U.S. 24
Aesthetic Guidelines

Draft 4.1.09

Prepared for:
Colorado Department of Transportation
Colorado Springs, Colorado

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SECTION ONE:
Introduction/Project Map

U.S. 24 has a long history as a transportation corridor that goes back to the Native Americans and prospectors who once used this route looking for food and wealth. Ute Pass as it was once known has gone from a dirt path to a four-lane limited access highway that provides local trips for daily travelers, an entryway for recreational mountain activities, and a transportation route for regional commuters and freight haulers. Over the years, the population of the Colorado Springs and Manitou Springs area has grown and so has its appeal as a tourist destination increasing the highway's use. To date, however, only minimal highway improvements to address safety and maintenance issues have been done in response to that increase.

Together, the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) have taken steps to redesign sections of the highway. They have studied the current and future traffic demands and highway alignment and developed a plan that involves a redesign of the highway that will attempt to correct roadway design deficiencies that relate directly to congestion, improved traffic flow, increased traffic and enhanced overall safety.

Approximately 4.5 miles of U.S. 24 are expected to undergo infrastructure improvements. Beginning with the I-25 Cimarron Interchange heading west to Manitou Boulevard, two new interchanges will be installed, one at 8th and 21st Streets as well as a a new overpass at Ridge Road and 15th Street. In addition, wider shoulders, an additional travel lane for both the east and west bound traffic, new turn lanes, signage, retaining walls and pedestrian bridges are expected. As these improvements are implemented, U.S. 24 will provide a more safe and accessible route for commuters, tourists, and residents of the Colorado Springs area.

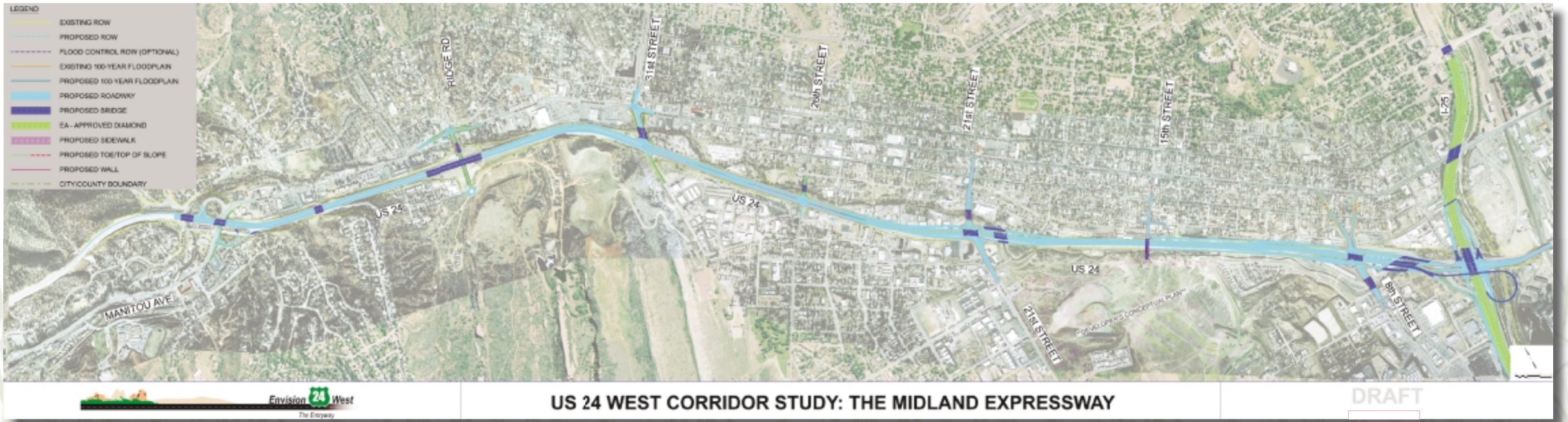
In conjunction with the redesign and development effort underway for U.S. 24, CDOT, FHWA, The Fountain Creek Vision Task Force, Colorado Springs Stormwater Enterprise and the City of Manitou Springs have joined forces to develop rehabilitative and stabilization enhancements to Fountain Creek. Since Fountain Creek is such an integral part of the highway corridor paralleling the highway on the north and south sides from I-25 Cimarron Interchange to Manitou Springs, they are taking the opportunity to improve water quality, flooding problems, fish habitat, access, and recreation pursuits in combination with addressing highway deficiencies.

Recreational improvements are envisioned for the existing Midland bike and pedestrian paths. This includes the acquisition and development of additional lands adjacent to Fountain Creek for use as passive parks, for the enhancement and stabilization of the creek corridor with new landscaping, water features, amphitheaters and the construction of additional bike and pedestrian paths on the north and south sides of the highway. These improvements will take place from the I-25 Cimarron Interchange on the south side of U.S. 24 to 21st Street. On the north side, improvements will begin at the I-25 Cimarron Interchange to the proposed overpass at Ridge Road. This area represents approximately 2.5 miles of improved water way.

As part of the redesign effort for U.S. 24 and the Fountain Creek corridor, these aesthetic guidelines have been prepared to address the aesthetic treatment of the proposed infrastructure improvements concurrently with the creek enhancements. Specifically, these guidelines provide direction on the aesthetic treatment of gateway features, vehicular and pedestrian bridges, noise and retaining walls, interpretive elements, signage, sidewalks, trails, landscaping and creek improvements. They are being developed in conjunction with the Environmental Assessment (EA) for the highway and will be referenced in the EA, but have been prepared as a stand alone document.

In order to better formulate detailed aesthetic design guidelines, U.S. 24 has been broken into two design segments i.e. the Urban Design Segment and the Rural Design Segment. Each segment captures the character and intrinsic qualities of the highway and adjacent Fountain Creek corridor. These qualities are derived from the land uses, landmarks and development patterns within them.

The Urban Design Segment begins at the I-25 Cimarron Interchange to just west of 31st Avenue. This segment includes: Old Colorado City, Gold Hill Mesa and the railroad round house. The Rural Design Segment occurs from just west of 31st Avenue to Ridge Road. This segment includes the Red Rock Canyon Open Space.



SECTION TWO:
Design Intent

1. Functional Diagram for US 24 Corridor (I-25 to Manitou Springs)

2. Design Goals

A. Urban Design Segment

As US 24 expanded and brought more vehicular traffic through the Urban Design segment, lands adjacent to the corridor began to develop. These developments occurred in different years resulting in a mismatch of architectural styles and dissimilar land uses next to one another. As a result, today this section of the corridor has no identifiable features that relate to one another or tie the land and highway infrastructure together.

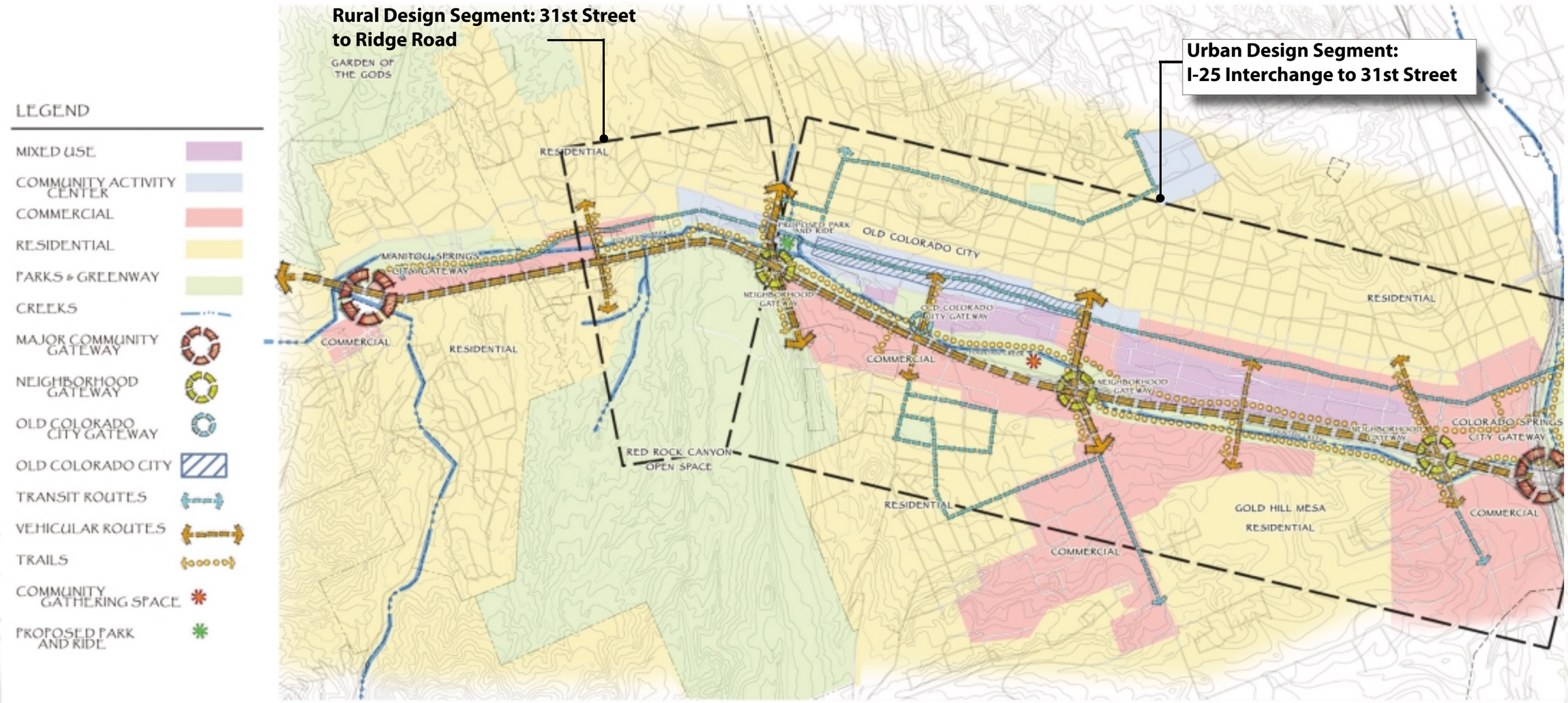
Highway infrastructure is a large part of a drivers experience. Bridges and bridge abutments, noise walls, guardrails, signage and jersey barriers are features associated with highway development and are typically utilitarian and lack any defining feature, decoration, or aesthetic quality.

With the impending highway improvements, CDOT has an opportunity to implement aesthetic features as described in these guidelines together with the typical highway infrastructure that will improve upon the existing visual and vehicular experience within this design segment.

B. Rural Design Segment

The Rural Segment of US 24 will focus on the connectivity to Fountain Creek and the surrounding natural wonders such as Red Rocks Canyon Open Space. As the highway developed, these natural wonders fell to the wayside and no aesthetic ties or connectivity were made to the highway.

Highway improvements made within the Rural Design Segment will include aesthetic features designed to improve upon the existing visual and vehicular experience. Aesthetic features will be proposed that enhance the



existing visual experience, as well as give the creek and natural assets renewed importance in the corridor.

3. Design Objectives to Meet the Goals

A. Urban Design Segment

1. Improve health of Fountain Creek

A. Establish parks and greenways along Fountain Creek to improve water quality, stormwater runoff and habitat.
B. Maintain natural resource while providing recreational opportunities.
C. Contain the 100 year floodplain.

2. Restore Connectivity to Fountain Creek and surrounding community

A. Maintain view to the creek and surrounding floodplain areas.
B. Develop pedestrian connections to the creek with the creation of parks and greenways.
C. Enhance pedestrian connections along U.S. 24 and improve access to commeri cal, mixed use and residential areas.
D. Allow connections to public transporta tion opportunities.

3. Develop a Series of Gateways

A. Develop Major Community Gateway.
B. Develop Neighborhood Gateway.
C. Develop Old Colorado City Gateway.

B. Rural Design Segment

1. Improve health of Fountain Creek

A. Establish parks and greenways along Fountain Creek to improve water quality, stormwater runoff and habitat.
B. Maintain natural resource while providing recreational opportunities.
C. Contain the 100 year floodplain.

2. Restore Connectivity to Fountain Creek and surrounding community

A. Maintain view to the creek and surrounding floodplain areas.
B. Local and regional trails connecting the Westside's parks and open spaces including: Gods, Red Rocks Open Space and the Midland Trail.

3. Develop a Gateways

A. Develop Major Community Gateway.

4. Address Rock face at 31st Ave

A. Develop an aesthetic Design for rock face at 31st Avenue.

4. Form, Line, Color, Texture

The U.S. 24 Corridor has two distinct segments. The Urban segment which begins at the I-25 Interchange with U.S. 24 and continues west to 31st Street and the Rural segment which begins at 31st Street and continues west to Ridge Road. Both of these segments has its own character and identity. Various forms, lines colors and textures together create identifiable elements that are unique to each design segment within this project. These elements help to unify and create the character of these areas.

A. Urban Design Segment

The Urban segment has a city feel with an abundance of retail developments and numerous intersections with city cross streets. This section of U.S. 24 is planned to have raised medians defined by curb and gutter as well as curb and gutter along the edges of the roadway. Forms in this area shall be lineal with strong edges.

In conjunction with linear forms, lines will be clearly defined with crisp continuous edges to reinforce the linear elements that exist in the Urban segment.

Colors and textures in the Urban segment shall incorporate existing ones found in the area i.e. downtown architecture, commercial/retail developments and the surrounding land forms. Generally, these shall be earth tones with a concentration of tans and buffs that are found in the surrounding land forms and mountains. Textures reflect the block construction utilized in the area.

B. Rural Design Segment

The Rural segment of the U.S. 24 Corridor is a stark contrast to the Urban segment to the east.

The Rural segment has more of an undeveloped or natural feel due to the expansive long range views of the mountains, the vast amounts of open space and the lact of development directly abutting the roadway. West of 31st Street, the roadway improvements will wind and curve around the existing landforms. The road will contain less straight stretches and will respond to the natural undulating topography. The road will have no vertical curbs or medians. Instead, there will be painted medians and shoulders and asphalt at grade. These will all help to convey a more natural appearance for this segment.

Forms and lines will be more sinuous and curved to reinforce this natural concept. Fountain Creek also plays an important role within this design segment. The natural, free flowing curves of the creek help to further reinforce the sinuous/curved feel for the aesthetic improvements in this Corridor.

The predominate color of the major rock outcropping and surrounding views are the red oxides. Red and shades of red will be incorporated with these aesthetic improvements.

Finally, textures that replicate the rock outcroppings are envisioned here. This is not to say that everything will match the look of the rocks, but rather to imply a more course or rough texture for design elements.

SECTION THREE:

Design Guidelines for Aesthetic Treatments

1. Urban Design Segment

This section of the design guidelines is intended to convey the variety and types of aesthetic treatments that can be used to help to connect the highway improvements to the neighborhoods and developments surrounding and abutting the roadway. Aesthetic treatments within the urban segment will vary slightly from those proposed within the rural segment. This is due in part to the fact that proposed highway improvements are not uniform throughout the corridor and the character of the rural segment is less structured than that of the urban segment. They will and should relate to one another so that there is a cohesiveness of aesthetic amenities along the entire stretch of U.S. 24.

A. Gateways

Gateways may be associated with highway bridges, large landscape features, monuments, open water and park areas. They have identifiable features that relate and tie the highway to their surroundings and are usually associated with high visibility areas that help to signify a main entrance or place.

Two different types of Gateways are envisioned within this approximate 2.5 mile stretch of corridor. They are identified as Major Community and Neighborhood Gateways. These gateways will have a hierarchy of design associated with them that is related to the type of gateway and its proposed location.

1. Major Community Gateway

A Major Community Gateway has been identified for the US 24 /Cimarron Street and I-25 Interchange. The aesthetic treatments associated with the development of this gateway are not included within the parameters of these design guidelines, but is mentioned here because it has been identified as a location for enhancements that will need to be coordinated with the aesthetic treatments happening elsewhere within this design segment. CDOT will likely develop its own aesthetic treatments for this location at the time roadway improvements are implemented**. Expand on this!**

2. Neighborhood Gateways (8th, 15th, 21st, 26th and 31st Streets)

Neighborhood Gateways are located at 8th, 15th, 21st, 26th and 31st Streets These gateways will serve as local markers for travelers along the U.S. 24 corridor. Being less visible than major community gateways, neighborhood gateways will play off the design features used at the community level, but at a smaller scale. These will also include landscaping and irrigation. Neighborhood Gateways may incorporate some of the architectural elements proposed for the new bridges. The use of columns, stone materials, earth tone colors and landscaping will help unify the proposed improvements within this segment of the highway.

