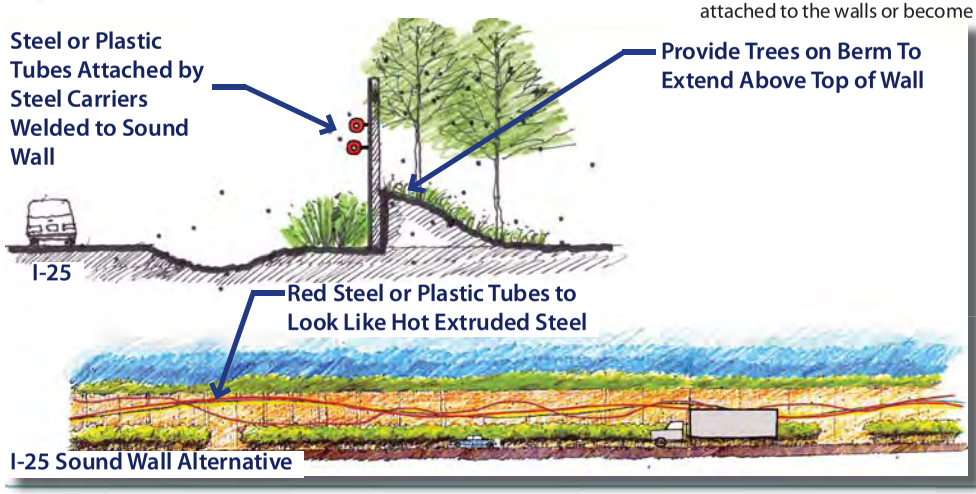
Noise and retaining walls are proposed for portions of this Design Segment where grade changes can not be addressed through normal grading techniques and where existing residential and park areas warrant buffering from vehicular noise. These walls shall reflect the character of the Steel Mill and the historic company town flavor.

Views from the interstate will provide glimpses of the Steel Mill, Benedict Park and the proposed Bessemer historic Neighborhood Park. Where certain views are desirable, consideration should be given to architectural breaks in the face of the walls such as glass block panels or view screens. Due to the height of the walls, especially where they abut residential areas, dark shadows may be cast and natural sunlight would be limited. View screens and/or glass block panels would provide an avenue for natural daylight.



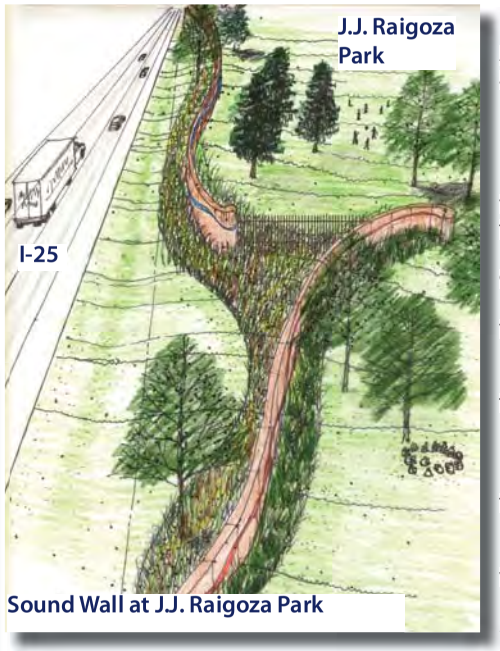
I-25 Sound Wall Alternative

Wall construction might consist of steel, precast concrete etc. to reflect the industrial character of the area. Walls should become an artistic element within this Design Segment. The aesthetic treatment to the exterior (I-25 side) of the walls should be visually apparent to traffic traveling a minimum of 55 mph. Large scale graphics and bolder forms would be necessary in order to appeal to moving vehicles. A singular theme could run continuously along the wall face. Sculptural elements can be incorporated within the design of the wall, artwork may be attached to the walls or become an integral part of the wall. Any variations in the wall height or change in surface would help to reduce the scale of the wall.



I-25 Sound Wall Alternative

Careful consideration should be given to the aesthetic at the neighborhood side of the wall. The side facing the residential and park areas will need to appeal in scale to the pedestrian user. The scale and detail of the proposed neighborhood side might include historical pictures, artwork or interpretive information pertaining to the history of the Steel Mill and Bessemer neighborhood. Where walls are used in conjunction with J.J. Raigoza Park, the interior surface treatment might include playful and colorful shapes, educational plaques or sculptures and/or a tribute to J.J. Raigoza.



Sound Wall at J.J. Raigoza Park

Landscaping for J.J. Raigoza Park will be more informal. The park is developed with mature landscaping. Areas along the eastern edge of the park adjacent to I-25 will be disturbed due to improvements being made to the interstate. Landscaping will be limited to the replacement of existing trees with like material and sod areas.

Supplemental deciduous trees and ornamental grasses may be used along the exterior face of the wall to soften the walls appearance.

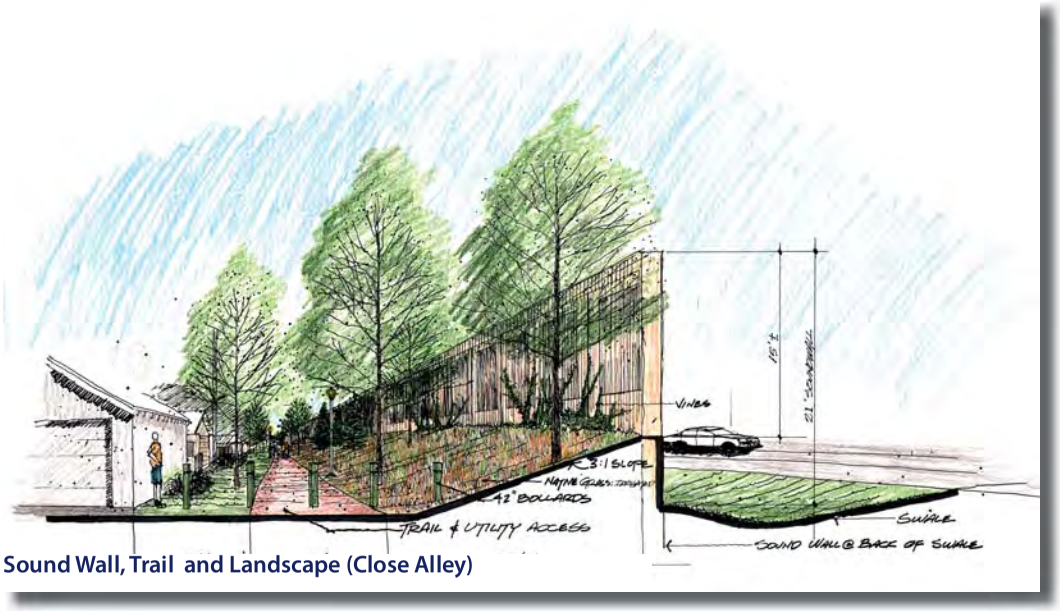
Landscaping installed in conjunction with the construction of the sound and retaining walls adjacent to the existing Bessemer neighborhood and the new Bessemer Neighborhood Park may be limited to the neighborhood side or non-interstate side of the wall. The park and residential areas will benefit from the addition of landscaping helping to blend the walls with the existing character. The landscape within the residential areas will be more manicured or formal. Due to space limitations, treatments may include planters constructed adjacent to the walls or as part of the walls for plant material.

