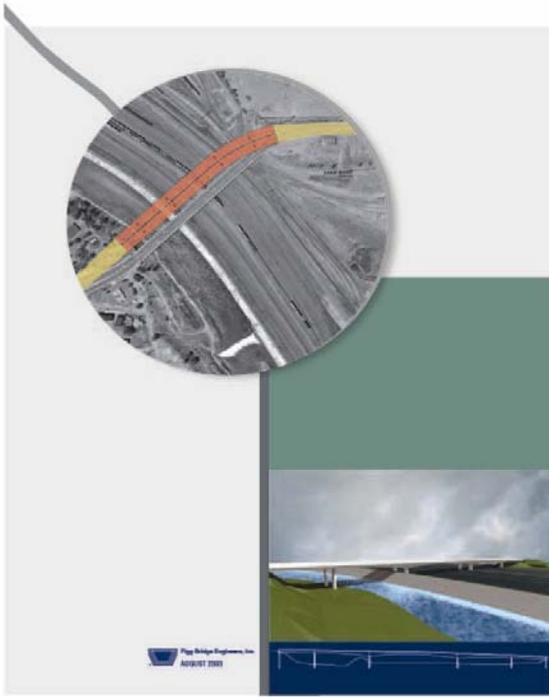
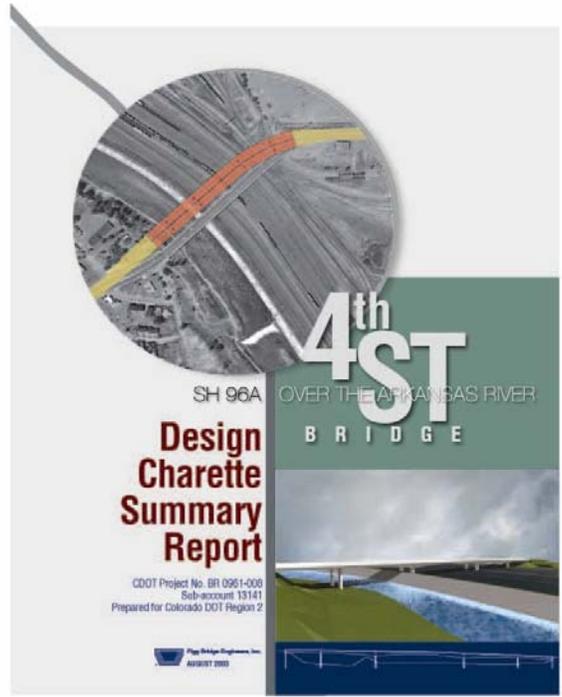
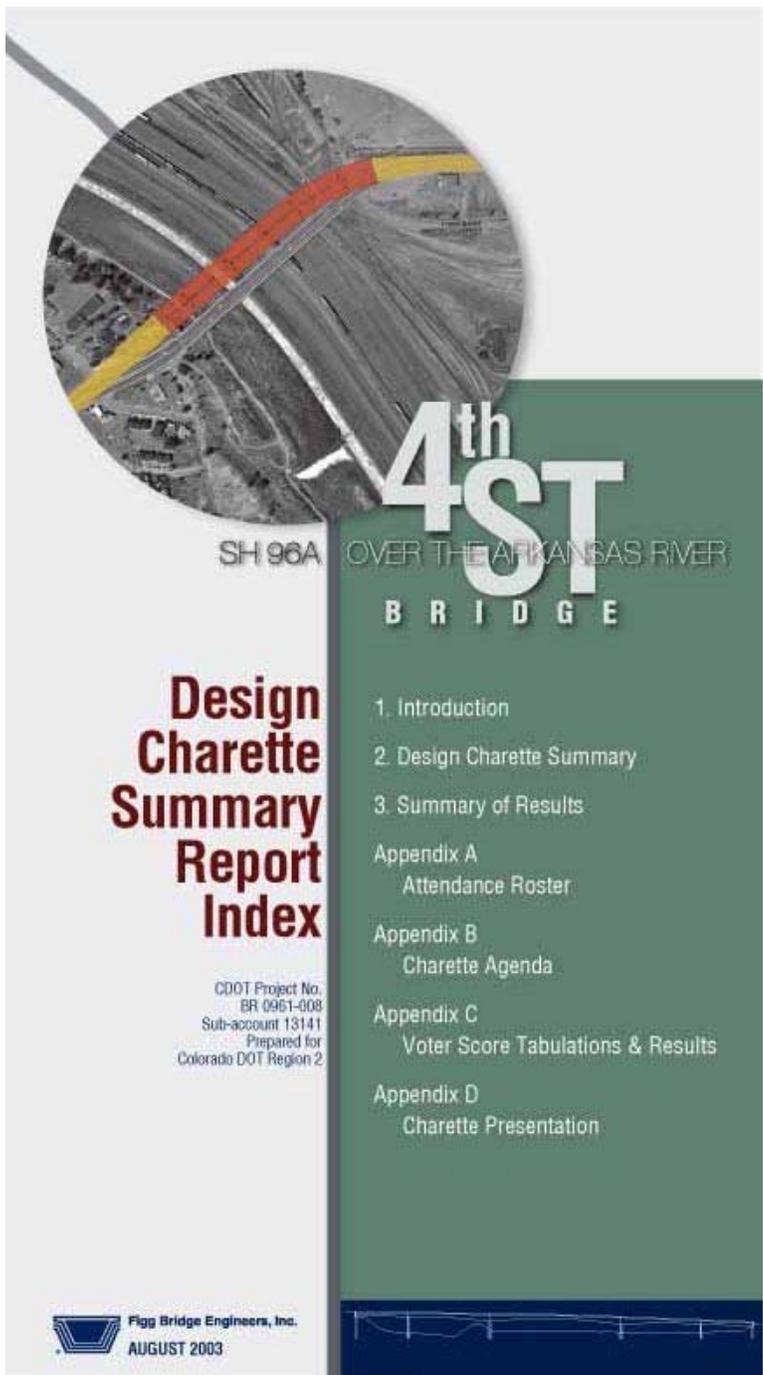