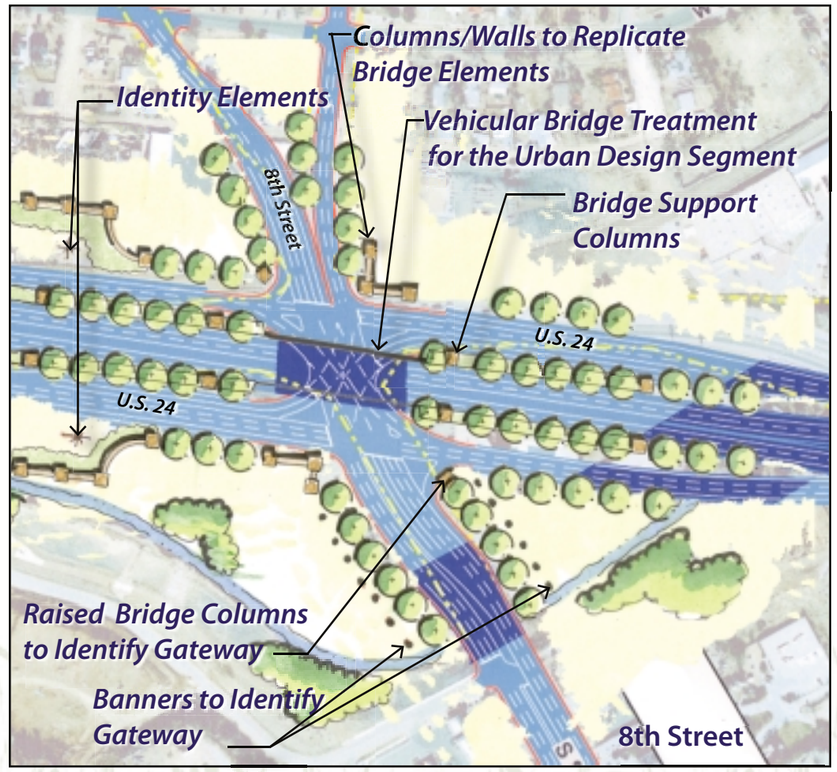
a. 8th Street Neighborhood Gateway

The 8th Street interchange is the first one that you encounter as you travel west from I-25. U.S. 24 goes over 8th Street at this location. This interchange serves as the first gateway along U.S. 24 and to Old Colorado City as well as the surrounding neighborhood areas.

The bridge structure over 8th Street will be the vernacular bridge shown on the subsequent pages. The bridge and related abutments take on a classic urban feel with classic arches, bold abutments and classic materials (i.e. brick masonry, concrete). The true classic element of this bridge structure is the single span roadway arch that gives it a degree of "lightness" to the overall structure.

The bridge abutments and bridge rails are the elements that will be visually apparent for U.S. 24 travelers. The overall scale of these improvements should be compatible from the roadway as seen from above as well as be pedestrian scale friendly as viewed from below.

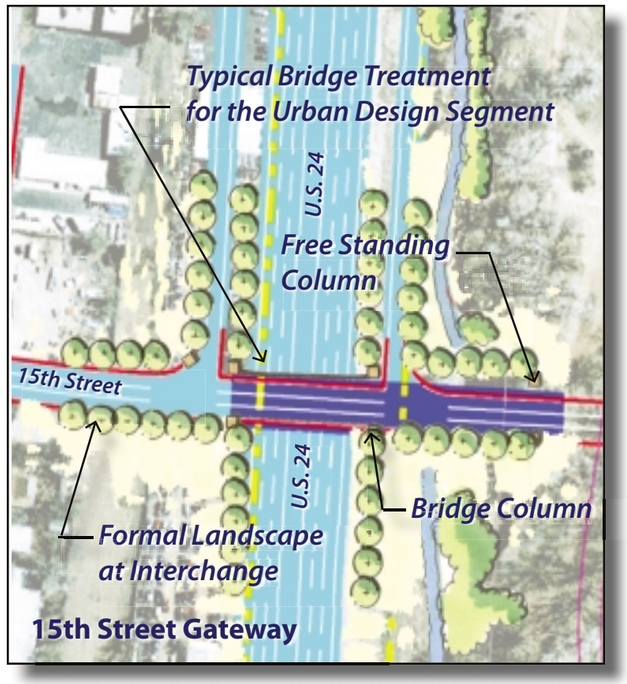
Abutments should continue up above the U.S. 24 road section so that they can be seen by highway travelers. Even though 8th Street is identified as a minor roadway, attention to design detail should be paid to abutments and complimentary abutment/ walls. The same materials, colors and textures should be carried through to all gateway elements at this location.



Vertical gateway elements should also be included along 8th Street to help add visual excitement These elements could be banners, artwork/ sculptures, etc. that will add to the overall gateway experience as highway travelers enter and exit at this interchange.

The landscape proposed at 8th Street should be more formal which is in keeping with the character of the Urban Design Segment. Raised medians are planned for use within this segment and should be planted with trees, shrubs and ornamental grasses. This formal planting concept will be carried down along the sides of the 8th street roadway and along the U.S. 24 right-of-way .

b. 15th Street Neighborhood- (Minor Gateway)



The 15th Street neighborhood gateway is one of the few vernacular bridges that goes over U.S. 24. It will be constructed by a private developer and will serve to connect Gold Hill Mesa with Old Colorado City and Colorado Springs.

Bridge improvements will be very visible as vehicles travel on U.S. 24 east or west. The improvements and detailing of this bridge structure and gateway will be the most visible of all the Interchanges in the Urban Design Segment.

The same design vernacular should be used on this bridge as was discussed on the 8th Street Gateway bridge. Refer to the bridge drawings that depict aesthetic treatments on the previous page. Additional design elements could be incorporated due to its high visibility. Elements, such as additional design reveals more unique column treatments, etc. could all add richness to this bridge structure and gateway.

As with all interchanges within the Urban Design Segment, more formal landscape treatments will help to reinforce the gateway concept. Tree and shrub beds will line both U.S. 24 and 15th Streets. Riparian type plantings will also be incorporated into the landscape treatment at this gateway on the western side of the highway due to the proximity of Fountain Creek to this gateway.

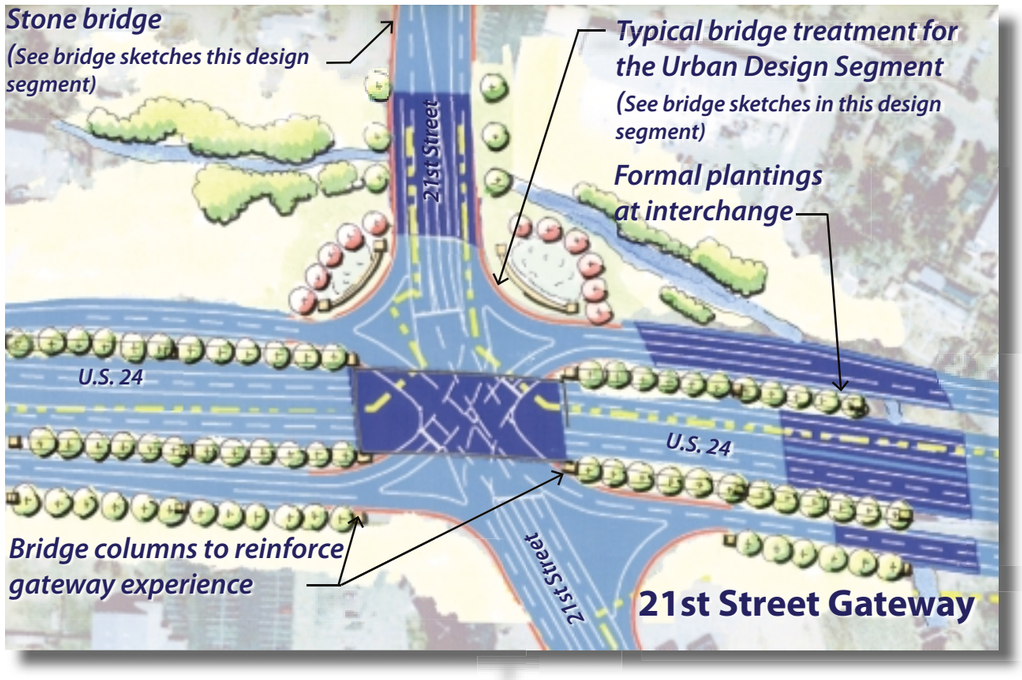
c. 21st Street Neighborhood Gateway

21st Street currently serves as a gateway along this stretch of the urban design segment into Old Colorado City. An existing Miners Statue celebrates the areas history as well as signifies the arrival for travelers at this location. Due to the widening of the highway here, the existing Miners Statue i.e. gateway amenity will be relocated to 26th Street, but will continue to be a focal point while incorporating the historical significance of Old Colorado City.


Miners Statue

U.S. 24 travels over 21st Street with full turn movements occurring below the highway. Fountain Creek crosses U.S. 24 just to the east of 21st Street creating a unique riparian feel to this interchange.

Roadway architectural improvements at this location will be most visible to vehicular traffic traveling in a north to south direction along 21st Street. These treatments will be in keeping with the previously discussed bridge vernacular. Bridge columns can extend above the roadway and be visible architecturally from traffic below U.S. 24 and along U.S. 24.



A stone bridge is envisioned to be constructed over Fountain Creek. This bridge will incorporate a natural stone veneer and will arch over the creek. The curvilinear nature of the arch mimics the meandering nature of the creek. The vernacular of this bridge is in keeping with the landscape associated with Fountain Creek.

A mixture of formal and riparian plantings should be incorporated into the landscape at this gateway. Less formalized plantings should occur on the eastern side of this highway interchange to blend with the naturalized plantings that currently exist along Fountain Creek. Berming with ornamental trees and evergreen ground cover as well as low stone walls that are in character with the stone bridge are envisioned for the northern side of this gateway. These are proposed at the on and off ramps from U.S. 24.

d. 26th Street Neighborhood Gateway

This at grade signalized intersection will serve as another gateway into Old Colorado City. There are no vernacular bridge structures here, however the Miners Statue previously located on the north eastern corner of 21st Street will be relocated to this intersection. The scale and placement of this monument at the new location will need to be carefully considered when designing this gateway. Site walls and grading may be required to give this statue the presentation it deserves.

Other potential gateway features for this intersection will include vertical architectural columns on all four corners of this intersection. The style and grandeur of these should be in keeping with the vernacular style of the bridges being constructed along U.S. 24 within the Urban Design segment.

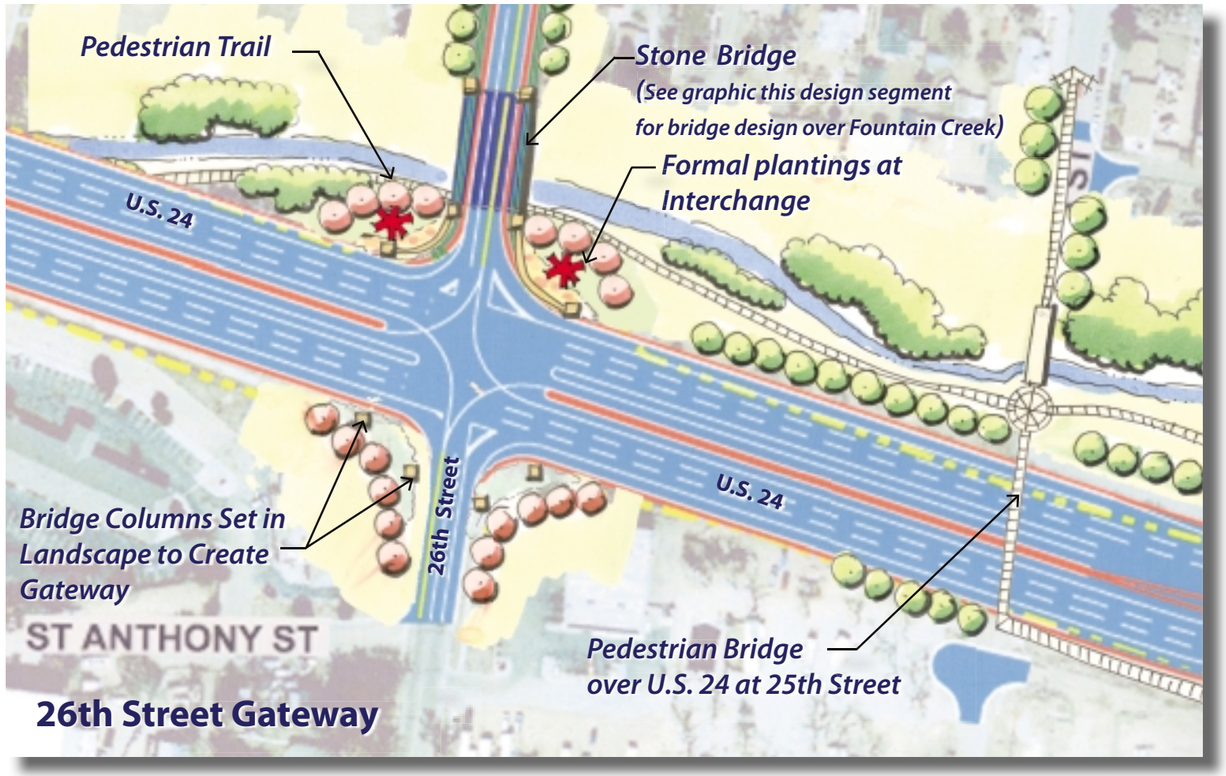
The actual columns will rise above the road and will serve as “stone monuments” or foundations for this gateway.

Another focal to this gateway at 26th Street is the proposed bridge just east of the intersection with U.S. 24

that crosses over Fountain Creek. As with all bridges crossing Fountain Creek, the actual bridge materials will be stone. See the graphic for bridges over Fountain Creek in the next few pages of this document.

will be seen for all vehicles traveling U.S. 24 in an east or west and west direction.

Fountain Creek passes beneath 31st Street just north

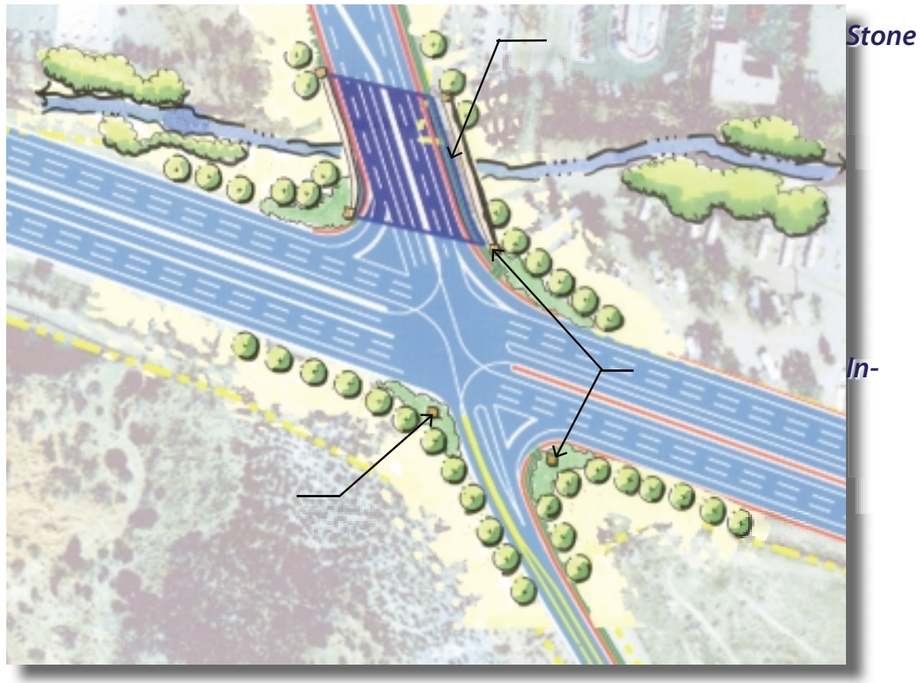


Formal plantings of trees and shrub masses along U.S. 24 will further enhance this gateway concept with more naturalized plantings occurring on the eastern side of the gateway in conjunction with Fountain Creek and the proposed pedestrian trail. Planting around the Miners Statue should provide a good backdrop for the sculpture. Ornamental trees and grasses will assist with the presentation.

e. 31st Street Neighborhood Gateway

This intersection shall serve as a gateway into Old Colorado City in the same manner that 26th Street does, but by incorporating different gateway features. There are no bridges proposed for this intersection. This is a signalized at grade intersection with raised medians and curbs. All gateway treatments of the U.S. 24 and 31st Street intersection. A stone veneer bridge will be constructed over the creek at this location. This is in keeping with the proposed creek bridges all along the U.S. 24 corridor.

Stone columns will again define the framework of this gateway and should incorporate the details of the vernacular bridges proposed along this design segment. These columns will be situated on all four corners along with formal plantings that will reinforce this gateway concept.



B. Bridges

Several bridges are proposed for this segment. These bridges are viewed as gateways to the surrounding community and Old Colorado City. The bridges should reflect the historical and industrial nature of the surrounding area while making a significant statement about the importance of the creek.