As an alternative, for the Minique neighborhood, alleys along I-25 would be closed as depicted on page 64. A narrow sloped sod or native grass area may be incorporated adjacent to the wall with deciduous trees. An evergreen vine may also be planted and allowed to grow up the wall in an attempt to help soften the wall. A sidewalk/trail will be provided at the base of the sloped area to connect the neighborhoods with J.J. Raigoza Park.

Glass panels or screens will be provided along the face of the wall to allow views to the plantings and also provide daylight to the residential side of the wall.

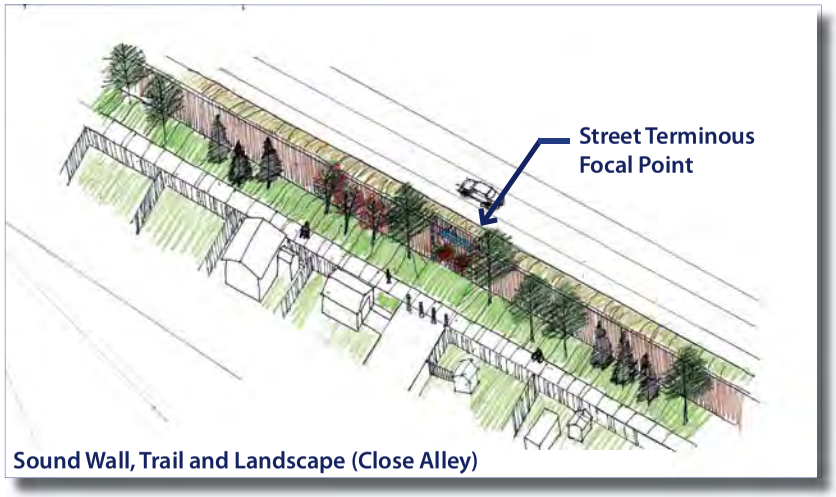
Separate recessed areas would be provided in the wall face on the residential/park side to allow for the placement of individual planted pots. The pots themselves could of various colors and shapes to add interest and break up the linear wall face. These occur at street terminuses or focal points.

Landscaping for the interstate side of the retaining walls will be limited to what is being installed as part of the right-of-way treatment. Maintenance of the landscaping associated with the retaining and/or sound

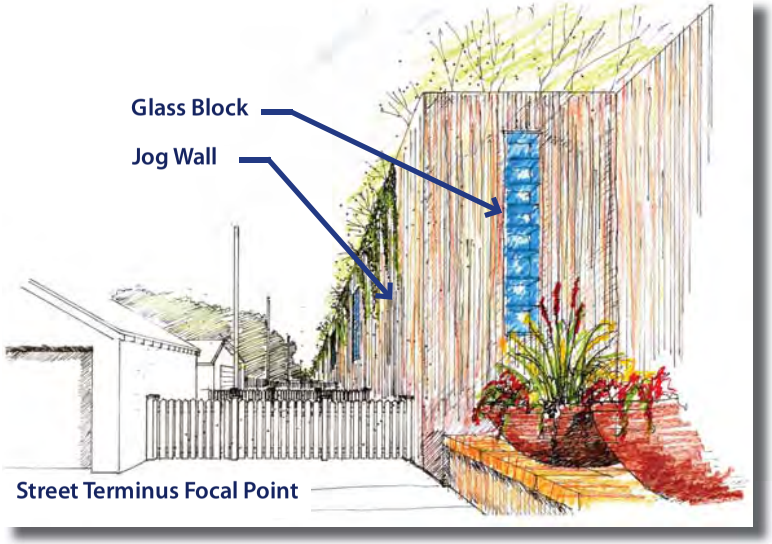


Sound Wall, Trail and Landscape (Close Alley)

walls would be the responsibility of the CDOT. Maintenance of the landscaping and trail would be the responsibility of the City or neighborhood association.