back



front





1. Introduction

A Design Charette for the new 4th St. (SH 96A) Bridge was held on June 25, 2003 at the Pueblo Convention Center. The purpose of the charette was to present ideas, discuss possibilities, and determine stakeholder preferences for aesthetic and urban design features to be incorporated into the new bridge. The charette process includes assembling key project stakeholders, presenting aesthetic and urban design options, encouraging open discussion, and voting on preferences. Figg Bridge Engineers (FIGG) led the charette, presented options, and facilitated discussion and consensus voting. The presentation of design concepts was aided by EDAW, Inc., the project urban design and landscaping consultant.

The following agencies, businesses, and community representatives were invited to attend the charette and participate in voting on each of the features discussed. A full list of those attending is included in Appendix A.

- **Colorado Department of Transportation (CDOT)**
- **Federal Highway Administration (FHWA)**
- **Pueblo City and County Government**
- **Union Pacific and Burlington Northern & Santa Fe Railroads**
- **Business Associations**
- **Community Groups**
- **Nearby Residences**



Several aesthetic and urban design features were presented for discussion and voting. These included:

- **Project Theme**
- **Pedestrian Railing**
- **Bridge End Treatments**
- **Sidewalk Treatment**
- **Color**
- **Deck Lighting**
- **Aesthetic Lighting**

Participant preferences determined during the charette for each of the above features will be used to develop bridge design details reflective of the community's vision for their new signature bridge.

Included in this report are a summary of the presentations, discussion, and voting results for each feature. The attendance list, charette agenda, detailed voting results, and copies of the presentation are included in the appendices.



2. Design Charette Summary

The 4th St. Bridge Design Charette was held on June 25, 2003 in the Fortino Grand Hall, Room C-West of the Pueblo Convention Center in Pueblo, Colorado. Thirty-three (33) people attended the charette including 25 voting participants, six (6) representatives from FIGG, one (1) from EDAW, and one (1) from the project lighting consultant, The Szynskie Group.