As a family of structures the bridges should all appear to be related, but have individual features that distinguish one bridge from another. Each bridge will have it's own features that reflect the U.S. 24 corridor and the heritage of Old Colorado City.

The idea of having a "family" of structures shall be incorporated into all vehicular/pedestrian bridges within the Urban Design Segment.

1. Vehicular Bridges

The bridges used in the Urban Design Segment will be used at 8th and 21st Streets and will remind travelers of the corridors historic and industrial beginnings.

The architectural design shall consist of arches, trestles and materials reflective of this area. Here also will be a "nod" to the railroad with an industrial trestle feeling.

Bridges shall be constructed of stone and brick. The materials and design were inspired from The aesthetic appeal was derived from

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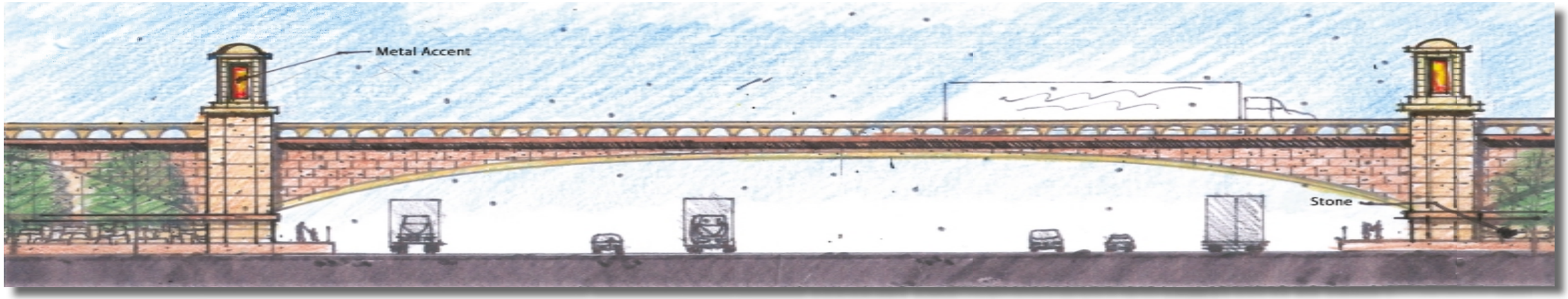
2. Pedestrian Bridges

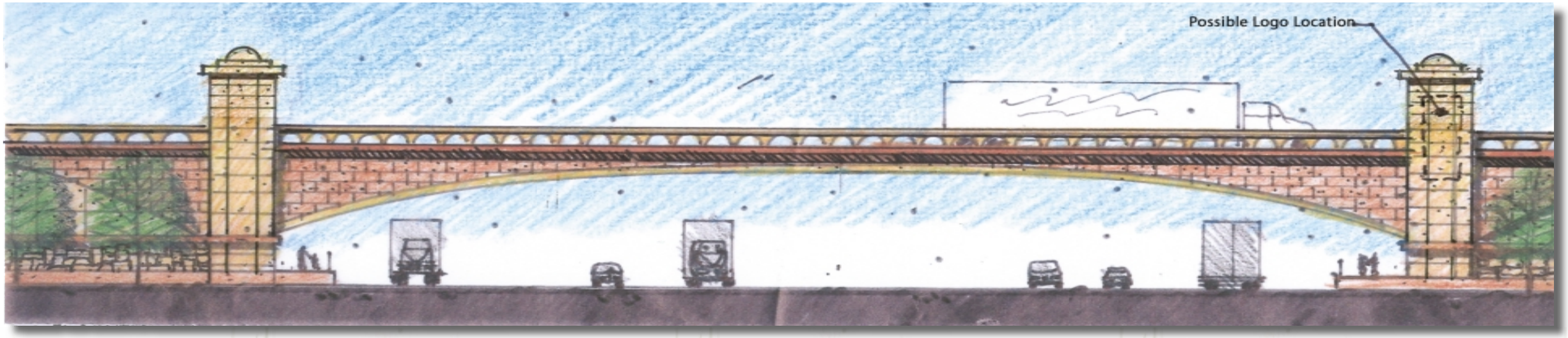
a. 25th Street

The pedestrian bridge at 25th Street will create a gateway and connection into Old Colorado City. It will span U.S. 24 and the Fountain Creek in an east to west direction. The more traditional design of the bridge including the large square columns adorned with three dimensional stat ues and materials of stone and brick will mark

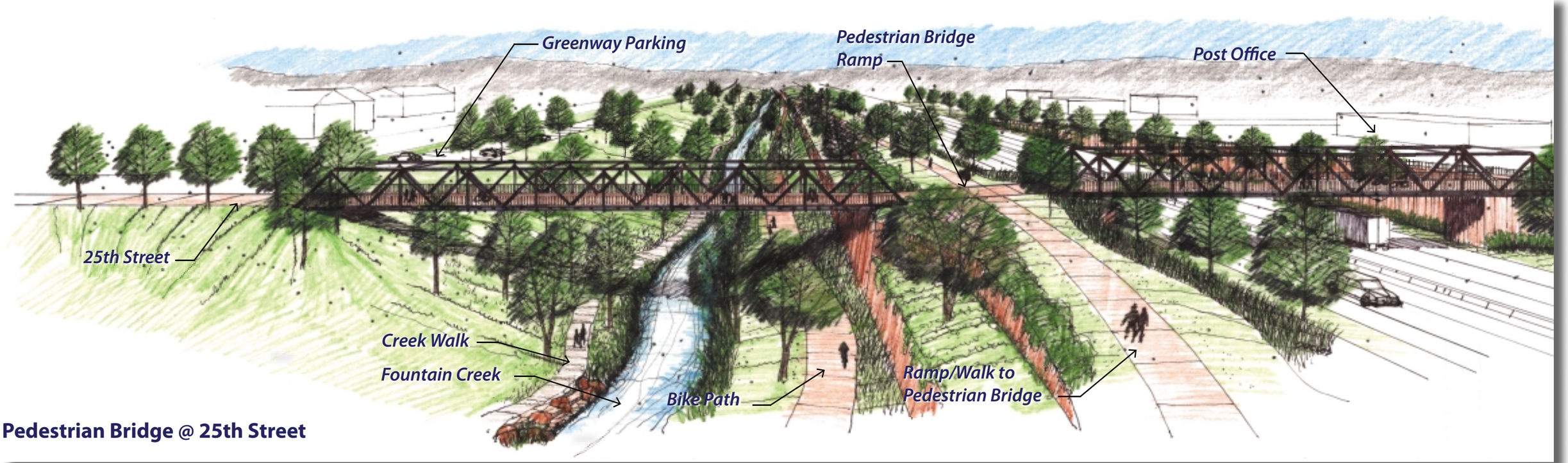
the arrival into the historic Old Colorado City.



Bridge Treatment A - Urban Design Segment (8th Street, 15th Street, and 21st streets)



Bridge Treatment B - Urban Design Segment (8th Street, 15th Street, 21st streets)



Pedestrian Bridge @ 25th Street

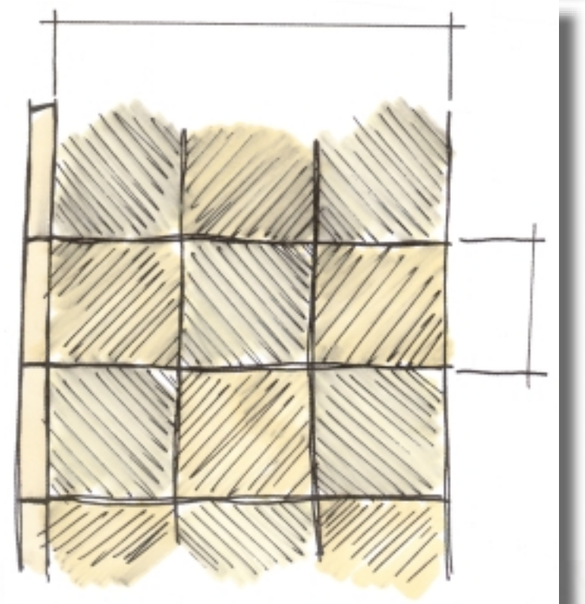
Vehicular Bridge/Retaining Wall Treatment

8th, 21st or 31st Streets

3. Bridges over Fountain Creek - Typical Bridge Treatment (8th, 21st, 26th & 31st Streets)

Four vehicular bridges are proposed for construction over Fountain Creek within the Urban Design segment. Because of their association with the creek, much consideration was given on how to marry the bridge architecture with the natural surroundings. An arched concept was developed that plays tribute to the flowing lines and curvilinear nature of the creek. In addition, a natural stone veneer will be used to face the exterior of the bridge. The stone will be earth tone colors and will mimic the rock colors associated with the natural stones of Fountain Creek. The size and expansiveness of the bridge will be in keeping with its surroundings and will not overpower the natural beauty of the creek corridor.

C. Sidewalks (attached at 8th, 15th, 21st, 26th, and 31st Streets)



Expand on Sidewalk Connections

D. Walls

1. Retaining Walls (see previous page graphic)

Noise and retaining walls are planned for much of the Urban Design Segment on both the north and south sides of US 24. These walls will provide both privacy and noise abatement for the surrounding community, as well as allow for highway improvements and grade changes to facilitate trail connection and construction. The retaining walls will also play an important part in the containment of the 100 year flood plain. As these walls will be highly visible to both the vehicular and pedestrian traffic, as well as surrounding community, these walls need to be designed to harmonize with the Urban Design Segment.

These walls shall become more organic to reinforce the design intent of this segment. These walls will also have elements connecting them to the bridge and gateway features. The walls will become more free flowing and limit the linear feel. The walls will speak loudly to the adjacent creek, parks and greenway, and recreational trails and its users. By designing a creek motifs, the vitality of the creek and habitat is brought to the users level.

The noise and retaining walls now create a strong connection to Fountain Creek. The importance of the creek along this segment is also emphasized in the graphic iteration along the walls.

The materials of the walls shall be a natural material. And should have some materiality tie to the bridges created in the segment. The colors of the graphics are to be vibrant, portraying the life of the creek, and should have some relief to create another layer of interest on the walls.

2. Noise and Retaining Walls

E. Landscape

1. Gateways / Interchanges

2. Roadway

3. Irrigation

Landscaping at gateways should be irrigated by an underground irrigation system as landscape treatments are more likely to be installed as opposed to native vegetation.

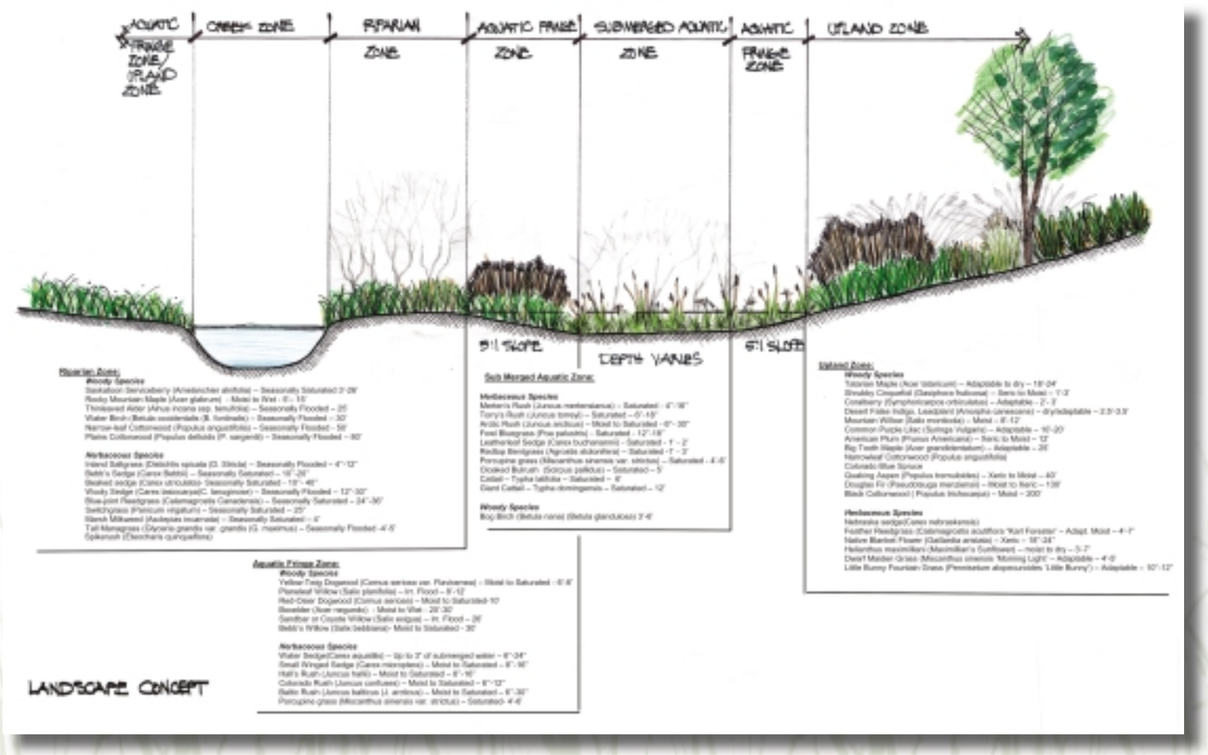
Native vegetation disturbed or replaced due to construction should be irrigated for one growing season. Following the establishment period, native vegetation will be watered by natural rain fall or run-off.

4. Grading

5. Water Quality

6. Riparian Zones

(See Plant Schedules Item D in the Appendix)



Artist concept of Fountain Creek looking west at Gold Hill Mesa

Artist concept of Fountain Creek looking east at 21st Street

2. Rural Design Segment

The Rural Design Segment begins just west of the U.S. 24 / 31st Avenue intersection. Proposed highway improvements will improve vehicular visibility and safety along the corridor. Aesthetic treatments are envisioned to be implemented as part of the highway improvements that will help to tie the new infrastructure and roadway alignment to the surrounding and abutting development.

This section contains a variety of graphics to convey the design intent for the Rural Design Segment of U.S. 24.

A. Gateways

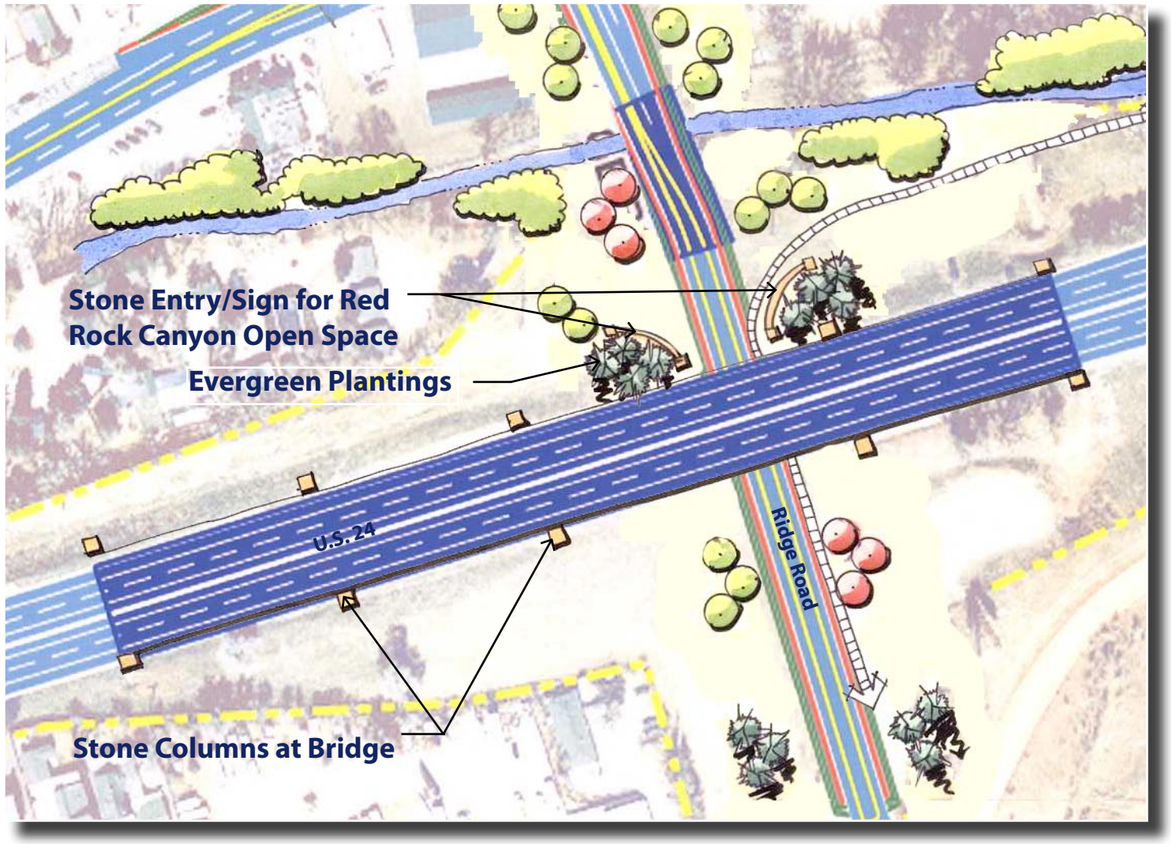
As previously described within the urban design segment, gateways have identifiable features that will relate and tie the proposed highway improvements to the surrounding area. Unlike the urban design Segment, the rural segment does not have the number of improved intersections or proposed interchanges as is found within the urban segment. This stretch of highway proposes only one bridge structure over Ridge Road with no on or off ramps at this location.