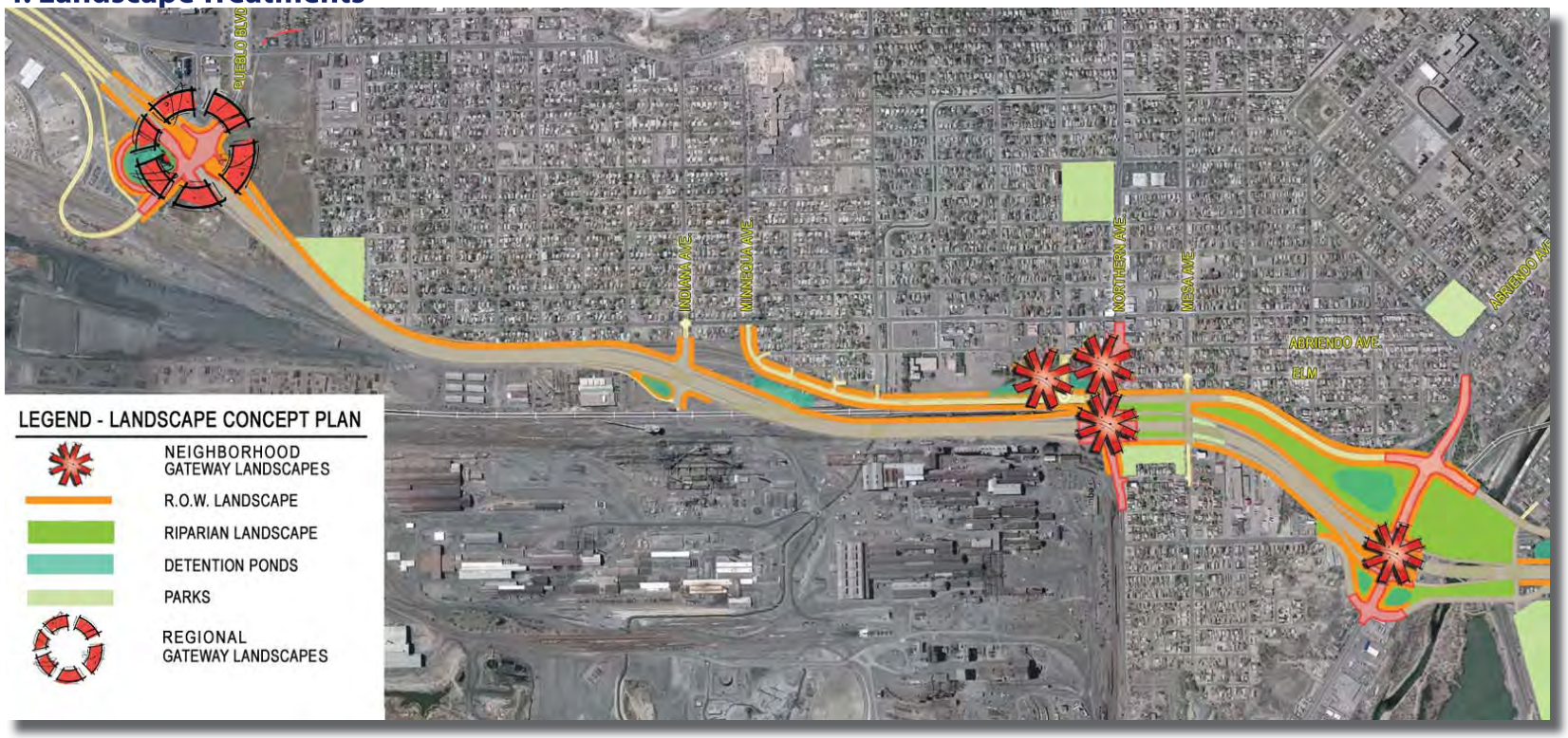


Sound Wall, Trail and Landscape (Close Alley)



Street Terminus Focal Point

4. Landscape Treatments



Formal landscape treatments are envisioned for the neighborhood areas associated with the proposed Bessemer Historic Neighborhood Park, at the proposed gateway features for Pueblo Boulevard and Central Avenue and at Northern Avenue. See the Appendix for associated plant schedule. A less formal landscape approach will be taken with right-of-way areas, internal landscaping within parks and plantings associated with the construction of noise/retaining walls.

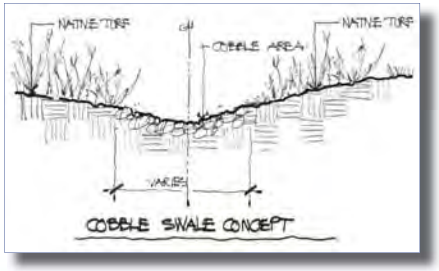
4.1 Right of Ways

Dryland grasses such as a Low Growing Grasses (See Appendix) Mix will be used along all roadway shoulders within the right-of-way where soil stabilization is required and in all areas where special aesthetic treatments have not been identified. This mix shall be drill seeded and mulched to help assure its viability.

Where drainage patterns dictate, a rounded river cobble swale would be encouraged to assist with drainage. Maintenance would be of CDOT or the City depending on what the right-of way is.

4.2 Detention Ponds

Storm water from I-25 and adjacent land uses drains toward the west and alongside the western edge of the interstate. Detention ponds have been strategically placed in this area to capture and treat storm drainage. They will have fairly steep side slopes (i.e., 3:1 slopes) and flat bottoms. In some ponds, low flow channels are required to ensure positive drainage. To make these low flow channels appear more natural, cobble swales, grouted or un-grouted, will be constructed in lieu of concrete drain pans.



-It is assumed that these pond areas will have standing water or moistened soil conditions that would support riparian and possibly submerged aquatic plants. These plants shall be placed in the very bottom of the detention pond or along the low flow channel. The steeper slopes of these ponds shall be seeded with a dry land or xeric grass types. Submerged aquatic seed can be added to this grass seed mix and can be seeded in the

bottom of these ponds. This will allow the submerged aquatic plants and dry land seed to germinate where there is adequate moisture.

Riparian plants, such as willows, may be introduced in areas where moisture is more prevalent and can support these types of plants. Plants will be selected from the Detention Basin Plant Schedule located in the Appendix of this document.

4.3 Arkansas River Floodplain/Riparian

Any new landscaping proposed within the Arkansas River corridor would occur as restoration of distrubed areas. Disturbed areas will be relandscaped using plants selected from the Riparian Plant Schedule located in the Appendix of this document. As closely as possible, all newly planted areas will reflect the natural landscape. No formal plantings will occur in the Arkansas River Flood Plain. Maintenance would be the responsibility of the property owner.

5. Irrigation

Areas to be irrigated by an underground irrigation system will be limited to the gateways, landscaping associated with park areas and the residential sides of the retaining/noise walls. Irrigation for the landscaping of the detention ponds and right-of-way areas will rely on natural rainfall.

6. Trails and Sidewalks

A series of sidewalks and trails are proposed for construction in connection with the redesign of I-25 through the Steel Mill Design Segment. Once the new configuration for Santa Fe Avenue and Abriendo Avenues are complete, a sidewalk and/or trail will be installed to connect the Arkansas River Trail, Runyon Lake and the Fountain Creek Trail on the west side of I-25 heading north. This sidewalk and/or trail will continue from Abriendo Avenue south along the frontage road past the proposed Bessemer Neighborhood Park and eventually to J.J. Raigoza Park. A separate interpretive trail/walk is proposed within the new Bessemer Neighborhood Park that will highlight the people, events and development of the steel mill industry.

From its intersection with Mesa Avenue, this new walk/trail will allow pedestrians to cross over I-25 via Mesa Avenue to the east side. This pedestrian walk will provide a direct connection to the newly relocated Benedict Park.

