

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

6 **Express Lanes Alternative (Preferred 7 Alternative)**

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

17 As part of the express lanes electronic toll
 18 collection system, overhead gantries would be
 19 located between every access point. The EL
 20 Alternative would also contain a higher concen-
 21 tration of roadside guide signs, since a separate
 22 set of signs is required for both the express and
 23

51 general purpose lanes. These additional gantry
 52 and signage features would add new elements to
 53 the views both to and from the highway at
 54 specific locations, causing minor visual distrac-
 55 tions as compared to the existing open
 56 appearance. Examples of architectural drawings
 57 displaying these types of added features can be
 58 seen in the *C-470 Express Lanes Feasibility Study
 59 Final Report* (June 2005).
 60

61 At the Santa Fe Drive interchange, the same
 62 visual effects would occur for the EL Alternative
 63 as did for the GPL Alternative, as the inter-
 64 change configuration is the same design.
 65 **Figure 3-34** shows a photo simulation of the
 66 Santa Fe Drive interchange with the EL
 67 Alternative.
 68

69 At Colorado Boulevard, a new T-Ramp into the
 70 express lanes would be constructed in the center
 71 of the facility. Traffic signals would be
 72 constructed at the top of these ramps, creating an
 73

27 **Figure 3-34**
 28 **Express Lanes with Improved Santa Fe Drive Interchange**



1 additional intersection on Colorado Boulevard.
2 As shown in **Figure 3-35**, the addition of the T-
3 Ramp would block views across the highway for
4 residents and businesses on either side, as well
5 as create minor obstructions when viewing to
6 and from the highway.

7
8 At Quebec Street, new braided ramps would be
9 constructed on the west side of the interchange,
10 consisting of flyovers from the existing ramps
11 into the express lanes. As shown in **Figure 3-36**,
12 the addition of braided ramps would block
13 views across the highway for residents and
14 businesses on either side, as well as create minor
15 obstructions when viewing to and from the
16 highway.

17
18 At I-25, additional ramps would be added to the
19 interchange, but since the interchange is already
20 a large visual obstruction to the surrounding
21 environment, views to and from the highway at
22

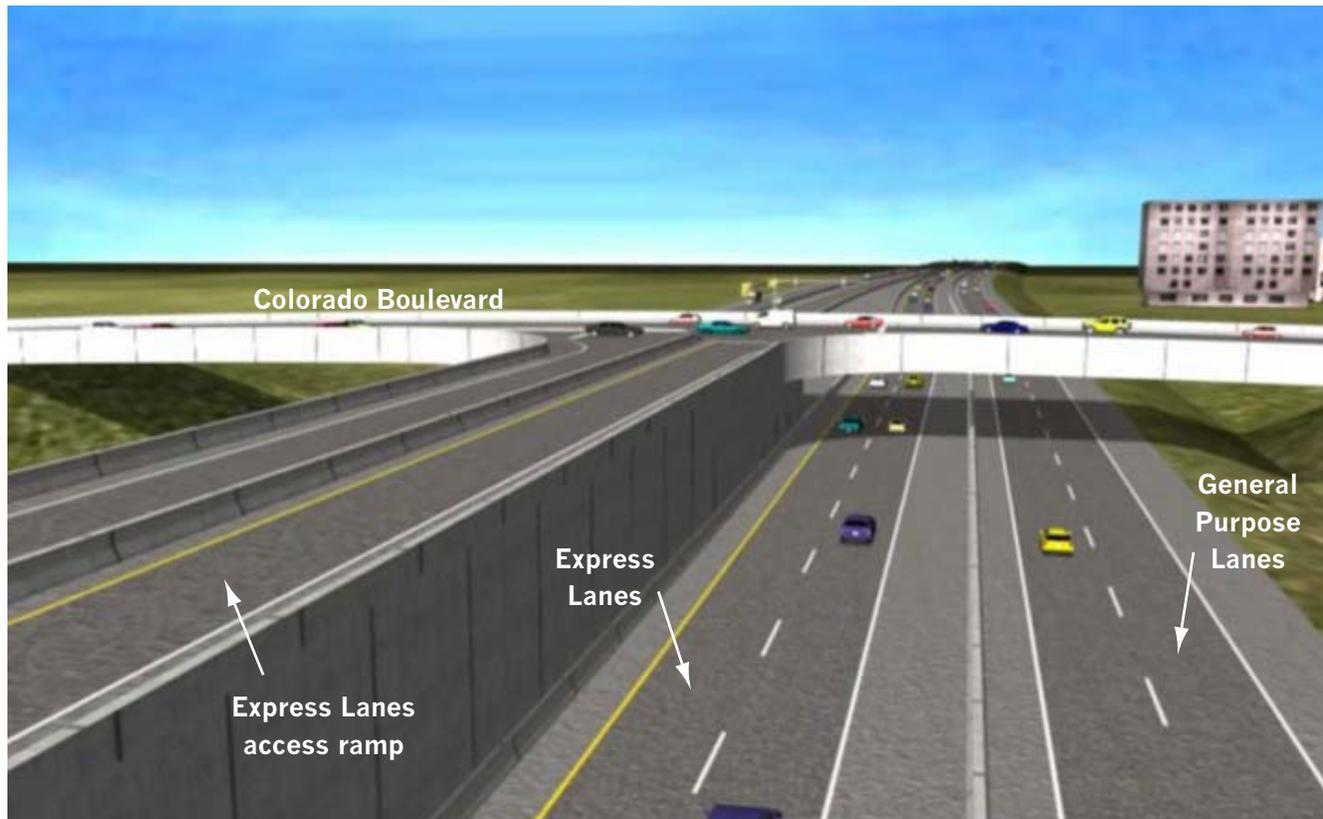
51 this location would only change to a minor
52 extent.

53
54 The other visual changes from additional
55 retaining walls and noise walls would not have a
56 large affect on the five viewsheds discussed in
57 **Section 3.14.1**. With only minor effects to these
58 viewsheds, drivers would still have clear views
59 looking out and over the roadsides.

60 61 **3.3.14.3 Mitigation**

62 To mitigate the visual effects resulting from both
63 the GPL and EL Alternatives, corridor-wide
64 standard architectural treatments would be
65 employed to create a more consistent appearance
66 of the corridor, both when looking out from the
67 roadway, and when looking in towards the
68 roadway from nearby. After discussions with
69 adjacent jurisdictions along C-470, design
70 standards were created using existing features
71 and unifying elements. Common themes would
72

23
24
25
26 **Figure 3-35**
27 **Colorado Boulevard Interchange T-Ramp (looking west)**



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

Figure 3-36
Quebec Street Interchange Braided Ramps