1. Ridge Road

A stone entry into Red Rock Canyon Open Space has been suggested off of Ridge Road. The materials should be compatible with the stone and rock found within the canyon itself and the design should not be forced, but natural just as the rock outcroppings of this area are. The use of stone within the monuments/entry will help to incorporate some of the design elements of the proposed bridges and abutments therefore unifying the roadway at that location with some of it's surroundings and natural features.

Landscaping at this location is suggested to be a little less formal since Fountain Creek is the predominant natural feature within this area. Plantings will be more natural in order to tie into the Fountain Creek Corridor. Evergreen plantings are suggested as a backdrop to the red rock environs.

Stone columns that rise above the roadway are envisioined along U.S. 24 to help signify the entrance to the park and to tie the proposed elevated roadway to the adjacent park and open space.



2. Manitou Avenue Interchange

At the Manitou Avenue and U.S. 24 intersection, a major Community Gateway is proposed to mark the entrance to the Westside area. The design of this gatweway is not a part of these aesthetic guidelines and will require a separate public involvement process.

B. Vehicular Bridges

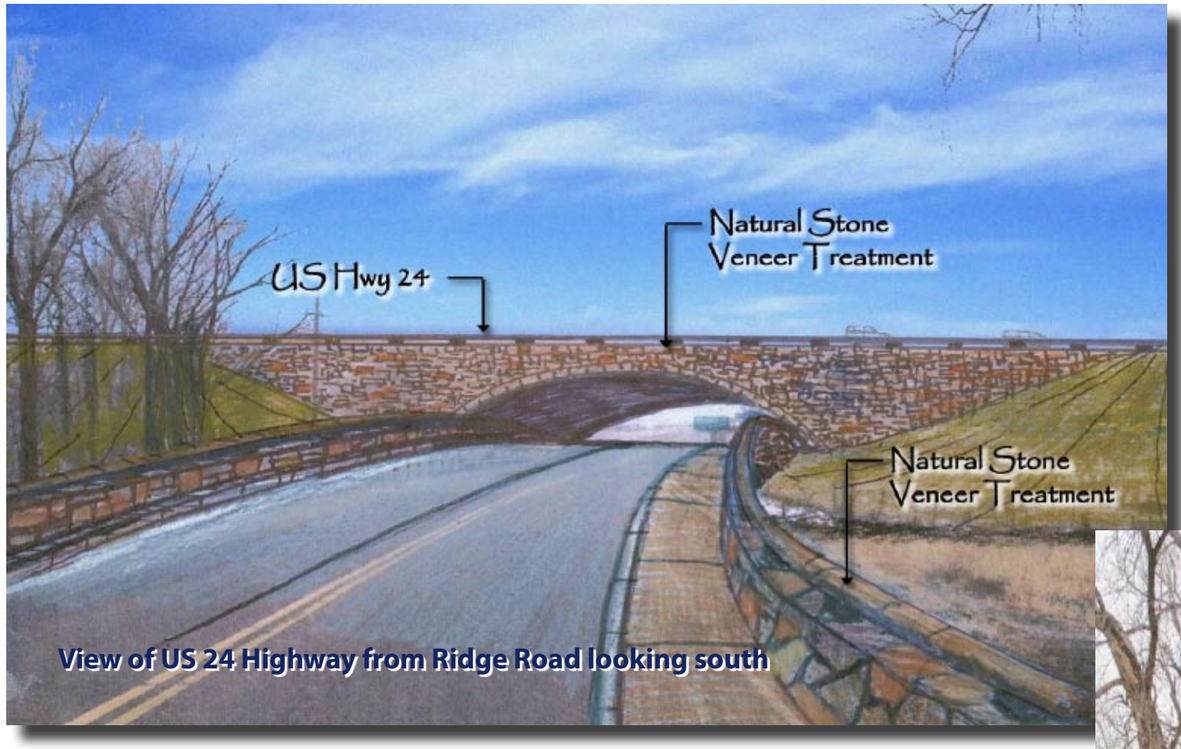
1. Ridge Road

The bridge proposed as a crossing over Ridge Road should have a vernacular design and feel utilizing gentle slopes and curvilinear lines. This bridge should appear more natural and flowing, shying away from the industrial look of the bridges in the Urban Section. The colors, lines, forms and textures should relate back to the proposed Midland Greenway and Fountain Creek.

The use of natural or natural looking materials such as stone or stone veneer is recommended. The scale of the stone should be in keeping with where it is placed. Stone used as facing for U.S. 24 should be larger than the stone proposed for the bridge that crosses Fountain Creek .

Bridge supports should also reflect the natural character of the area. Stone veneer for use on the abutments should incorporate the stone used for the bridges structure itself. Abutment lines should be straight and joints for the stone should be tight and deeply raked.

This more refined treatment of the abutments will help to relate to the more urban abutments to the east. Generally, the form and scale of all U.S. 24 abutments shall be of similar size in order to convey a common look or feel throughout the corridor.

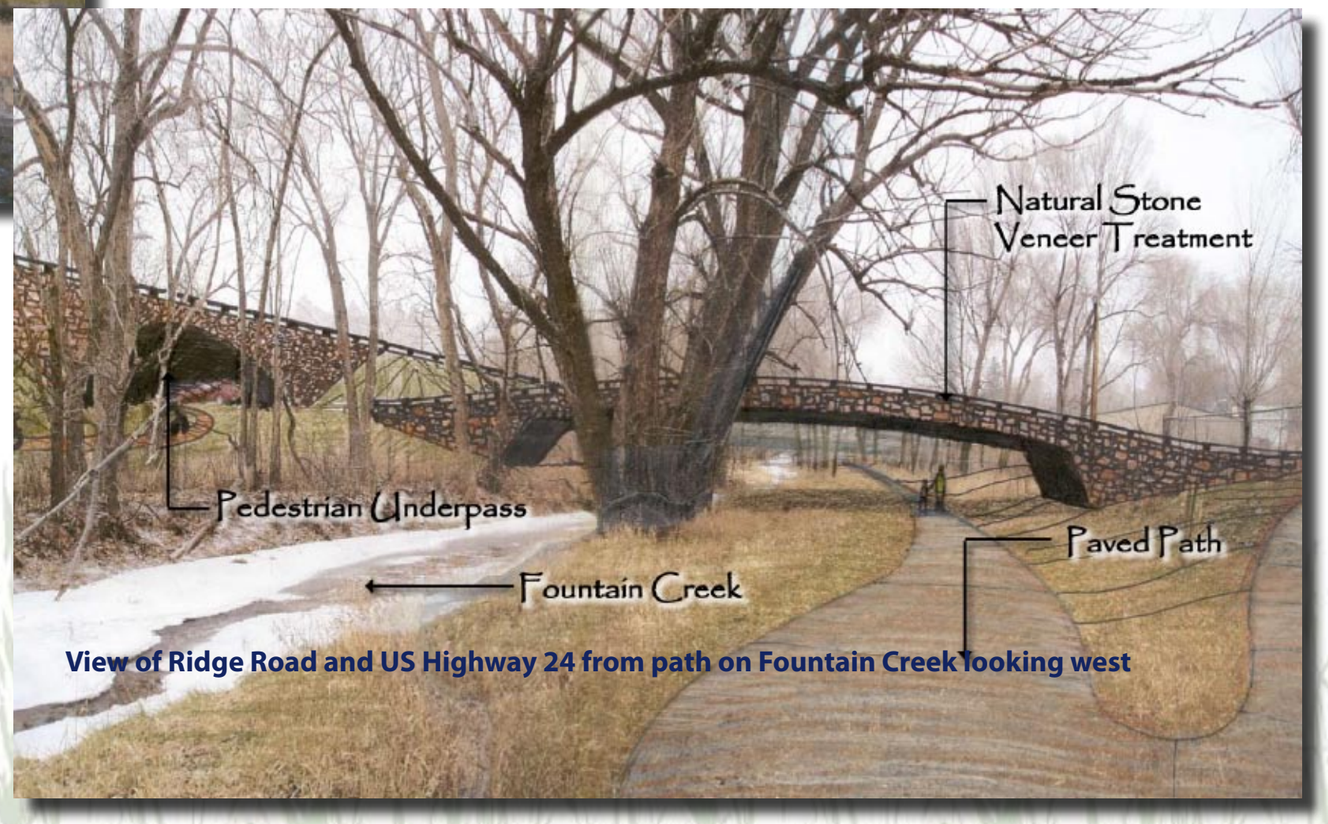


View of US 24 Highway from Ridge Road looking south

2. Bridges Over Fountain Creek Typical Bridge Treatment (Ridge Road)

One vehicular bridge is proposed for construction over Fountain Creek within the Rural Design segment. Because of its association with the Fountain creek, much consideration was given to how to marry the bridge architecture with the natural surroundings.

An arched concept was developed that plays tribute to the flowing lines and curvilinear nature of the creek. In addition, a natural stone veneer will be used to face the exterior of the bridge. The stone will be earth tone colors and will mimic the rock colors associated with the natural stones of Fountain Creek. The size and expansiveness of the bridge will be in keeping with its surroundings and will not overpower the natural beauty of the creek corridor.

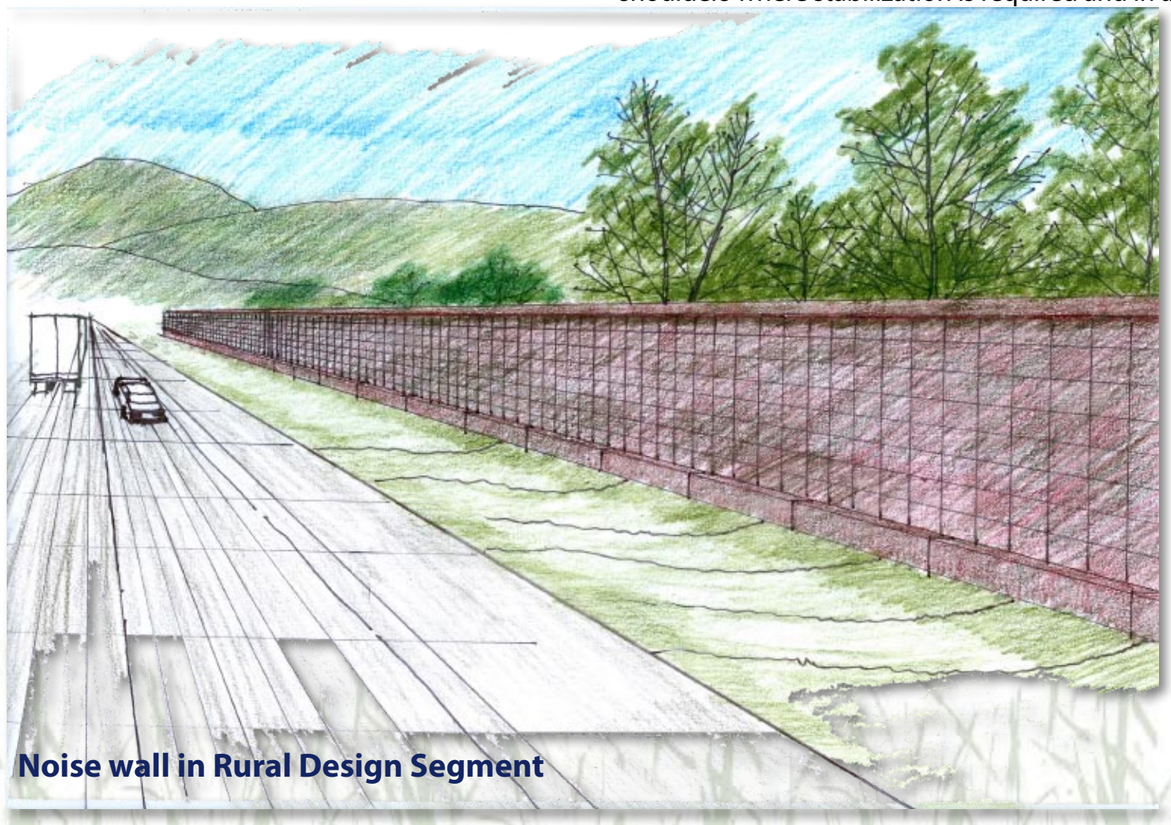


View of Ridge Road and US Highway 24 from path on Fountain Creek looking west

C. Noise walls

Noise walls in the rural design segment shall be designed so that they do not compete with the natural beauty of the Rural Segment. Precast or cast in place concrete panels that are earth tone in color are the desired effect here. Wall ornamentation shall be kept at a minimum. These walls should be simple and should step back into the landscape rather than dominate it.

Noise walls constructed as part of and as an extension of a proposed bridge structure will continue with the same materials and overall design as was developed and constructed for the bridge itself. That way there is uniformity and contiguity between the two structures.



Noise wall in Rural Design Segment

E. Landscape Elements and Features

Proposed new landscaping within this design segment should consider the implications to the natural setting. Ideally, new plantings should enhance and contribute to the existing character of the corridor and not compete with it. The implementation of any new landscaping should aid in blending the highway with the adjoining land uses.

Because of the maintenance that is associated with highway projects, new landscape areas will focus on gateways and areas requiring landscape transition.

2. Roadway

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

3. Water Quality/Riparian (See F.a.iii below)

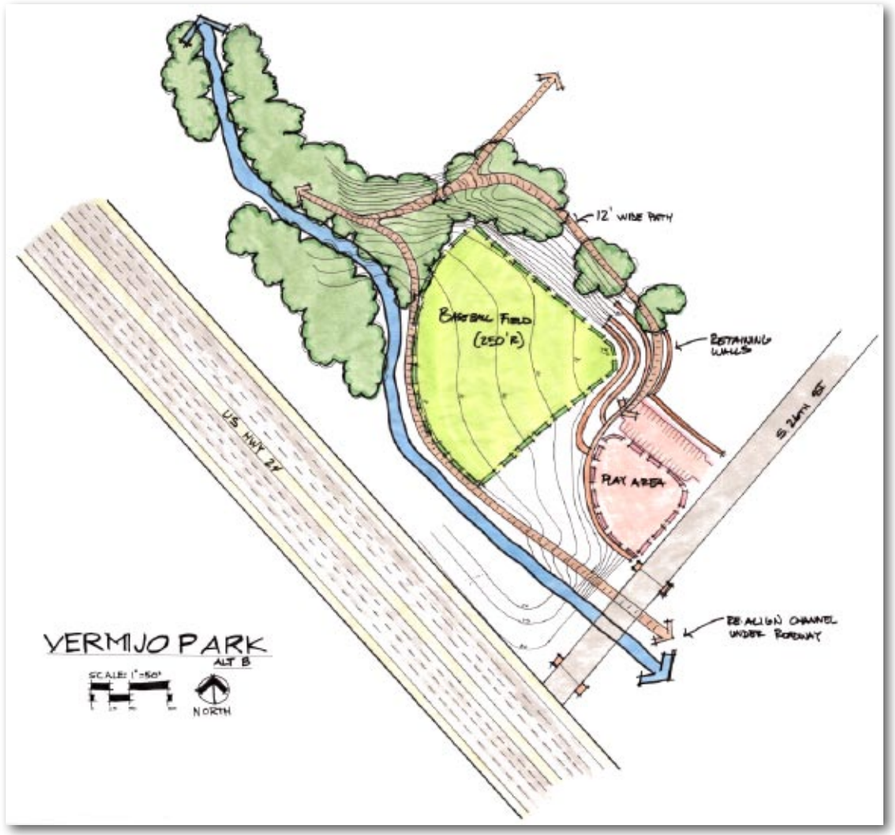
Landscape along US 24 adjacent to the creek should be natural with a low maintenance approach. Native materials such as native grasses should be the emphasis. Naturalized areas are associated with Fountain Creek and take advantage of local run-off to allow native vegetation, including trees and shrubs, to establish root systems. Very low maintenance is anticipated.