Sidewalks installed along city streets, will be wide enough to accommodate a variety of users. They should be a minimum of 8'-0" wide for pedestrian circulation and wider in areas where street furnishings, signage etc. may be installed. Sidewalk design and construction must adhere to city standards. Integral color, textures and paving patterns are all encouraged to add to the human scale.

Where trails are constructed to connect to existing trails within Runyon Lake, along the Arkansas River and into the existing and proposed parks, a consistent material should be chosen to match what has already been installed.

7. Public Art and Sculpture

Public art and sculpture will most likely be located within the existing and proposed parks , as part of the pedestrian type mall that is envisioned for Mesa Avenue. The themeing for the art and sculpture should be keeping with the neighborhood historic theme.

8. Color and Materials

Colors and materials utilized for the Steel Mill Segment of New Pueblo Freeway will be based on the materials and colors in the built environment and include colored concrete, stone, and steel. The stone utilized in this section will be the same stone that is utilized along the entire project. This rock shall match the existing stone of the bluffs that surround Pueblo. The rock shall be buff to light yellow in color with some variations leaning toward orange. Pink and salmon colored rock will be avoided. This unifying natural accent rock shall be Pueblo Buff Sandstone arranged in a random ashlar pattern.

As an alternative, a cultured stone may be used. The cultured stone will be a rough cut ashlar rock pattern with a buff to light yellow color similar to the natural rock mentioned above. Cultured stone shall be grouted with black/dark grey grout. Joints shall be raked to minimize grout appearance.

Rock Bluff at Pueblo Reservoir

Random Ashlar Pattern

Color Palette

- Federal Color-30076
- Federal Color-33798
- Federal Color 37031
- Federal Color-30091
- Federal Color-30115
- Federal Color-30252
- Federal Color-32144
- Federal Color-33697
- Federal Color-35180
- Federal Color-35065

SECTION SEVEN:
Existing Corridor Conditions

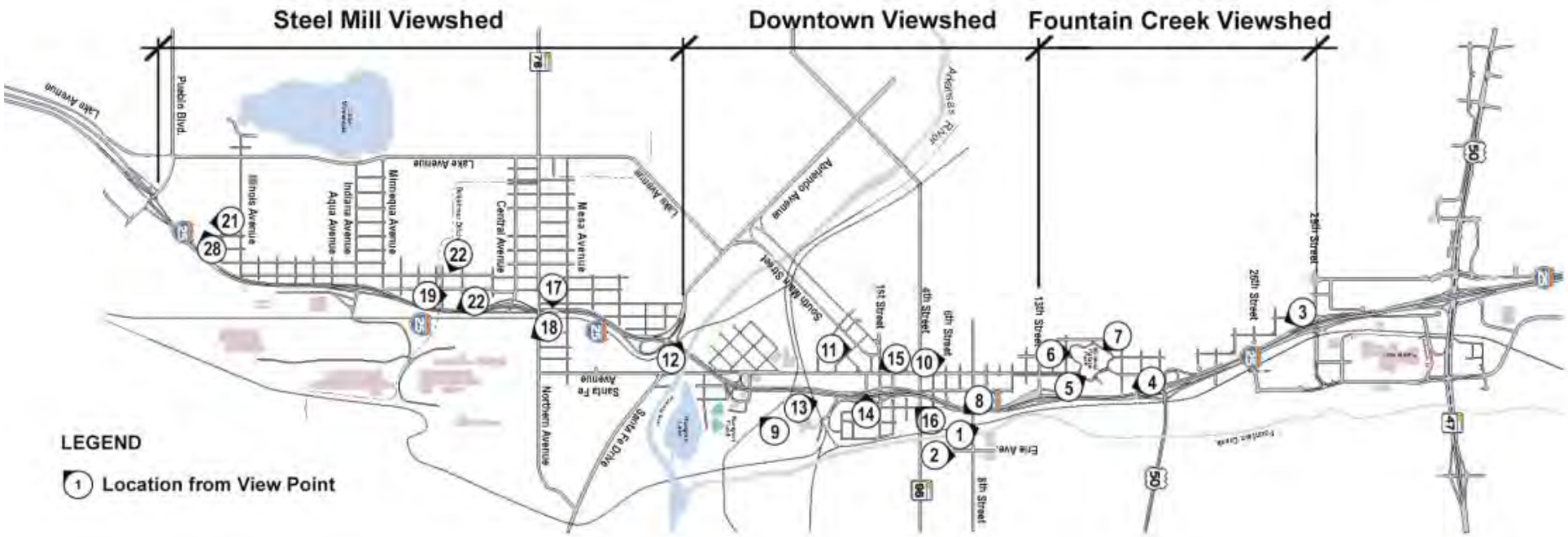
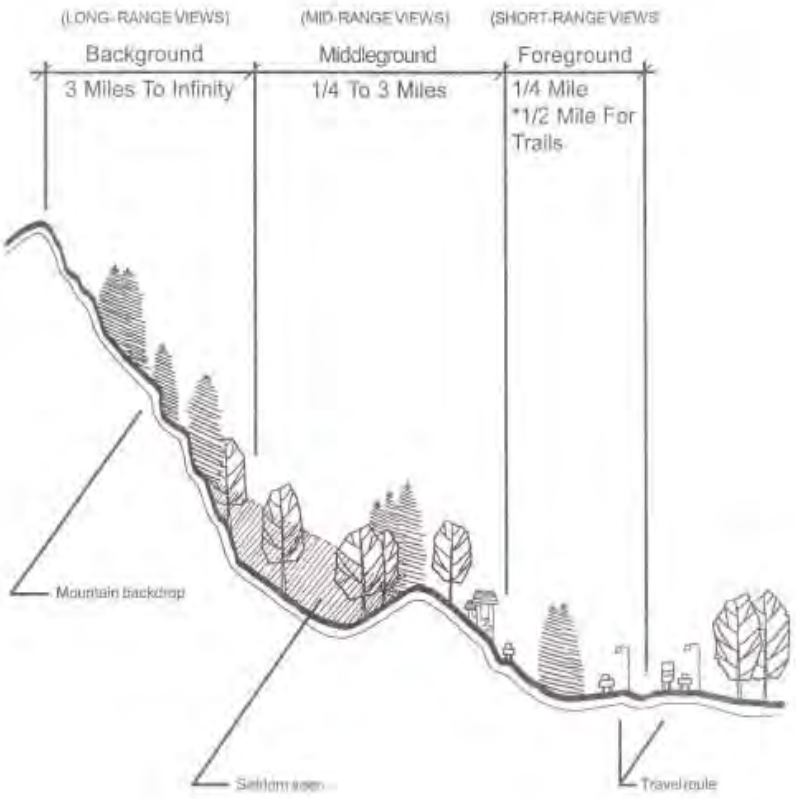