Round tables with six (6) seats per table were set up in Room C-West, and a design charette manual was provided to each participant. The manual consisted of a three-ring binder that was used by participants to store copies of the visual presentation handouts, preference selection result scoring sheets, comments, and notes. Two large projection screens were placed in the front of the room for digital display of the presentations. On-site computers were used by FIGG to manage the presentations, tabulate voting, and provide immediate voting results.



Charette Room Set-Up and Displays

Large format graphic displays, poster boards, and banners set up around the room illustrated existing conditions, potential project themes, and other FIGG projects around the country where aesthetic and urban design concepts, such as those discussed during the charette, have been successfully implemented. In addition, renderings of the new bridge were displayed, illustrating site constraints and showing how the new 4th St. Bridge will complement its surroundings.



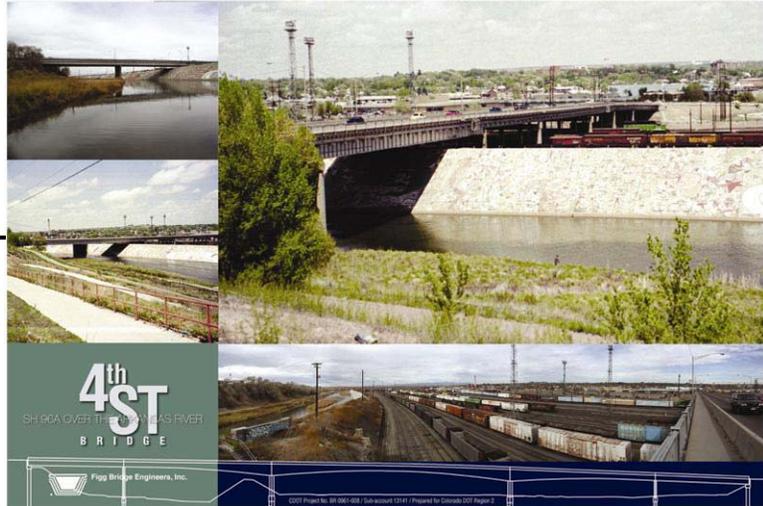
Displays / Participant Discussion

These renderings served as a blank canvas from which to work. Images were displayed around the room to foster participant discussions and to allow for viewing and study during breaks and throughout the day.

Displays / Participant Discussion



Existing Conditions Display



New Bridge Rendering Display



The design charette began at 8:00 a.m. with opening remarks from Mr. Bob Torres, Regional Transportation Director of the Colorado Department of Transportation Region 2. Mr. Torres welcomed those in attendance, thanked them for their participation, and encouraged their input on the important aesthetic and urban design topics that were to be discussed over the course of the day.

Following opening remarks, Mr. Alan Phipps of Figg Bridge Engineers began the agenda with introductions. Everyone in attendance introduced him or herself, and provided a quick description of their role or interest in the project.

DESIGN CHARETTE GOALS & PROCEDURES

Following introductions, Alan Phipps of Figg Bridge Engineers gave a presentation on Design Charette Goals and Procedures. This part of the presentation focused on explanation of the charette process for creating signature bridges with examples of how this process has been applied to other FIGG bridge projects. The presentation concluded with a list of elements to decide for the 4th St. Bridge and a discussion of feature prioritization that would occur at the end of the day.

The charette process includes assembling key stakeholders, following a set and approved agenda, presenting concepts and options, encouraging open discussion, and utilizing consensus voting to determine participant preferences. After each item is presented and discussed, participants vote on a scale of 1 to 10 (1 lowest, 10 highest) for each option. Voting low on each option shows preference to eliminate that element. Voting high on more than one option shows that each has desirable features. Participants can also provide any necessary clarification using comments on the voting forms. Results of each vote are tabulated and results reported immediately. The option(s) with the highest average score is the preferred choice of the participants and will be the design focus of the team during the next phase of the project.