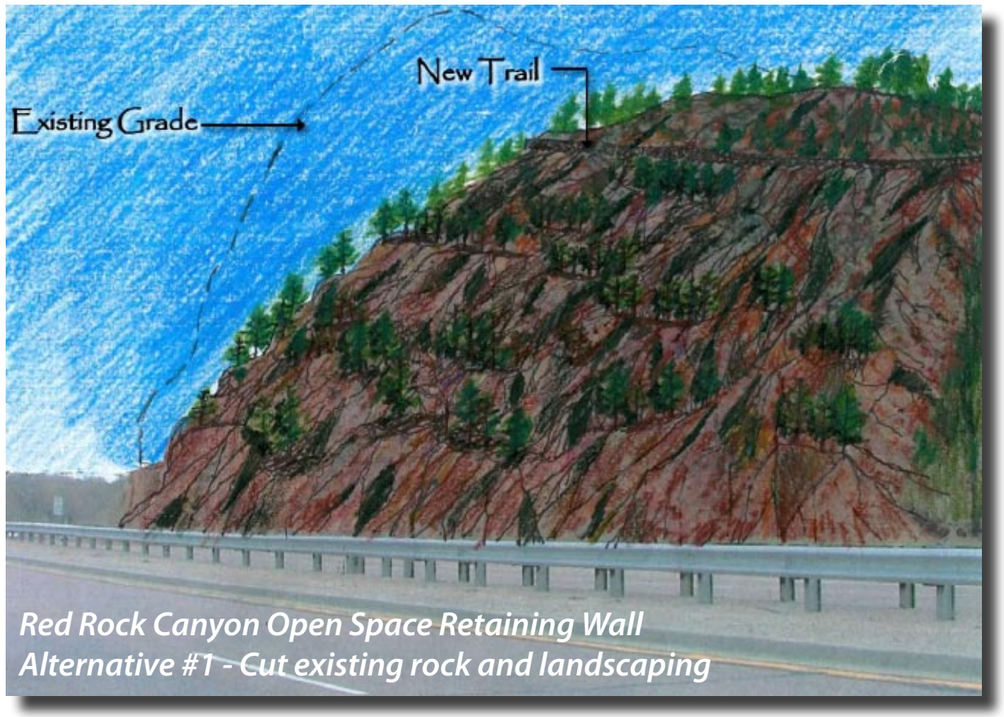
Where U.S. 24 encroaches into Fountain Creek and associated riparian areas, these should be revegetated with riparian and natural planting to preserve the natural appearance of this corridor.

4. Irrigation

SECTION FOUR :
UNIQUE AREAS

1. Vermijo Park





Red Rock Canyon Open Space Retaining Wall
Alternative #1 - Cut existing rock and landscaping

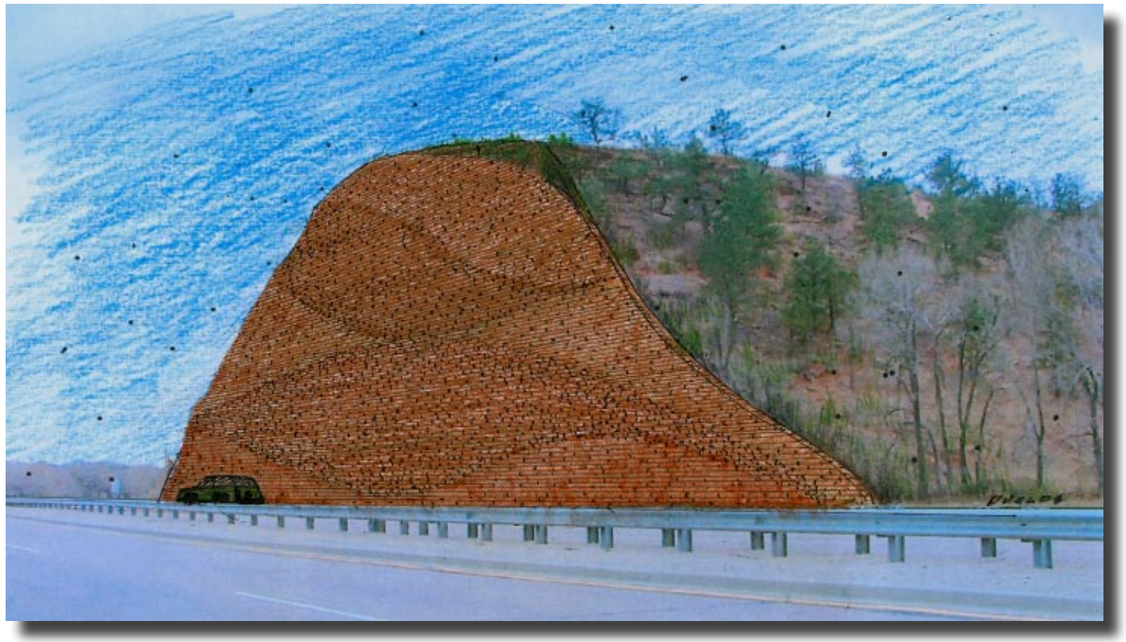
2. Red Rock Open Space Retaining Wall Alternatives

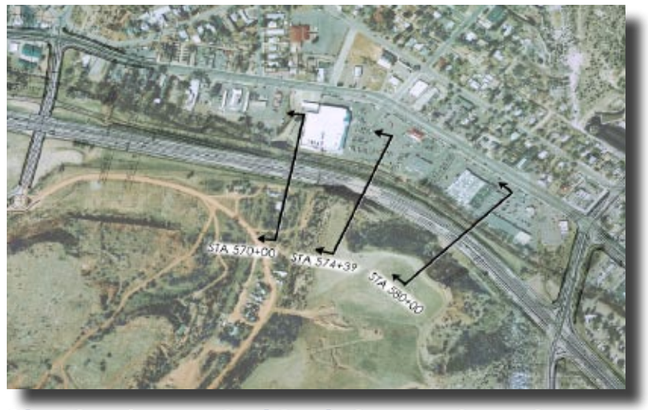
As a result of U.S. 24 being expanded from four lanes to six lanes within the rural design segment, the existing rock face at approximately 31st Street on the south side of the highway will be impacted. The rock in this location will have to be cut back in order to accommodate one additional travel lane in the east and west bound directions.

Several aesthetic treatments for the rock cut have been posed that are in keeping with the intent of the rural design segment. The first alternative includes excavation to ease the height of the rock cut. Additional trees will be installed and the existing fence will remain.

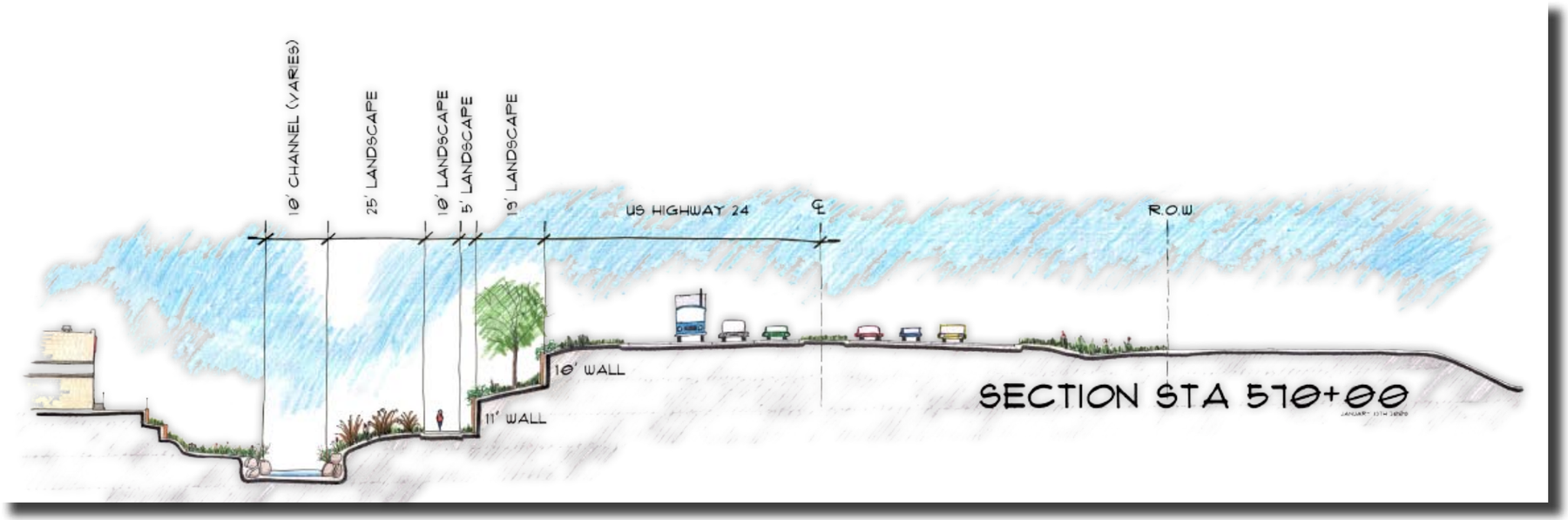
The second alternative proposes an angular stone veneer or articulated stained concrete with planting beds. This concept mimics the lines and colors from the Garden of the Gods Park. By providing an angular design, the rock face is in keeping with the natural setting. The angular stone is augmented with planting beds to allow for greenery, as well as to control run-off from the face of the wall. The bands of color should be of a natural stone palette, and should be of a large enough scale so that the detail is not lost to neighboring homes and businesses and becomes an aesthetic amenity to vehicular traffic.

The third alternative provides construction of a modular block wall with decorative banding. In this concept, the forms, textures and colors associated with the rural design segment are applied in a conceptual manner to the rock face. The banding within the modular block should be of a natural color palette while contrasting with the remaining block wall. This alternative like the others offers a safe treatment of the rock face for vehicular traffic as well as a visual amenity. -





Plan Sections at Red Rock Canyon Open Space Retaining Wall - See following page



4. Trails and Sidewalk Concepts

A. Trails

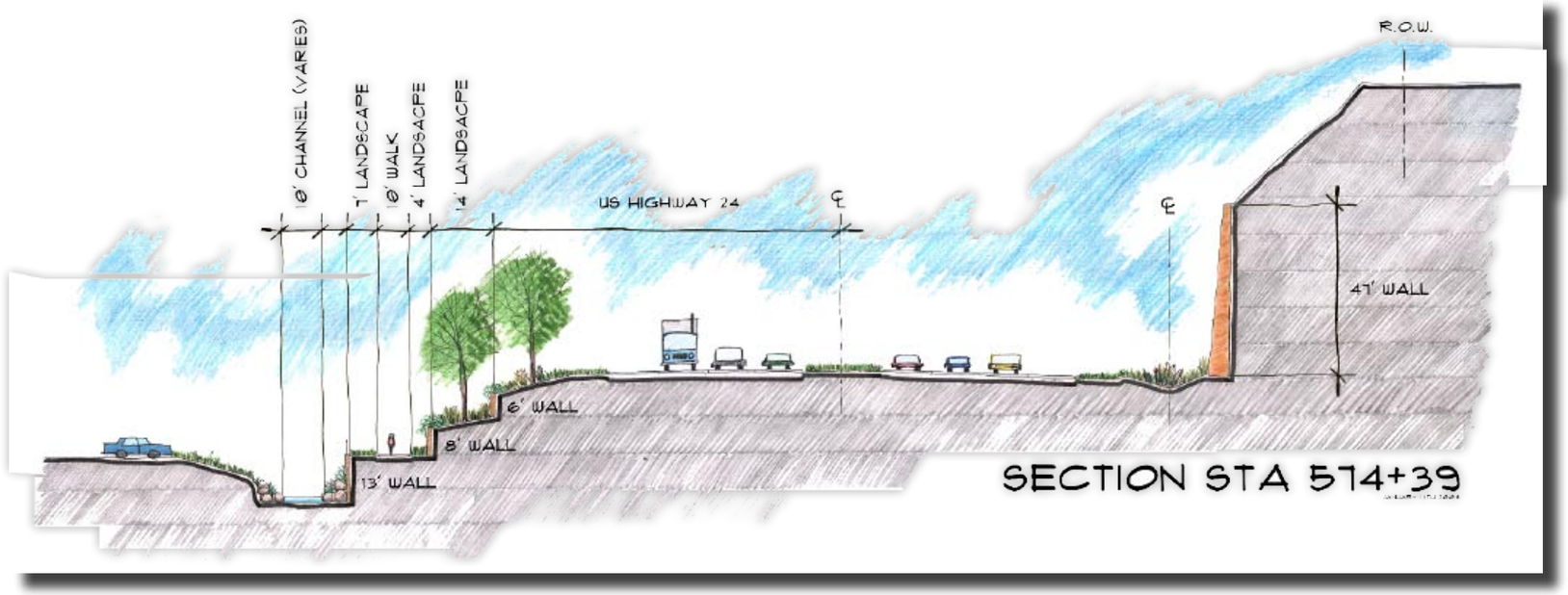
Pedestrian trail connections are proposed to connect the parks and greenway along both sides of US 24. A proposed extension of the existing trail from America the Beautiful Park will continue toward 15th Street and reconnect to the existing trail system. Proposed trails will travel on the south side of US 24 east of 8th Street and follow the creek crossing under US 24 at 21st Street. The proposed trail will continue westward, connecting the neighborhoods to the greenway along the north side of US 24 to 31st Avenue. A proposed pedestrian bridge at 25th Street will facilitate use of the trail system.

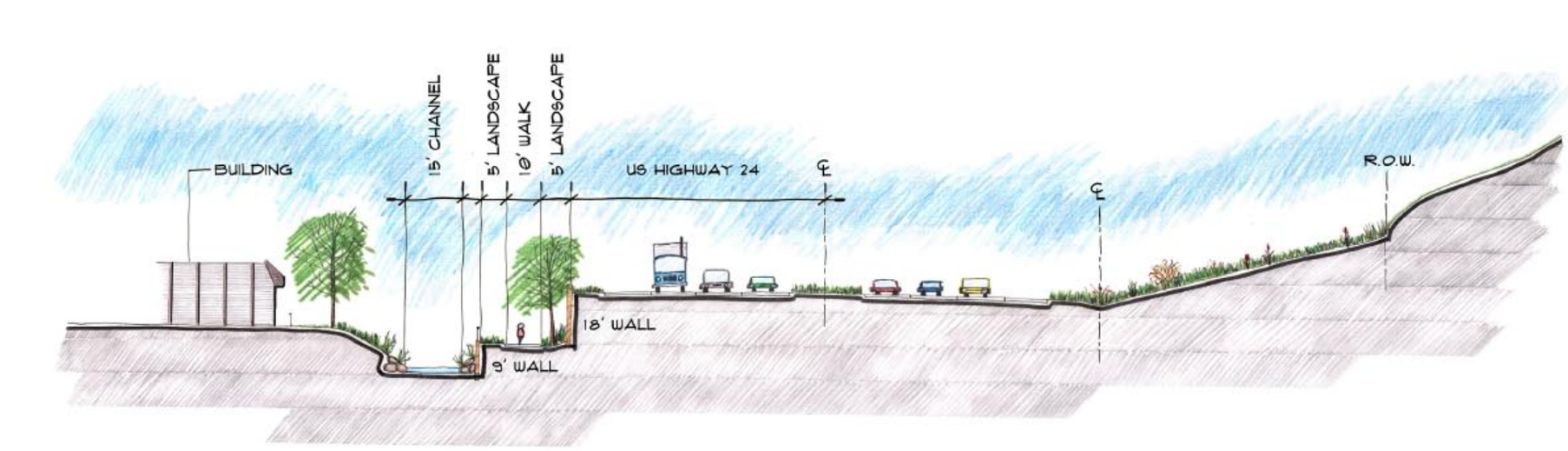
Paved Trails

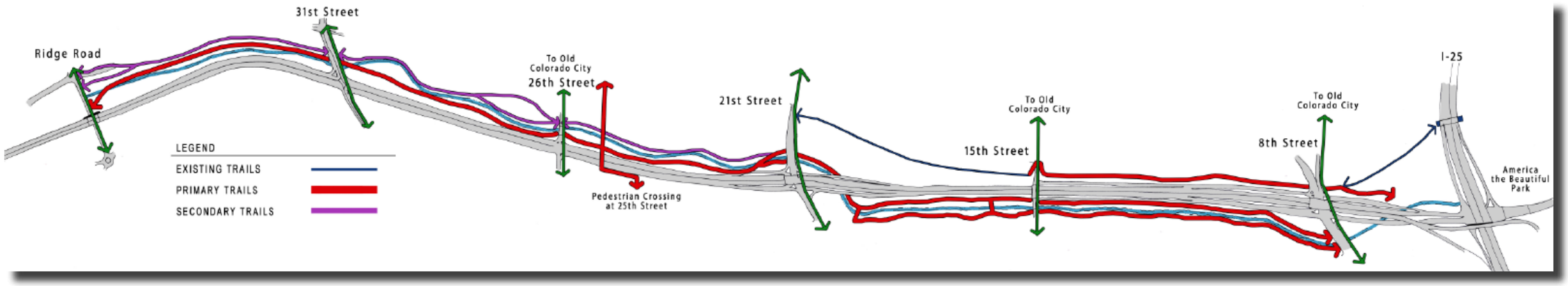
The primary trails should be a minimum of 12'-0" in width and should meander to convey a park like trail. The concept of a meandering trail system mimics the natural movement of Fountain Creek and contributes to the overall aesthetics of the trail system. Trails should be paved, preferably concrete with integral "earth tone" colors to harmonize with the natural environment as well as built improvements.