Photo Site Analysis Map

New Pueblo Freeway Corridor Study Area



Views/Distance Zone Section

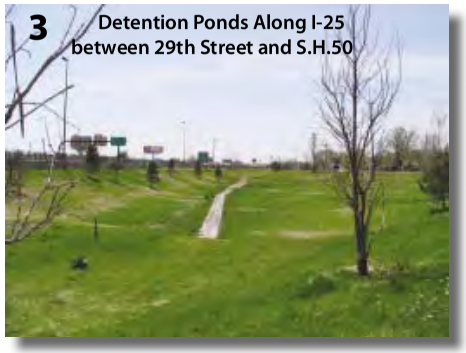
A. View Shed Analysis

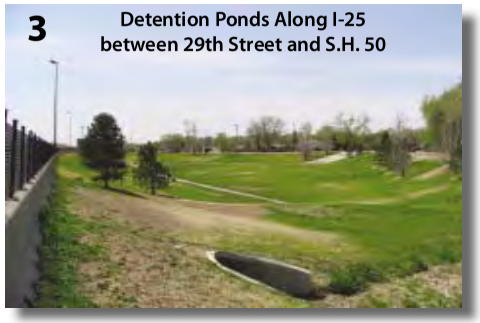
To understand how this highway project could affect the aesthetic quality of the region, urban designers assessed the existing views within the I-25 corridor. This was done by visual analysis identifying view sheds. A view shed is a geographical area that is defined on all sides by significant landforms or man made elements that terminate a view. From whatever point within the view shed a viewer stands, the view is contained or limited to the area of the view shed. The study area has been defined by three different distinct view sheds; the Fountain Creek View Shed, the Downtown View Shed, and the Steel Mill View Shed. Different types of views are described in each view shed. Please see the "Views/ Distances Zone Section" on previous page for a description of the different views based on distance.

1. Fountain Creek View Shed

The Fountain Creek view shed extends from the 29th Street interchange on the north to the 13th Street on the south. A strong presence of open space and parks makes this view shed unique within the study area. Fountain Creek and its surrounding floodplain is the dominant visual feature.

Views into the floodplain, Mineral Palace Park and the 29th Avenue detention ponds enhance the natural appearance of the view shed for motorists on I-25 and local residents.





Residential and commercial buildings line the edge of the Fountain Creek Floodplain and define the eastern edge of this view shed.

The residential neighborhoods act as a visual barrier to motorists on I-25 looking to the west. On the south end of the view shed, views to the west open up highlighting the north end of Downtown Pueblo. Notable visual features in the Fountain Creek view shed include Mineral Palace Park, the Pueblo County building between 10th and 11th Streets, Fountain Creek, and the flood wall north of 8th Street along the east side of I-25.

East of I-25 the highway is visible to anyone standing in the Fountain Creek Floodplain. Neighborhoods east of the floodplain and neighborhoods on the west side of I-25 also have a clear view of the highway.

I-25 is highly visible from Mineral Palace Park and Mineral Palace Towers, a senior residential high rise on the west side of the highway.

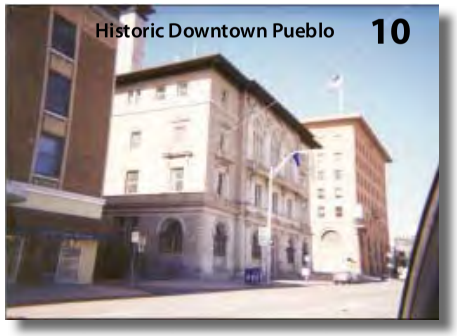
Within the Mineral Palace Park neighborhoods, glimpses of I-25 can be seen when looking down the neighborhood streets. Views both to and from I-25 are greatly opened up in the winter months when the extensive vegetation is dormant with no leaves.

2. Downtown View Shed

This view shed extends from 13th Street on the north to the bluffs above the Arkansas River on the south. Primarily urban, this view shed is the largest

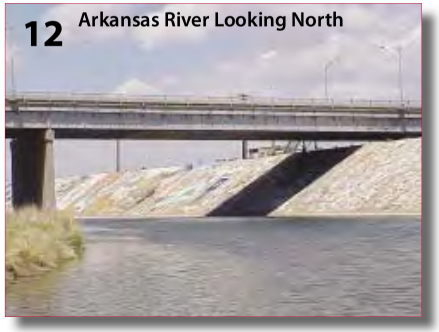
within the project area. The Downtown view shed is a blend of the old and new, reflecting the heritage of the City. This area is dominated by brick Victorian structures but also include the Downtown rail yards, views to the CFI Steel Mill, views to the Art Center and views to the Historic Arkansas River Walk Project (HARP). On the east, the Downtown view shed is bounded by the eastern edge of the Fountain Creek floodplain.

To the west, it is bounded by the bluffs just west of Pueblo. This view shed is made up of the two converging floodplains associated with the Arkansas River and Fountain Creek. Along the Arkansas River, natural mature vegetation becomes a soft southern edge to the



view shed. Views from I-25 into Downtown Pueblo and longer-range views to the west exist for the full length of the view shed. The bluffs just east of Runyon Field along with Goat Hill block longer range eastern views.

Notable visual features in the Downtown view shed include Goat Hill, Runyon Field, the bluffs along the Arkansas River, the Downtown rail yards and the CFI Steel Mill.



The landscape within this view shed is relatively flat. I-25 is elevated on a series of embankments and viaducts that provide the interstate traveler with a bird's-eye view of Downtown Pueblo. For the interstate traveler, the curves along I-25 allow very dramatic views to both the Steel Mill and Goat Hill.

Since I-25 is elevated, it is a highly visible feature from downtown and the surrounding neighborhoods. Because I-25 sits so high in relationship to everything around it, the interstate is seen as a barrier that divides the community, east from the west.

3. Steel Mill View Shed

The Steel Mill view shed extends from the Arkansas River on the north to Pueblo Boulevard on the south.