The charette process was illustrated in the presentation by outlining features that have been incorporated in other recent FIGG bridge projects including the New Maumee River Bridge (Toledo, Ohio), the Wabasha Freedom Bridge (St. Paul, Minnesota), the Sagadahoc Bridge (Bath & Woolwich, Maine), the Broadway Bridge (Daytona, Florida), the Four Bears Bridge (New Town, North Dakota), and the Missouri River Pedestrian Bridge (Omaha, Nebraska & Council Bluffs, Iowa).

It was noted that at the conclusion of the charette, participants would be asked to prioritize the elements discussed. With this information, the project team will be able to



make appropriate decisions for implementation of features fitting within the final CDOT project budget.

The presentation concluded with a description of charette logistics and details.

PROJECT OVERVIEW

Following the discussion on design charette goals and procedures, Mr. Steve Fultz of Figg Bridge Engineers gave a Project Overview. This presentation provided background information on:

- Project Study and Construction Limits
- Project Schedule
- Site Description and Crossing Challenges
- Existing and Proposed Conditions
- Project Goals, Constraints, and Critical Issues
- Proposed New Bridge Alignment
- Details of the Proposed Structure

Three-dimensional renderings and a “fly-through” animation were included at the end of the presentation to give the participants a vision of the new bridge.

SITE TOUR

At the conclusion of the Project Overview presentation, participants boarded a chartered bus for a tour of the site. The tour followed 4th Street and crossed the existing bridge going both west and east to give a sense of the site and location of the new bridge. The first stop on the tour was the Midtown Mall parking lot on the east end of the bridge. Participants unloaded and walked what will be the eastern end of the structure. From this vantage point, FIGG discussed how the new bridge alignment (North Alignment) would pass over the existing east approach roadway fill, the Loop Ramp roadway, and the Burlington Northern & Santa Fe / Union Pacific Railroad yard. Following the Midtown Mall Stop, the bus was re-loaded, and participants taken to the next stop at the top of the bluff on the west side of the bridge. Participants unloaded the bus and walked around the existing trail system in this area discussing how the new bridge will cross the Arkansas River and floodwall on this end of the structure. The bus was then re-loaded and returned to the Pueblo Convention Center for continuation of the charette.



Participants Discuss the New Bridge from the Eastern Approach Near Midtown Mall

Charette Participants on the Bus Tour



Participants Discuss the Western end of the Bridge while on the Arkansas River Trail



PROJECT THEME

After returning from the site tour, Alan Phipps of FIGG began the presentation on Project Theme, the first voting item in the charette. Prior to presenting possible project themes, the concept of a theme was defined and its importance to the project discussed. Alan explained that theme is a character or feel incorporated into a design that unifies all of the features of the project. Theme can be based on past projects in the area or be something new and unique. Key aspects of the project theme include:

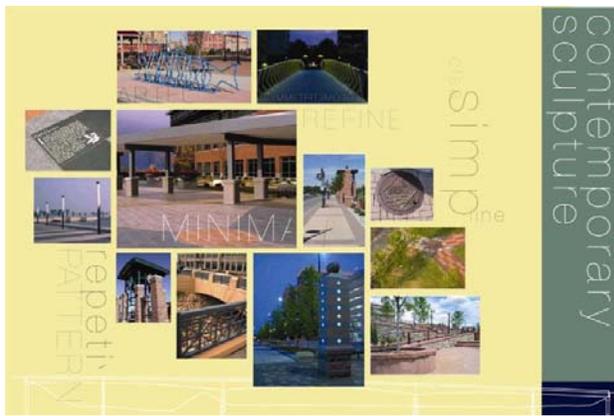
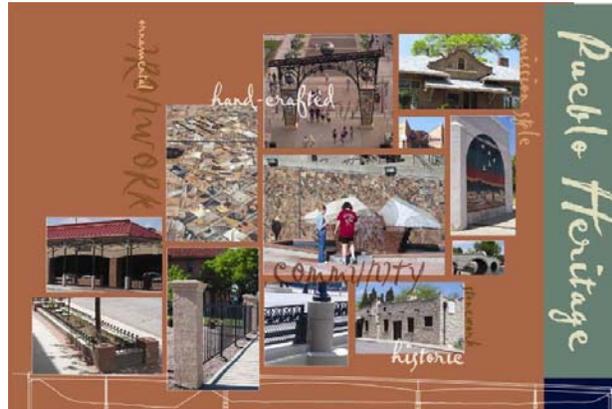
- Gives the Project Identity
- Creates a Sense of Community Ownership
- Creates an Icon within the Community
- Drives the Selection of Materials, Colors, and Design Forms
- Strengthens the Design Impact