Paved trails will vary in width and will be depend on the trails classification as a primary or secondary trail. Secondary trails may be paved or unpaved. Paved trails will serve walkers, bikers and rollerblades. Unpaved trails will serve walkers, joggers and equestrian users.

2. Red Rocks Park Retaining Wall Alternatives at Safeway (continued)







Unpaved Trails

Primary trails shall also include adjacent soft surface trails to accommodate joggers and equestrian users wherever possible. Although, separate soft surface and hard surface trails are preferred to help eliminate conflicts between users. Soft surface trails should be a minimum of four (4'-0") feet wide. Crusher fines or "breeze" is the preferred soft surface treatment. This material compacts well and prevents weed growth. Path material should reflect the natural rocks colors of the area (reds/browns)

1. Trail/Bridge Treatment (25th Street)

25th Street will serve as the primary pedestrian link across US Highway 24. This pedestrian bridge will span both the US 24 Roadway and Fountain Creek. This bridge is actual two bridges. See sketch section below. A pedestrian ramp will elevate users up to the bridge structure on the south side of US 24. A "tressel" style pedestrian bridge will span the Highway and connect at grade to the elevated trail on the north side of US Highway 24. The second "tressel" style bridge will span Fountain Creek and carry users to 25th street with another ramp for pedestrians to bring them down to existing grade.

2. Connections to Old Colorado City

In addition to the pedestrian bridge at 25th Street, Several connections to Old Colorado City are planned. These are primarily attached pedestrian friendly/"living sidewalks at 8th, 15th, 21st 31st, and Ridge Road. These attached walks should be designed as pedestrian friendly walks that are at least foot wide (10' +). Walks should be integrally colored concrete (earthtones) and incorporate score and finishing patterns to create visual interest and relate to the pedestrian scale. Sidewalk area should provide opportunities for site furniture (i.e. benches, trash receptacles, lights etc..) as well areas for interpretive signs and art displays.

3. Trail at Safeway

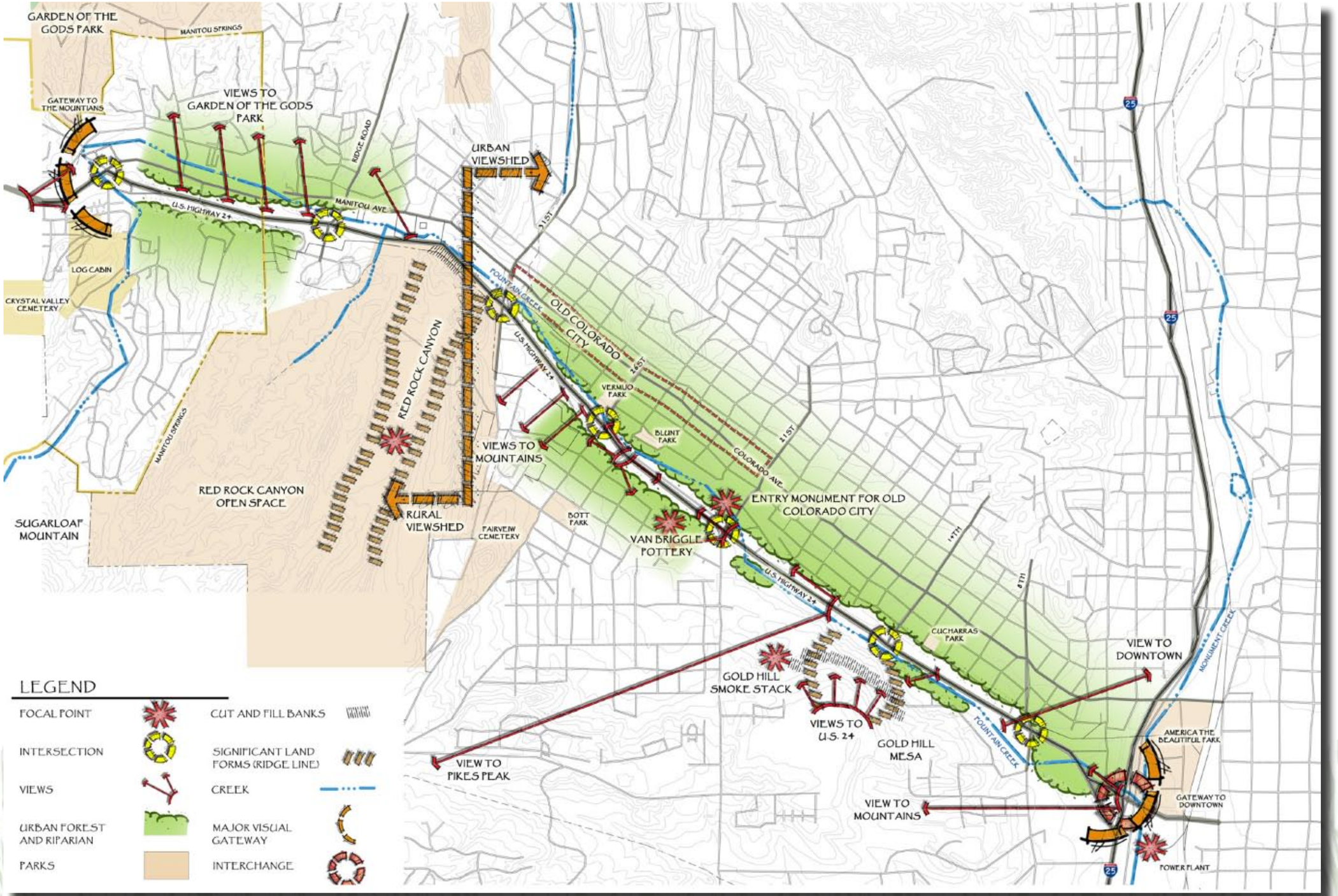
A trail connection is proposed on the north side of US Highway 24 at the existing Safeway location to the east of 31st Street. There is a "pinch point" at this location involving the existing Safeway structure and the rock outcropping on the south side of US Highway 24 adjacent to Red Rock Canyon Park. The roadway section needs to fit between these two structures. The solution involves cutting into the rock to the south and installing retaining walls to "hold" up the proposed roadway and allow the trail to be installed. See plan and sketches below.

4. Rural Trails

A hierarchy of trails is envisioned for the park lands adjacent to U.S. Highway 24. The overall goal for this trail system is to link the west side of Colorado Springs with downtown and America the Beautiful Park. A portion of this trail exists between 8th Street and I-25 and between 15th and 21st Streets. The goal is to connect these existing sections and complete a network of trails that will unite western Colorado Springs with the metropolitan area.

The trail segments in the Rural Design Segment are generally segments that follow Fountain Creek. The primary trail will go under 31st Street and continue west to connect users to Red Rock Canyon Open Space. A separate soft surface trail is planned on the opposite side of the bank where the primary trail is. Sidewalk connections to Old Colorado City are planned at 31st Street.

APPENDIX:
A. Existing Conditions



B. View Shed Analysis

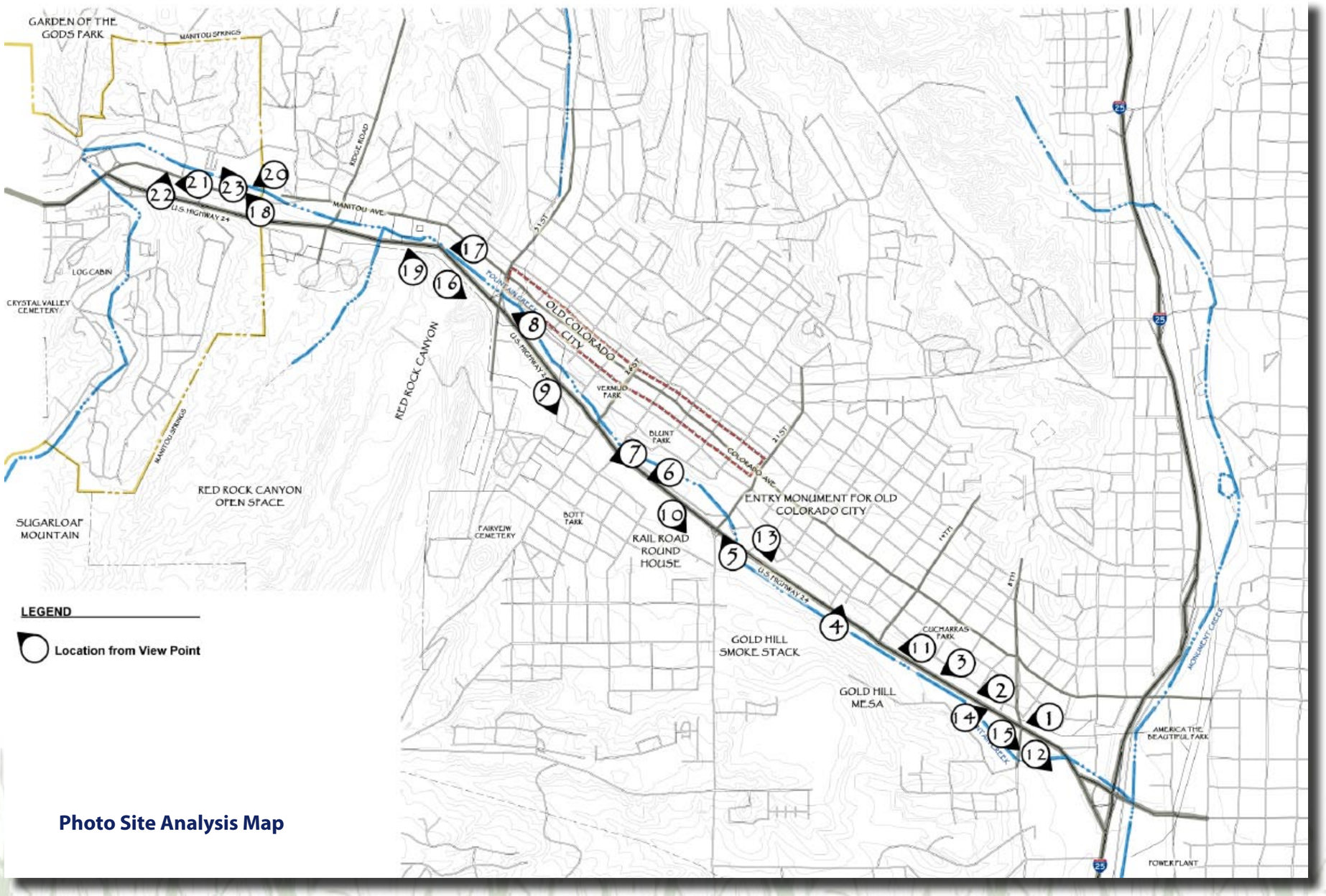


Photo Site Analysis Map

A visual analysis was performed on U.S. 24 to Identify the view sheds along an approximate five-mile section of the highway from its intersection with I-25 west to the Manitou Avenue Interchange. 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. Two different and distinct view sheds were defined for this segment of U.S. 24: the Urban View Shed and the Rural View Shed. An explanation of each view shed follows. See the accompanying photographs that illustrate the extent of these two view sheds.

A. Urban View Shed

The eastern boundary of the urban view shed is the I-25 Cimarron Interchange. The western boundary is the ridge at 31st Street. U.S. 24 runs along Fountain Creek within the flood plain so the northern and southern boundaries are the ridge line on either side of the Fountain Creek drainage. The general character of this view shed is urban or developed along U.S. 24 with strip commercial, recreational vehicle sales, and residential uses on both the north and south sides of the highway transitions up into more mountainous, natural areas on the south and blending with additional urban development on the north.

This view shed is dominated with visual clutter caused by billboards and contrasting commercial developments that front directly onto U.S. 24.

U.S. 24 parallels and runs along Fountain Creek from the east to the west for most of the length of this view shed with the creek crossing beneath the highway at about 21st Street and then paralleling the highway along the north side.

The highway sits above the creek and provides views to the stands of cottonwood trees and riparian vegetation that line the creek corridor. Whether on the north side of U.S. 24 or the south side, the creek provides a visual buffer from the highway to the adjacent land uses.

Also, north of U.S. 24 the neighborhoods are dominated with significant numbers of trees. Focal points within this view shed include Pikes Peak, Cheyenne Mountain, Gold Hill Mesa, downtown Colorado Springs, the Martin Drake Power Plant, Old Colorado City Entry Monumentation, the railroad round house at 21st Street and Fountain Creek.

Views of the entry monumentation and sculpture at 21st Street for Old Colorado City, as well as contrasting residential/commercial uses and Fountain Creek west of 21st, define the short-range views along the north side of the view shed. The treed neighborhoods north of U.S. 24 are the backdrop to the urban view shed.

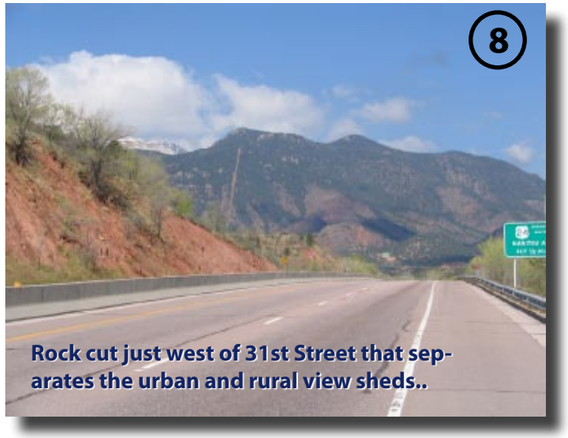
Downtown Colorado Springs and the Martin Drake Power Plant is the backdrop on the east edge of this view shed.

Short-range views to the south include new residential development on Gold Hill Mesa, strip commercial development, the railroad round house and Fountain Creek east of 21st.

Gold Hill Mesa towers above highway with views down onto U.S. 24. A smoke stack stands tall and is all that remains of the once active gold extraction industry.

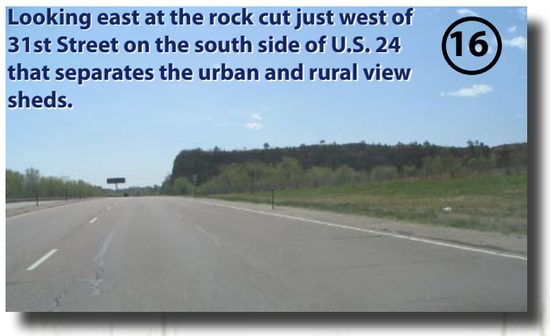
Commercial buildings define the southern side of this view shed and stand slightly above the road creating filtered views to the mountains. The railroad round house at 21st is a local historic landmark with architectural significance. It sits directly adjacent to and fronts U.S. 24.

The mountain peaks such as Mary's Peak, Pikes Peak, Cheyenne Mountain, Mount Buckhorn and Mount Arthur are the backdrops to the south.

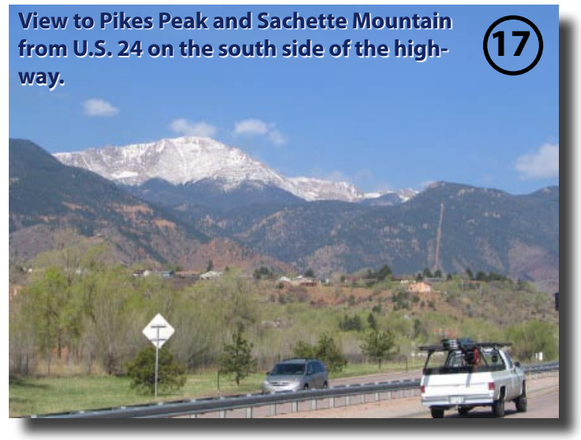


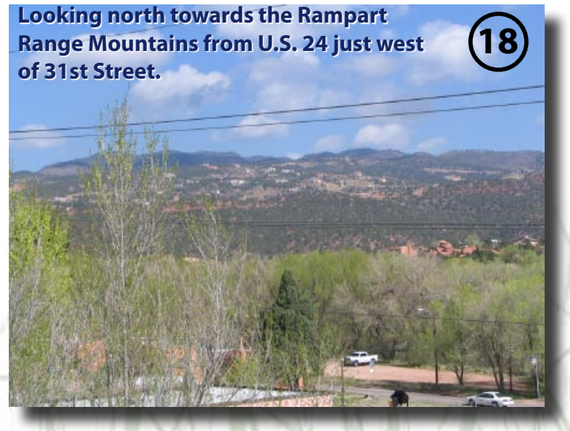
B. Rural View Shed

The eastern limits of the rural view shed begins just north of 31st Street at the rock cut on the south side of the highway and continues to the western boundary at the Manitou Avenue interchange in Manitou Springs. The southern limit is defined by various mountain peaks such as Pikes Peak, Sachette Mountain, Mount Arthur and Iron Mountain while Garden of the Gods Park and the hills associated with the park define the northern limits.



