large affect on the five viewsheds discussed in Section 3.14.1. With only minor effects to these viewsheds, drivers would still have clear views looking out and over the roadsides.

**Express Lanes Alternative (Preferred Alternative)**

The EL Alternative would have the same visual effects as the GPL Alternative, with some additions as discussed below, associated with the operational characteristics of the express lanes. The width of the typical section for the Express Lanes Alternative would generally be the same as that of the General Purpose Lanes Alternative, as shown in Figure 2-8.

As part of the express lanes electronic toll collection system, overhead gantries would be located between every access point. The EL Alternative would also contain a higher concentration of roadside guide signs, since a separate set of signs is required for both the express and general purpose lanes. These additional gantry and signage features would add new elements to the views both to and from the highway at specific locations, causing minor visual distractions as compared to the existing open appearance. Examples of architectural drawings displaying these types of added features can be seen in the C-470 Express Lanes Feasibility Study Final Report (June 2005).

At the Santa Fe Drive interchange, the same visual effects would occur for the EL Alternative as did for the GPL Alternative, as the interchange configuration is the same design. **Figure 3-34** shows a photo simulation of the Santa Fe Drive interchange with the EL Alternative.

At Colorado Boulevard, a new T-Ramp into the express lanes would be constructed in the center of the facility. Traffic signals would be constructed at the top of these ramps, creating an

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**Figure 3-34**

Express Lanes with Improved Santa Fe Drive Interchange

![Express Lanes with Improved Santa Fe Drive Interchange](image-url)
additional intersection on Colorado Boulevard. As shown in Figure 3-35, the addition of the T-Ramp would block views across the highway for residents and businesses on either side, as well as create minor obstructions when viewing to and from the highway.

At Quebec Street, new braided ramps would be constructed on the west side of the interchange, consisting of flyovers from the existing ramps into the express lanes. As shown in Figure 3-36, the addition of braided ramps would block views across the highway for residents and businesses on either side, as well as create minor obstructions when viewing to and from the highway.

At I-25, additional ramps would be added to the interchange, but since the interchange is already a large visual obstruction to the surrounding environment, views to and from the highway at this location would only change to a minor extent.

The other visual changes from additional retaining walls and noise walls would not have a large affect on the five viewsheds discussed in Section 3.14.1. With only minor effects to these viewsheds, drivers would still have clear views looking out and over the roadsides.

3.3.14.3 Mitigation
To mitigate the visual effects resulting from both the GPL and EL Alternatives, corridor-wide standard architectural treatments would be employed to create a more consistent appearance of the corridor, both when looking out from the roadway, and when looking in towards the roadway from nearby. After discussions with adjacent jurisdictions along C-470, design standards were created using existing features and unifying elements. Common themes would
be maintained throughout the project area in order to provide a uniform suburban corridor look. Color would be added where practical, and subtle changes would be made to existing features to avoid reconstruction of the many architectural treatments on the existing highway. New structures would incorporate existing colors on C-470 for bridges, lights, sign structures, sound barriers, retaining walls, and concrete railings. To add more interest, an accent pin stripe would be added to the exterior sides of the new bridge rails and the tops of sound barriers and retaining walls, as previously shown in Figure 3-29.

Generally, retaining walls necessary for this project would be constructed with forms and textures consistent with CDOT design standards and existing features along the C-470 Corridor. Retaining walls constructed near Chatfield State Park would be textured and colored to match the existing native grasses in the area in order to create a more natural appearance for trail users and boaters in the Park looking towards the highway. The largest retaining wall near the Chatfield dam would be tiered to provide a visual break in the height of the wall, as shown in Figure 3-31. CDOT will continue to work with Chatfield State Park during final design to develop the exact details for the retaining walls in this area.

For the EL Alternative, overhead toll collection devices and signing would follow a region-wide standard for consistent viewing and driver expectancy/recognition, to be set by the CTE at a later date. These standards would remain flexible to comply with statewide unifying elements for other CTE toll facilities, as they are developed.

CDOT will provide visual mitigation for the residents of the Wolhurst Community in the form of retaining and noise wall colors and

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**Figure 3-36**

Quebec Street Interchange Braided Ramps

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Quebec Street Braided Ramp

General Purpose Lanes

Express Lanes