The east edge of the view shed is created by the steep slopes adjacent to I-25, along with the buildings and tailing piles of the Steel Mill. The western edge of the view shed is defined by steep side slopes adjacent to I-25, the noise wall and the rows of houses in the Bessemer Neighborhood. The visually dominant element of this view shed is the Steel Mill and the associated industrial properties along the eastern side of I-25.

The visual character of the Steel Mill and surrounding property reflects a unique industrial appearance.

The rich history of the view shed is evident in the many older Victorian and Mission style buildings. These are located on the Steel Mill property and in the old company town that makes up the Bessemer neighborhood.

Mature vegetation is a key element of the view shed, particularly north of the Steel Mill. Most of the vegetation on the north end of the view shed is natural. In the southern portion of the view shed, the mature vegetation in the Bessemer Neighborhoods and J.J. Raigoza Park is predominantly deciduous trees and shrubs used for landscaping.

Within this view shed, long and mid-range views from I-25 are limited so when they occur, they are accentuated. These views include a northbound view to downtown at the Arkansas River and several northbound views towards the Steel Mill at the two gentle curves in I-25 north of Pueblo Boulevard.

Dramatic views of the large Steel Mill buildings also exist from many of the overpasses of I-25 and from the Bessemer Historical Society building. Notable visual features in the view shed include the railroad tracks along I-25, the Steel Mill features such as the stoves, the power house and the high line railroad track, the Bessemer Historical Society Building and the homes on the west side of I-25.

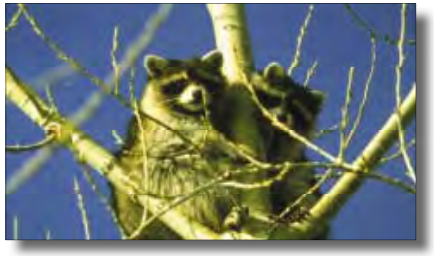
Since I-25 is recessed below adjacent neighborhoods, views to I-25 are somewhat limited in this view shed. Mature vegetation and noise walls also block mid-range and long-range views. The high line railroad track blocks some views from the Steel Mill to I-25. I-25 can be seen from the southern end of the Steel Mill, from J.J. Raigoza Park, and down the east/west streets in the residential neighborhoods. Like the Fountain Creek view shed, mid-range views are opened up when the vegetation is dormant and looses leaves in the minter months.

Because I-25 is visually prominent within each view shed, improvements to I-25 will change the visual character of each.

B. Natural Systems

The majority of the I-25 corridor through Pueblo is developed and urbanized but still maintains two important ecosystems the Fountain Creek and Arkansas River. Both of these contain vital wetland, floodplain and natural areas that provide a number of important benefits. These areas improve water quality, provide wildlife habitat, help to store floodwaters during storm events, provide recreational opportunities and provide background visual context for Pubelo. As a result, proposed highway improvements have been designed to minimize and reduce any negative impacts to these areas.

1. Wildlife



Studies prepared as part of the I-25 Environmental Assessment indicate that no significant wildlife species were discovered, except those in conjunction with the Fountain Creek and Arkansas River. Both of these corridors provide valuable wildlife habitat for feeding, breeding, cover and movement.

Open Water, riparian areas and wooded uplands constitute the habitat areas. Species such as mule and white-tailed deer, striped skunk, raccoon, red fox, common crow, black-billed magpie, blue jay, northern flicker, desert cottontail and fox squirrel were observed during field reconnaissance. Developed areas outside of these riparian corridors consist of commercial, industrial, recreational and residential land uses that have been disturbed, highly maintained and offer limited wildlife habitat. The Arkansas River channel-crossing area and the Fountain Creek riparian area combine to form an important wildlife habitat and travel corridor in a primarily urban setting.

The project corridor area was further evaluated for the potential occurrence of threatened, endangered or rare species. Results of this outside evaluation indicate that only one rare species, the plains leopard frog, is known to exist in the project area. This species is not a federal- or state-listed species and it is not protected under federal or state regulations. In addition, although Arkansas darters are not known to occur in the project area, potentially suitable habitat does exist in the ephemeral pools formed in Fountain Creek wetlands after flooding, as well as in the open water habitat.

Impacts to threatened or endangered species may occur if the proposed project modifies critical habitat, precludes or impedes the development of habitat, has the likelihood of disturbing feeding or breeding activities or results in the taking of an individual. Although minor impacts will occur to potential habitat for both the plains leopard frog and the Arkansas darter, the impacts will not be significant enough to warrant detailed mitigation measures. Temporary construction impacts to the open water, riparian and wetland areas in the project area will be minimized by construction management techniques, including Best Management Practices (BMP), to minimize erosion and sedimentation.

2. Threatened or Endangered Species of Vegetation

Mature stands of vegetation within the I-25 corridor are limited to areas found within the Fountain Creek and Arkansas River banks. Cottonwood, Elm and Willow trees line the banks of both watercourses. Due to the disturbed nature of the corridor, most of the undeveloped land within the project area contains a combination of trees and noxious weeds. To determine the locations and densities of noxious weeds, a formal weed inventory was conducted in October of 2003. Weeds were most prevalent on the east side of I-25 on both sides of Fountain Creek. A total of six species of noxious weeds were identified within the project area and include field bindweed, Canada and Russian thistle, tammarisk, Russian olive and kochia. To control and prevent weed infestation and spread, CDOT will implement a weed management plan in accordance with the Colorado Noxious Weed Act and other directives prior to the start of construction activities.