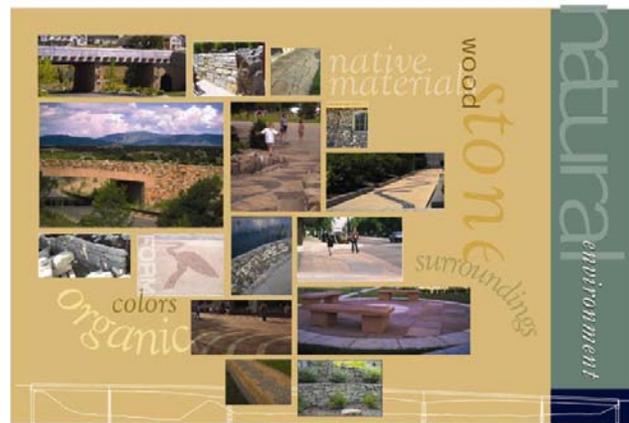
Alan Phipps of FIGG Discusses the Importance of Theme

To select a theme for the project, four (4) options specifically developed from characteristics of Pueblo and the surrounding area were presented, along with a description of the character defined by each. Large format displays of each theme situated in the front of the room complemented the presentation and facilitated discussion and study on this important and guiding feature. Discussion and voting followed to determine the single theme that will be further developed to guide the design process. The four theme options presented are shown below:

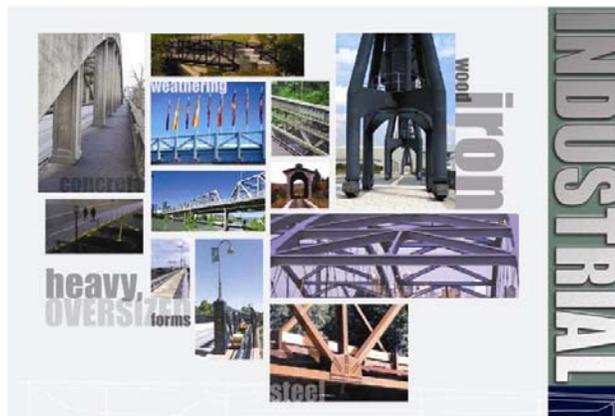
Pueblo Heritage



Contemporary Sculpture



Natural Environment



Industrial

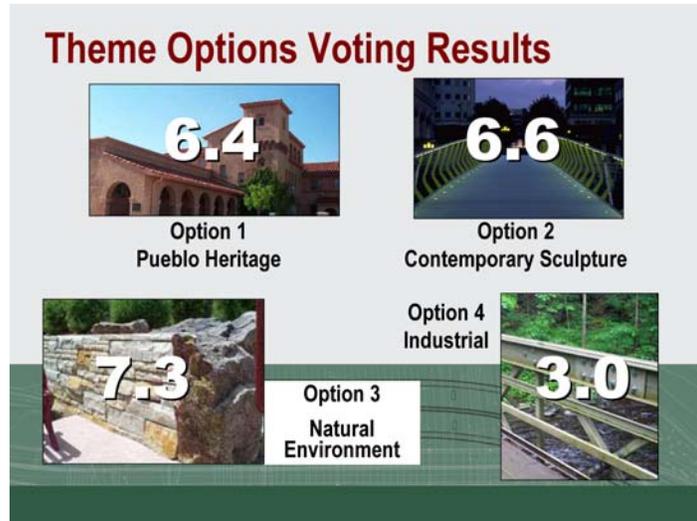
Following the theme presentation, a group discussion was held during which the participants expressed their opinions on which of the four themes was the most appropriate for the project. The preference voting form for Project Theme was then distributed.