Unlike the urban view shed, the rural view shed is characterized by a strong presence of parks, open space and residential development. The south side of the highway is dominated by a combination of residential development and parks immediately adjacent to the highway with distant views to the mountains. The northern side of the highway is characterized by commercial development that sits below but immediately adjacent to the highway filtering into residential neighborhoods and eventually parks and open space in the foreground. The highway undulates within this view shed and as a result, views tend to be longer, wider and uninterrupted by development. Short and long-range views of the mountains on the south side of the highway are accentuated by the change in elevation of the highway itself while the landscape to the north appears to be rolling and hilly. Focal points within this view shed include Pikes Peak, Sachette Mountain, Mount Arthur, Iron Mountain, Surgarloaf Mountain, Garden of the Gods Park, Red Rock Canyon Open Space and commercial developments.





From the rock cut at the eastern boundary of the view shed, the highway descends towards the west and presents distant views of Pikes Peak to the south. Short-range views of Red Rock Canyon Open Space are apparent immediately adjacent to the highway to the south as well. Short-range views to the north include the large mature cottonwood trees that serve as a buffer between the highway and Fountain Creek.

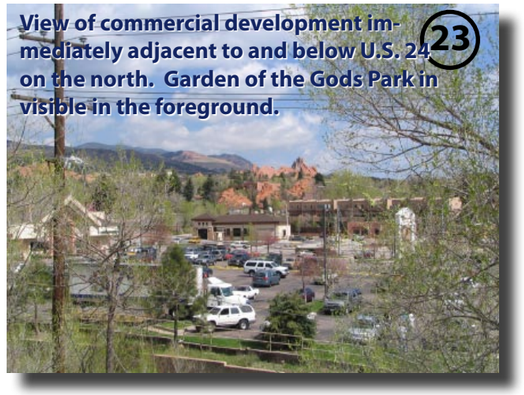
View from U.S. 24 looking west approaching Manitou Springs. 21


Heading west on U.S. 24 looking south to Pikes Peak just east of Ridge Road. 20

From approximately 31st heading west to Ridge Road, U.S. 24 parallels Fountain Creek before the creek diverts further north adjacent to commercial developments that front directly upon the north side of the highway. The highway is elevated above the creek on the north, but as it descends it becomes at grade with the adjacent open space to the south.


View from the south side of U.S. 24 looking north at Fountain Creek. 19

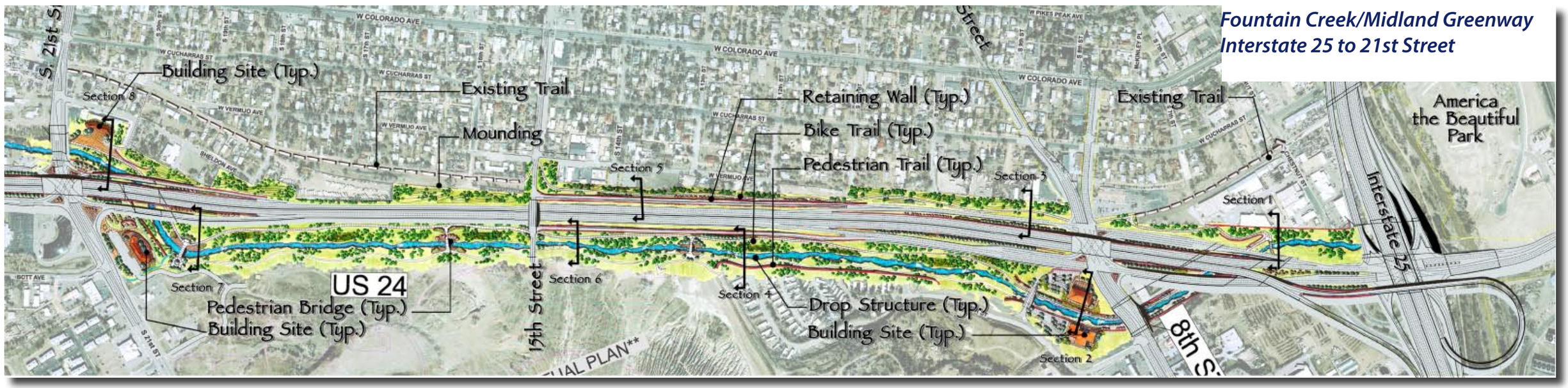
Other short and long-range views from U.S. 24 to the north include the City of Manitou Springs and some of the land uses that surround the City. U.S. 24 is elevated above the city and offers short range views to the north of the commercial development that sits directly below the highway as well as to the rock formations in the foreground that are part of Gardens of the Gods Park.


View of commercial development immediately adjacent to and below U.S. 24 on the north. Garden of the Gods Park in visible in the foreground. 23

Garden of the Gods Park is visible from U.S. 24 when traveling west to east and from east to the west along the north side of the highway. Long-range views of the rock outcroppings are visible just beyond the commercial development.

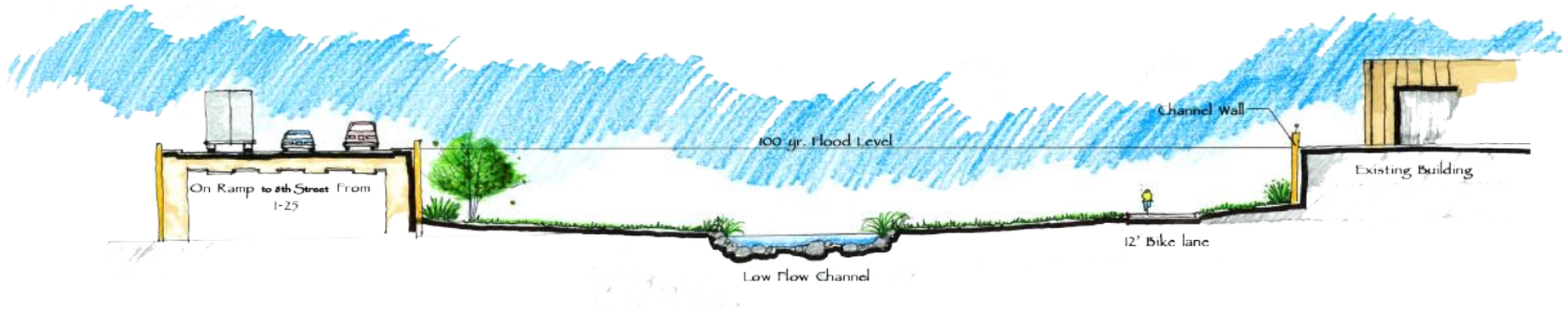

View towards Garden of the Gods Park from the south along U.S. 24 heading east. 22

C. Fountain Creek/Midland Greenway



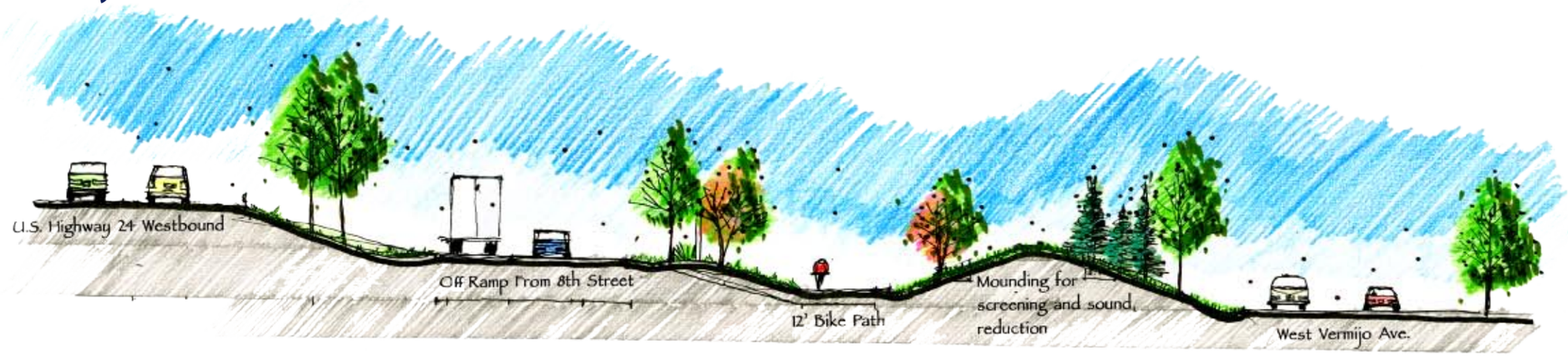
Fountain Creek/Midland Greenway
Interstate 25 to 21st Street

Fountain Creek/Midland Greenway
21st Street to Ridge Road

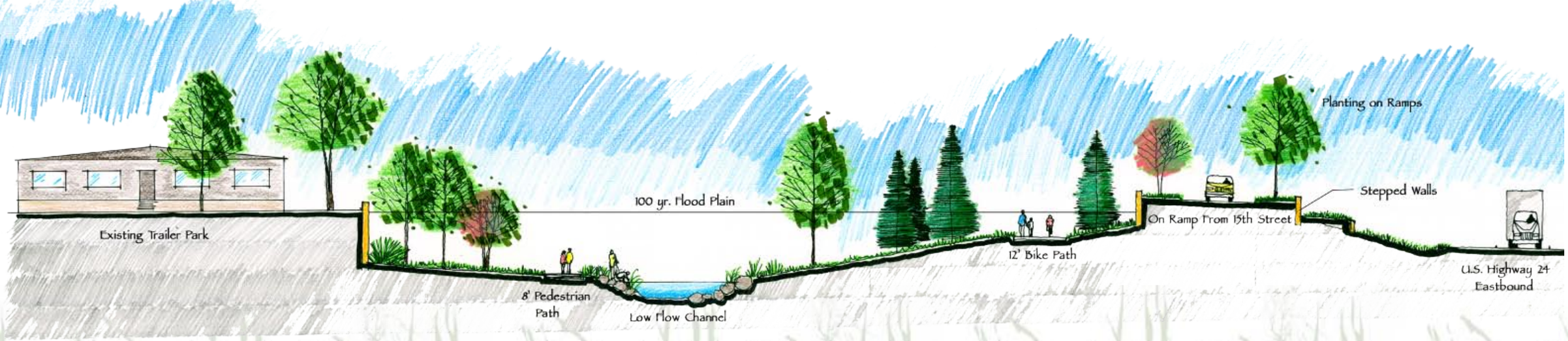


Section 1 Looking West From I-25

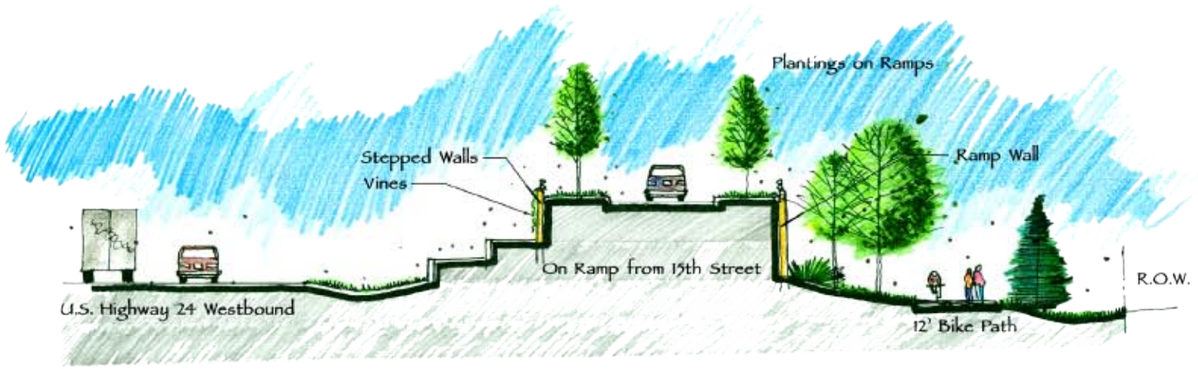
Section 2 South of U.S. Highway 24 at 8th Street



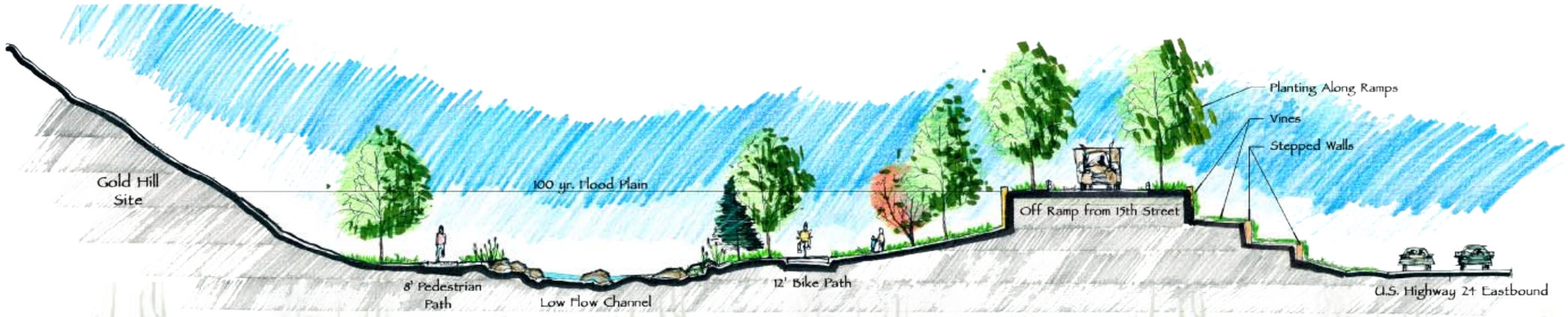
Section 3 North of U.S. Highway 24, West of 8th Street