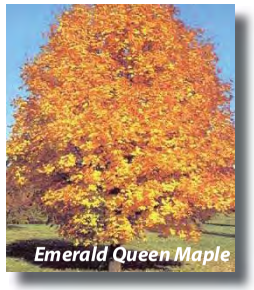
APPENDIX:
Plant Schedules-Highway Formal Landscape

Gateway Plantings

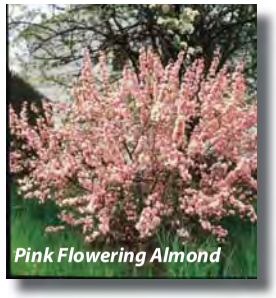
Deciduous Trees	
Common Name	***Botanical Name***
Emerald Queen Norway Maple	Acer platanoides 'Emerald Queen'
Sunburst Honeylocust	Gleditsia triacanthos inermis 'Imperial'
European Hornbeam	Carpinus betulas
Allee Elm	Ulmus parvifolia
Evergreen Trees	
Common Name	***Botanical Name***
Colorado Spruce	Picea pungens 'Baby Blue Eyes', 'Bakeri', 'Fat Albert' 'Hoopsii'
Austrian Pine	Pinus nigra 'Oregon Green'
Southwestern White Pine	Pinus strobiformis
Pinyon Pine	Pinus edulis
Limber Pine	Pinus flexilis 'Cesarini Blue', 'Vanderwolf'
Bristlecone Pine	Pinus aristata
Ornamental Trees	
Common Name	***Botanical Name***
Chanticleer Pear	Pyrus calleryana cvs. 'Chanticleer', 'Redspire', 'Aristocrat', 'Stonehill', 'Autumn Blaze'
Flowering Crabapple	Malus 'Centurion','Indian Magic', 'Prairie Fire', 'Radiant', 'Spring Snow', 'Coralburst', 'Profusion'
Columnar European Hornbeam	Carpinus betulus 'Fastigiata'
Winter King Hawthorn	Crataegus viridis 'Winter King'
Amur Chokecherry	Prunus Maackii
Deciduous Shrubs	
Common Name	***Botanical Name***
Crimson Pygmy Barberry	Berberis thunbergii 'Atropurpurea Nana'
Butterfly Bush	Buddleia davidii spp.
Bluebeard Spirea	Caryopteris x clandoensis 'Bluebeard'
Lydia Broom	Genista Lydia
Gold Drop Potentilla	Potentilla fruitcosa 'Gold Drop'
Coral Beauty Cotoneaster	Cotoneaster dammeri 'Coral Beauty'
Meadow Lark Forsythia	Forsythia 'Meadowlark'
Lodense Privet	Ligustrum vulgare 'Lodense'
Pink Flowering Almond	Prunus glandulosa 'Rosea Plena'
Tall Hedge Buckthorn	Rhamnus frangula 'Columnaris'
Diabolo Ninebark	Physocarpus opulifolius Diabolo

Gateway Plantings

Deciduous Shrubs Cont.	
Common Name	***Botanical Name***
Russian Sage	Perovskia artiplicifolia
Ninebark	Physocarpus
Creeping Western Sand Cherry	Prunus besseyi 'Pawnee Buttes'
Grow-Low Sumac	Rhus aromatica 'Grow-Low'
Carefree Wonder Shrub	Rosa x "Meipitac'
Goldflame Spiraea	Spirea bumalda 'Goldflame'
Little Princess Spirea	Spirea japonica 'Little Princess'
Neon Flash Spirea	Neon Flash Spirea
Dwarf Korean Lilac	Syringa meyeri
Viburnum ssp.	
Evergreen Shrubs	
Juniper spp.	
Mugo Pine	Pinus Mugo 'Mops'
Slowmound Mugo Pine	Pinus Mugo 'Slowmound'
Emerald 'n Gold Euonymus	Euonymus fortunei 'Emerald 'n Gold'
Ornamental Grasses	
Dwarf Hardy Fountain	Pennisetum alopecuroides 'Hameln"
Dwarf Maiden Grass	Miscanthus sinensis 'Yuka Jima'
Feather Reed Grass hybrids	Calamagrostis x acutifolius
Buffalo Grass	Buchloe dactyloides
Perennials	
Columbine	Acquilegia hybrids
Aster	Aster
Coreopsis/Tickseed	Coreopsis grandiflora
Coneflower	Echinacea spp
Blanket Flower	Gaillardia aristata
Baby's Breath	Bypsophilia paniculata
Daylily hybrids	Hemerocallis hybrids
Iris hybrids	Iris
Blue Flax	Linum perenne
Black eyed Susan	Rudbeckia hirta pulcherrina
Salvia ssp.	Salvia


Emerald Queen Maple

Blue Spruce


Pink Flowering Almond

Chanticlear Pear

Plant Schedules -Drainage

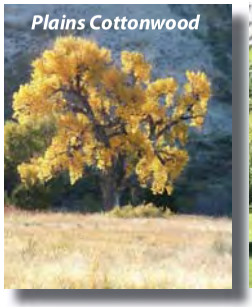
Low Grow Grass Mix	
A mixture of perennial, cool season, drought tolerant, grasses sutable for areas where mowing is difficult or not desirable. It grows an average of 8-12 inches a year with normal rainfall in the intermountain region and desert southwest. This mix is a great soil stabilizer.	
Seeding Rate:	
New Seeding:	Over Seeding:
Dryland: 20-25lbs/ac.	Dryland: 10-15lbs/ac.
Irrigated: 40lbs/ac.	Irrigated: 20lbs/ac.
Mix Contains:	
30% Ephraim Crested Wheatgrass	
25% Sheep Fescue	
20% Perennial Rye	
15% Chewings Fescue	
10% Kentucky Bluegrass	

Detention Basin Mix

Seed Mix	
Common Name ***Botanical Name***	
Water Plantain	Alisma subcordatum
Swamp Milkweed	Asclepias incarnata
Bur Marigold	Bidens cernua
Allegheny Monkeyflower	Mimulus ringens
Ditch Stonecrop	Penthorum sedoides
Cutleaf Coneflower	Rudbeckia laciniata
Common Arrowhead	Sagittaria latifolia
Blue Vervain	Verbena hastata
Awl-Fruited Sedge	Carex stipata
Fox Sedge	Carex vulpinoidea
Virginia Wildrye	Elymus virginicus
Spike Rush	Eleocharis species
Fowl Manna Grass	Glyceria striata
Soft Rush	Juncus effusus
Path Rush	Juncus tenuis
Torrey's Rush	Juncus torreyi
Rice Cut Grass	Leersia oryzoides
Switchgrass	Panicum virginicum
Sofstem Bulrush	Scirpus validus
Prairie Cordgrass	Spartina pectinata
Willows	
Common Name ***Botanical Name***	
Coyote/Sandbar Willow	Salix exigua
Bluestem Willow	Salix irrorata
Whiplash Willow	Salix lasiandra

Riparian

Deciduous Trees	
Common Name	***Botanical Name***
Plains Cottonwood	Populus sargentii
Black Cottonwood	Populus trichocarpa
Narrowleaf Cottonwood	Populus angustifolia
Weeping Willow	Salix alba 'Tristis'
Swamp White Oak	Quercus bicolor
Quaking Aspen	Populus tremuloides
Evergreen Trees	
Common Name	***Botanical Name***
Rocky Mountain Juniper	Juniperus scopulorum
Austrian Pine	Pinus nigra
Deciduous Shrubs	
Common Name	***Botanical Name***
Native Chokecherry	Prunus virginiana melanocarpa
American Plum	Prunus americana
Nearly Wild Rose	Rosa x 'Nearly Wild'
Coyote Willow	Salix exigua
Arctic Dwarf Willow	Salix purpurea nana
Mountain Willow	Salix monticola
Whiplash Willow	Salix lasraudra
Bluestem Willow	Salix irrorata
Herbaceous Species	
Common Name	***Botanical Name***
Porcupine Grass	Miscanthus sinensis var. strictus
Dwarf Maiden Grass	Miscanthus sinensis 'Morning Light'
Small Winged Sedge	Carex microptera
Hall's Rush	Juncus hallii



Plant Schedules -Parks

Mineral Palace Park

Deciduous Trees	
Common Name	***Botanical Name***
Common Horsechestnut	Aesculus hippocastanum
Kentucky Coffeetree	Gymnocladus dioicus
Shademaster Honeylocust	Gleditsia triacanthos inermis 'Shademaster'
Northern Red Oak	Quercus rubra
Greenspire Linden	Tilia cordata 'Greenspire'
Allee Elm	Ulmus parvifolia
Evergreen Trees	
Common Name	***Botanical Name***
Colorado Spruce	Picea pungens
Austrian Pine	Pinus nigra
Bristlecone Pine	Pinus aristata
Vanderwolf Pine	Pinus flexilis 'Vanderwolf'
Ponderosa Pine	Pinus ponderosa
Ornamental Trees	
Common Name	***Botanical Name***
Thornless Cockspur Hawthorn	Crataegus crusgalli 'inermis'
Radiant Crabapple	Malus sp. 'Radiant'
Spring Snow Crabapple	Malus sp. 'Spring Snow'
Canada Red Chokecherry	Prunus virginiana 'Canada Red'
Chanticleer Pear	Pyrus calleryana 'Cleveland Select'
Deciduous Shrubs	
Common Name	***Botanical Name***
Carol Mackie Daphne	Daphne x burkwoodii
Royal Purple Smokebush	Cotinus coggygria 'Royal Purple'
Bluebeard Spirea	Caryopteris x clandonensis 'Bluebeard'
Russian Sage	Perovskia atriplicifolia
Pink Flowering Almond	Prunus glandulosa rosea
McKay's White Potentilla	Potentilla fruiticosa 'McKay's White
Carefree Wonder Shrub Rose	Rosa x 'Meipitac'
Anthony Waterer Spirea	Spiraea bumalda 'Anthony Waterer'
Common Lilac	Syringa vulgaris
Dwarf Snowball Viburnum	Viburnum opulus 'Roseum'
Weigela Florida varieties	Weigela florida
Evergreen Shrubs	
Common Name	***Botanical Name***
Andorra Juniper	Juniperus horizontalis 'Youngstown'
Blue Chip Juniper	Juniperus horizontalis 'Blue Chip'
Buffalo Juniper	Juniperus sabina 'Buffalo'
Mugo Pine	Pinus mugo 'Mops'
Pyracantha Gnome	Pyracantha angustifolia 'Gnome'

Ornamental Grasses	
Common Name	***Botanical Name***
Dwarf Hardy Fountain	Pennisetum alopecuroides 'Hameln"
Dwarf Maiden Grass	Miscanthus sinensis 'Yuka Jima'
Feather Reed Grass hybrids	Calamagrostis x acutifolius
Buffalo Grass	Buchloe dactyloides
Perennials	
Common Name	***Botanical Name***
Columbine	Acquilegia hybrids
Aster	Aster
Coreopsis/Tickseed	Coreopsis grandiflora
Coneflower	Echinacea spp
Blanket Flower	Gaillardia aristata
Baby's Breath	Bypsophilia paniculata
Daylily hybrids	Hemerocallis hybrids
Iris hybrids	Iris
Blue Flax	Linum perenne
Black eyed Susan	Rudbeckia hirta pulcherrina
Salvia ssp.	Salvia

Green Spruce

Mugho Pine

Shrub Rose

Horse Chestnut

Dwarf Fountain Grass

Benedict Park

-Deciduous Trees	
Common Name ***Botanical Name***	
Emerald Queen Maple	Acer platanoides 'Emerald Queen'
Catalpa	Catalpa speciosa
Red Oak	Quercus rubra
American Linden	Tilia americana
Evergreen Trees	
Common Name ***Botanical Name***	
Ponderosa Pine	Pinus ponderosa
Austrian Pine	Pinus nigra
Colorado Spruce	Picea pungens
Ornamental Trees	
Common Name ***Botanical Name***	
Thornless Cockspur Hawthorn	Crataegus crusgalli 'inermis'
Newport Plum	Prunus cerasifera 'Newport'
Spring Snow Crabapple	Malus sp. 'Spring Snow'
Deciduous Shrubs	
Common Name ***Botanical Name***	
Varigated Dogwood	Cornus alba 'Argentoeomarginata'
Cranberry Cotoneaster	Cotoneaster apiculata
Golden Vicary Privet	Ligustrum x vicaryi
Russian Sage	Perovskia atriplicifolia
Jackman Potentilla	Potentilla fruticosa 'Jackmanni'
Double Red Shrub Rose	Rosa x 'Meidliland sevillana'
Butterfly Bush	Buddleia davidii
Neon Flash Spirea	Spirea japonica 'Neon Flash'
Miss Kim Lilac	Syringa patula 'Miss Kim'
Burning Bush	Euonymus alatus
Mohican Viburnum	Viburnum lantana 'Mohican'
American Compact Cranberry	Viburnum trilobum 'Compactum'
Evergreen Shrubs	
Common Name ***Botanical Name***	
Sea Green Juniper	Juniperus chinensis 'Sea Green'
Tammy Juniper	Juniperus sabina tamariscifolia
Compact Oregon-Grape Holly	Mahonia aquifolium compacta

Austrian Pine

Ponderosa Pine

Newport Plum

Lydia Broom

Miss Kim Lilac

Emerald Queen Maple