Section 4 South of U.S. Highway 24 at Trailer Park

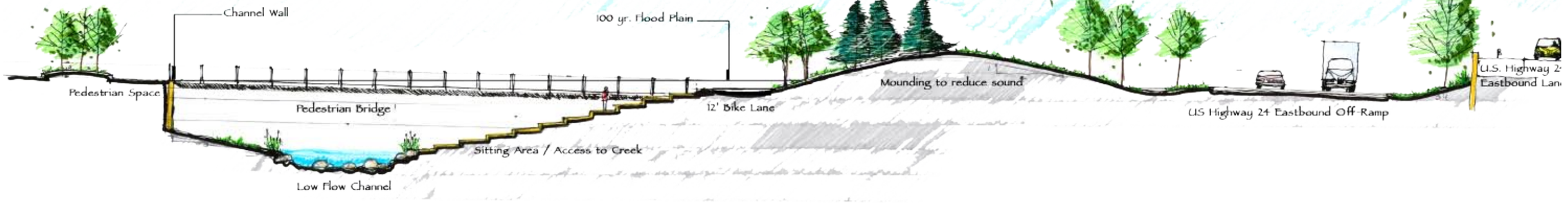


Section 5 North of U.S. Highway 24, East of 14th Street

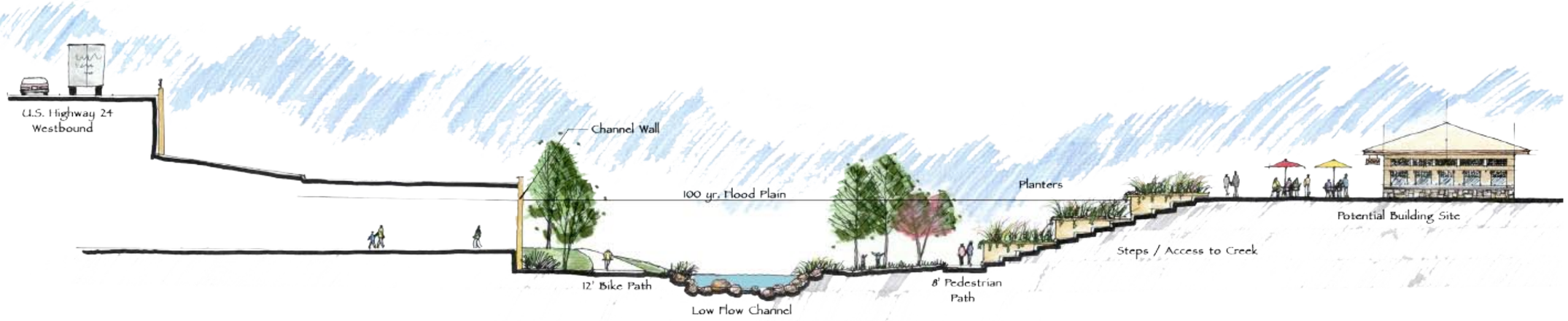


Section 6 South of U.S. Highway 24 at 15th Street

Fountain Creek/Midland Greenway - Sections

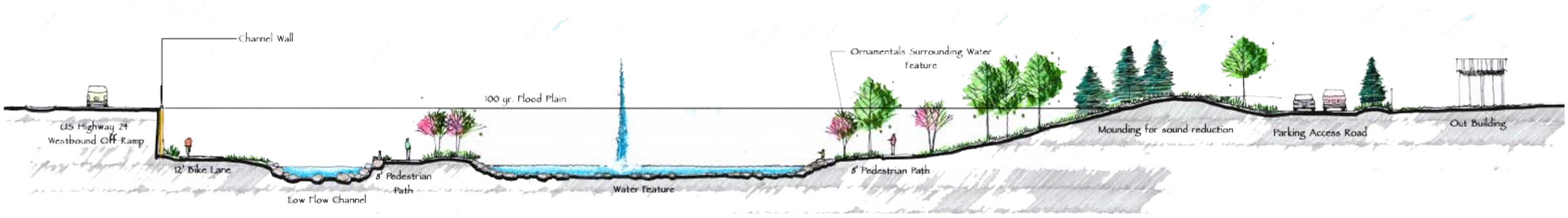


Section 7 South of U.S. Highway 24 East of 21st Street



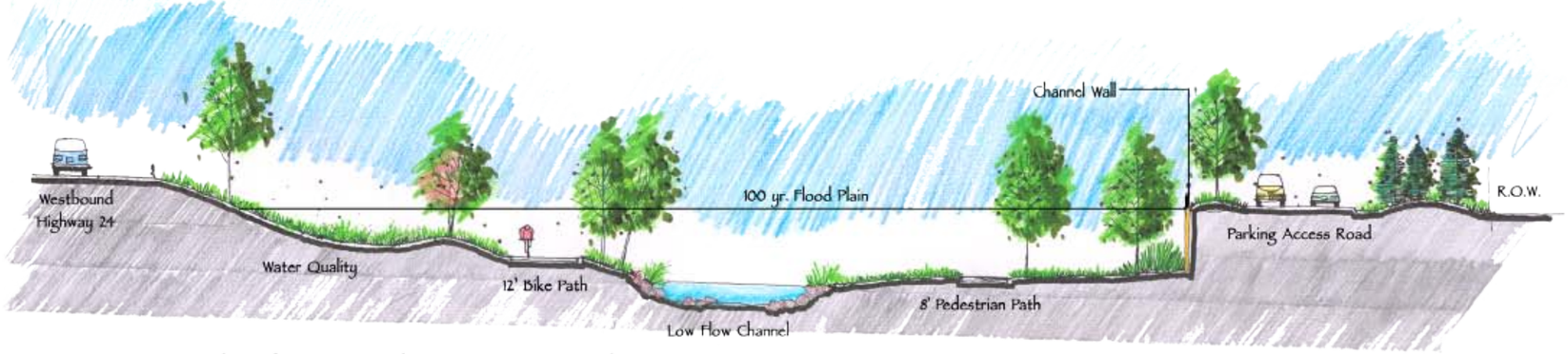
Section 8 North of U.S. Highway 24, East of 21st Street

Fountain Creek/Midland Greenway - Sections

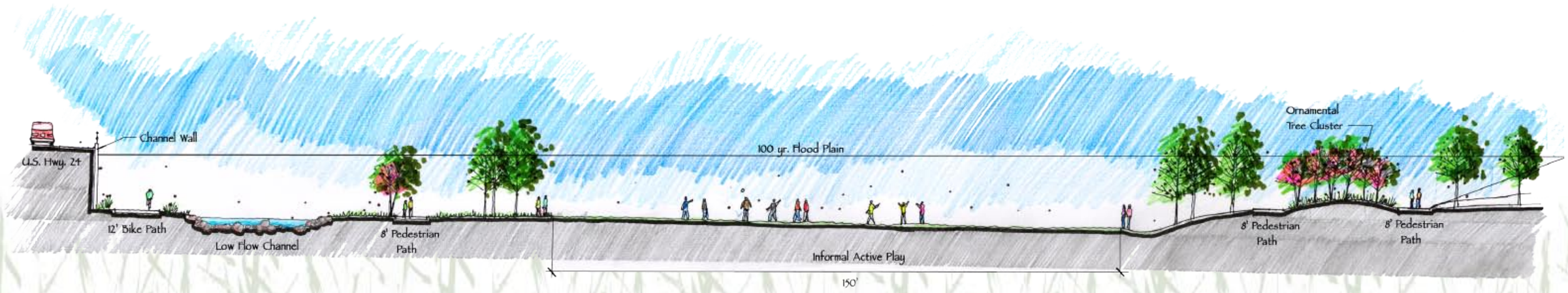


Section 9 North of U.S. Highway 24, West of 21st Street

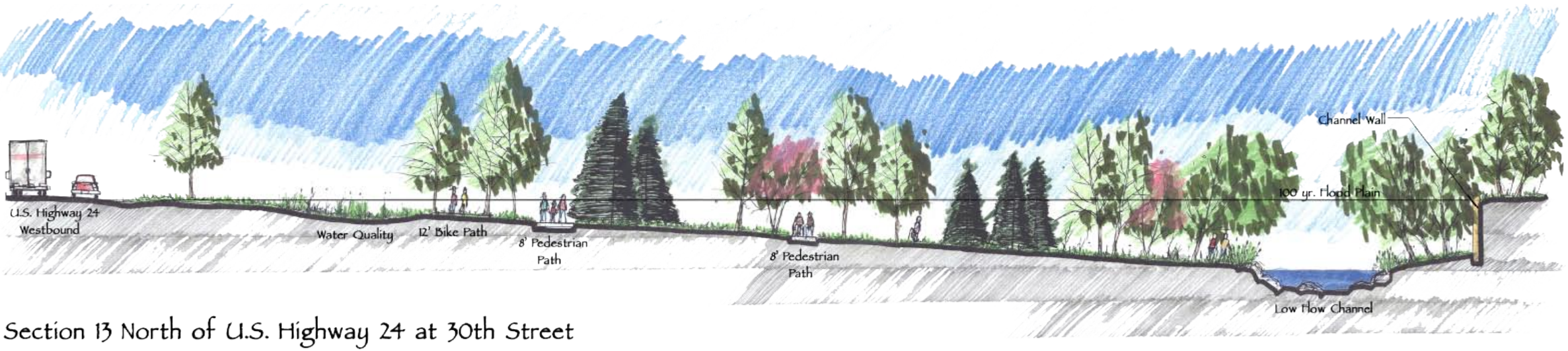
Section 10 Through U.S. Highway 24 at 23rd Street



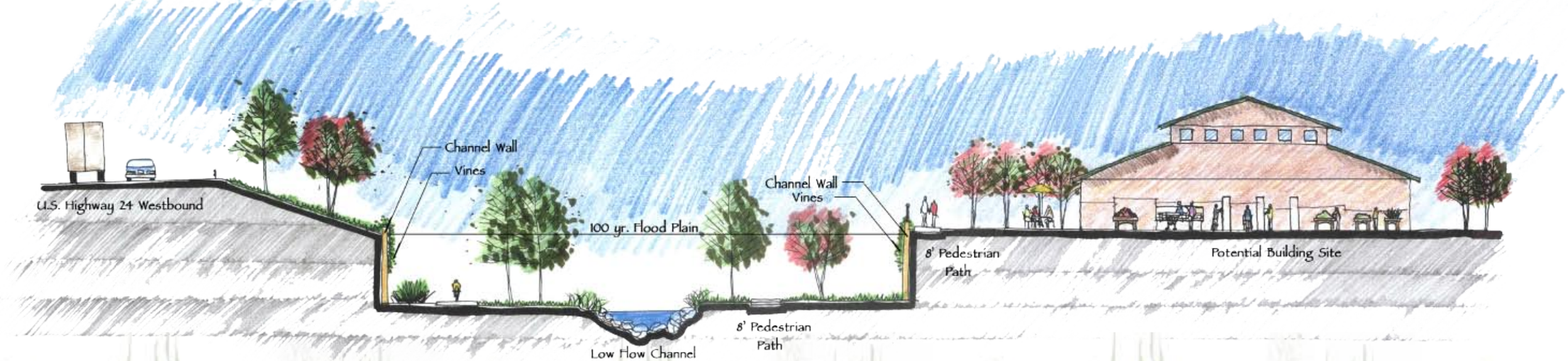
Section 11 North of U.S. Highway 24 at 24th Street



Section 12 North of U.S. Highway 24, West of 26th Street

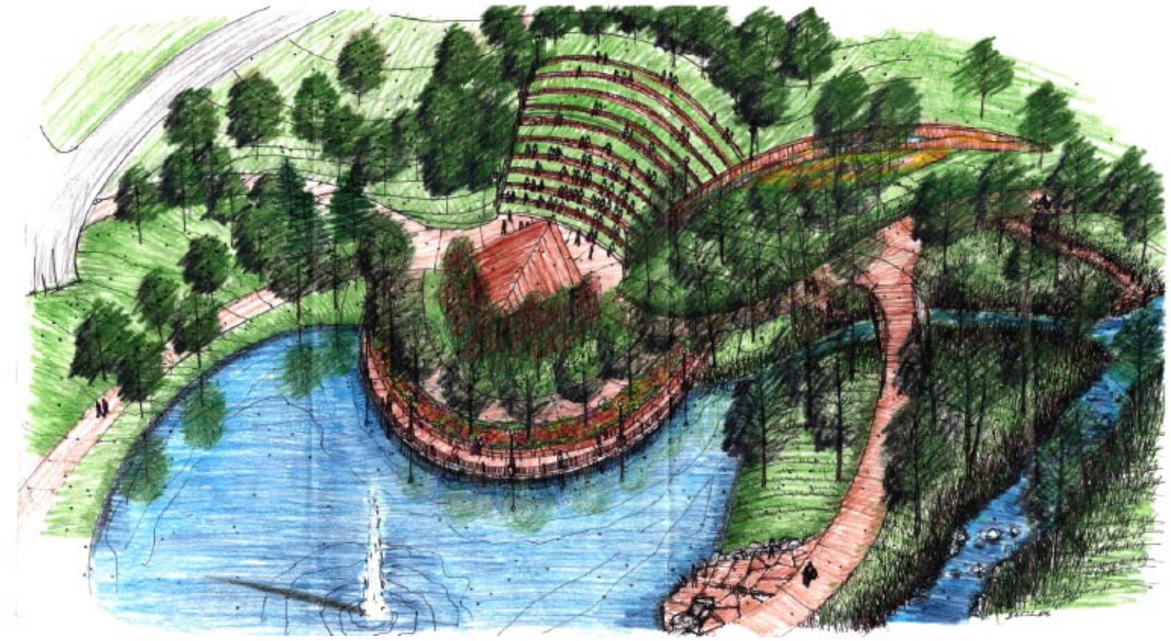


Section 13 North of U.S. Highway 24 at 30th Street



Section 14 North of U.S. Highway 24 at Safeway Site

Aerial Concept of Water Feature/Amphitheater at 21st Street



Perspective of Water Feature/Amphitheater at 21st Street

Highway R.O.W. Xeric

Deciduous Trees	
Common Name	***Botanical Name***
Red Oak	Cuercus rubra
Gambel Oak	Quercus gambeli
Burr Oak	Quercus macrocarpa
Western Hackberry	Celtis occidentalis
Ornamental Trees	
Common Name	***Botanical Name***
Amur Maple	Acer ginnala 'Flame'
Washington Hawthorn	Crataegus phaenopyrum
Shadblow Serviceberry	Amelanchier canadensis
Evergreen Trees	
Common Name	***Botanical Name***
Scotch Pine	Pinus sylvestris
Ponderosa Pine	Pinus ponderosa
Pinon Pine	Pinus edulis
Deciduous Shrubs	
Common Name	***Botanical Name***
Rabbit Brush	Chrysothamnus nauseosus
Cranberry Cotoneaster	Contoneaster apiculatus
Russian Sage	Perovskia atriplicifolia
Gold Drop Potentilla	Potentilla fruticosa 'Gold Drop'
Rocky Mountain Sumac	Rhus glabra cismontana
Moonlight Broom	Cytisus scoparius 'Moonlight'
Leadplant	Amorpha canescens
Alpine Currant	Ribes alpinum
Staghorn Sumac	Rhus typhina
Great Plains Yucca	Yucca glauca
Apache Plume	Fallugia paradoxa


Western Hacberry

Washington Hawthorn


Pinon Pine


Rocky Mountain Sumac

Gateway Plantings

Deciduous Trees	
Common Name	***Botanical Name***
Emerald Queen Maple	Acer platanoides 'Emerald Queen'
Autumn Blaze Maple	Acer x freemainii 'Autumn Blaze'
Marshall Ash	Fraxiuns pennsylvanica 'Marshall'
Sunburst Honeylocust	Gleditsia triacanthos inermis 'Sunburst'
Evergreen Trees	
Common Name	***Botanical Name***
Blue Spruce	Picea pungens glauca
Austrian Pine	Pinus nigra
Ornamental Trees	
Common Name	***Botanical Name***
Chanticleer Pear	Pyrus calleryana 'Cleveland Select'
Spring Snow Crabapple	Malus 'Spring Snow'
Bechtel Flowering Crabapple	Malus 'Klhems Bechtel'
Deciduous Shrubs	
Common Name	***Botanical Name***
Varigated Dogwood	Cornus alba 'Argentoeomarginata'
Coral Beauty Cotoneaster	Cotoneaster dammeri 'Coral Beauty'
Arnold's Dwarf Forsythia	Forsythia 'Arnold's Dwarf'
Lodense Privet	Ligustrum vulgare 'Lodense'
Pink Flowering Almond	Prunus glandulosa 'Rosea Plena'
Tall hedge Buckthorn	Rhamnus frangula 'Columnaris'
Burning Bush	Euonymus alatus
Smoke Tree	Cotinus coggygria
Cistina Plum	Prunus x cistena
Common Lilac	Syringa vulgaris
American Cranberry Bush	Viburnum trilobum
Weigela	Weigelia florida
Yellow Currant	Ribes aureum
Double Red Shrub Rose	Rosa x 'Meidliland sevillana'
Diabolo Ninebark	Physocarpus opulifolius Diabolo
Evergreen Shrubs	
Manhattan Euonymus	Euonymus kiautschovica 'Manhattan'
Sea Green Juniper	Juniperus chinensis 'Sea Green'
Hughes Juniper	Juniperus horizontalis 'Hughes'
Compact Oregon Grape Holly	mahonia aquifolium compacta
Slowmound Mugo Pine	Pinus mugo 'Slowmound'
Gnome Pyracantha	Pyracantha angustifolia 'Gnome'
Ornamental Grasses	
Feather Reed Grass	Calamagrostis acutiflora 'Karl Forester'
Pampas Grass	Cortaderia selloana
Blue Avena Grass	Helictotrichon semplruirens
Miscanthus Grass	Miscanthus sinensis
Little Bluestem	Schizachyrium scoparium


Autumn Blaze Maple


Blue Spruce


Chanticleer Pear


Pink Flowering Almond

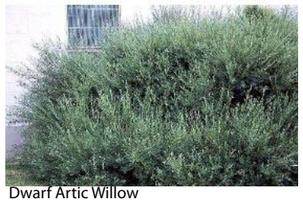

Gnome Pyracantha

Naturalized Drainage

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
Redtwig Dogwood	Cornus stolonifera 'Baileyi'
American Plum	Prunus americana
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


Weeping Willow


Austrian Pine


Dwarf Artic Willow


Porcupine G

Riparian Planings

Herbaceous Species	
Common Name	***Botanical Name***
Bottlebrush Sedge	Carex hystericina
Wolly Sedge	Carex lanuginosa
Smallwing Sedge	Carex microptera
Nebraska Sedge	Carex nebrascensis
Blackcreeper Sedge	Carex praegracilis
Beaked Sedge	Carex utriculata
Fox Sedge	Carex vulpinoidea
Creeping Spikerush	Eleocharis palustris
Arctic Rush	Juncus arcticus
Threestamen Rush	Juncus ensifolius
Slender Rush	Juncus tenuis
Torrey's Rush	Juncus Ttorreyi
Hardstem Bullrush	Schoenoplectus acutus
Broadfruit Burreed	Sparganium eurycarpum
Grasses	
American Sloughgrass	Beckmannia syzigachne
Sodar Streambank Wheatgrass	Elymus lanceolatus spp.Lanceolatus 'Sodar'
Fowl Mannagrass	Glyceria striata
Green Needlegrass	Nassella viridula
Western Wheatgrass	Pascopyrum smithii
Fowl Bluegrass	Poa palustris
Herbaceous Plants	
Marsh Milkweed	Asclepsias incarnata
Nuttall's Sunflower	Helianthus nuttallii
Cardinal Flower	Lobelia cardinalis
Common Monkey Flower	Mimulus guttatus
Braodleaf Arrowhead	Sagittaria latifolia
Swamp Verbena	Verbena hastata


Nebraska Sedge


Green Needle Grass


Cardinal Flower