Project Theme Voting Results

The completed Project Theme voting preference forms were collected and results tabulated. Each participant’s vote, a copy of the Project Theme voting preference form, results, and typed comments are included in Appendix C. A summary of voting results is included below.

Project Theme Preferences

<u>Option</u>	<u>Score</u>
Pueblo Heritage	6.4
Contemporary Sculpture	6.6
Natural Environment	7.3
Industrial	3.0



Conclusion

Participant comments on Project Theme are included in Appendix C. The highest average score in theme voting was for Natural Environment. However, scores for Natural Environment, Contemporary Sculpture and Pueblo Heritage were all very similar. Comments on the preference forms indicate that participants would like a blend of all three such that the clean, simple, timeless lines of Contemporary Sculpture and stylistic aspects of Pueblo Heritage are incorporated into the driving theme of Natural Environment. Pueblo Heritage concepts might include any of the categories presented including cultural, mission style, ornamental ironwork, and stonework. Participants also stated that design details should blend with those of the Historic Arkansas Riverwalk Project (HARP).

PEDESTRIAN RAILING

Pedestrian railing options were presented next. Prior to discussing specifics of possible railing types, it was reiterated that fencing meeting railroad specifications would be required for traffic and pedestrian railings over the railroad yard. The railroads require a 10-foot total height fence including solid barrier on the inside of the bridge adjacent to traffic, and an 8-foot minimum height (curved) or 10-foot minimum height (straight) fence for the pedestrian rails. The maximum fence gap is 4-inches. Away from the

railroad yard, a typical 4'-6" pedestrian rail is required due to bicycle traffic on the sidewalks. Aesthetic concepts will be incorporated around these requirements.

Four (4) pedestrian railing options were presented for discussion and voting. It was reiterated that these options were not mutually exclusive. The four (4) options were:



Solid Parapet



Open Railing - Plain



Lower Parapet with Open Railing Above



Decorative

Following the pedestrian railing presentation, the group discussed opinions on treatment of the bridge pedestrian rails. The preference voting form for Pedestrian Railing was then distributed.

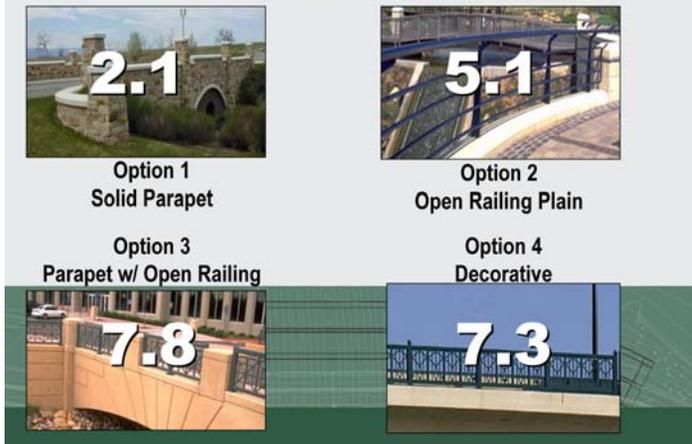
Pedestrian Railing Voting Results

The completed Pedestrian Railing voting preference forms were collected and results tabulated. Each participant's vote, a copy of the Pedestrian Railing voting preference form, results, and typed comments are included in Appendix C. A summary of voting results is included below.

Pedestrian Railing Preferences

<u>Option</u>	<u>Score</u>
Solid Parapet	2.1
Open Railing – Plain	5.1
Lower Parapet w/ Open Railing Above	7.8
Decorative	7.3

Pedestrian Railing Voting Results



Conclusion

Participant comments on Pedestrian Railing are included in Appendix C. A lower parapet with open railing above was the preferred option for the pedestrian railings on the outsides of the bridge. The score for decorative railing was very close indicating that the open railing above the parapet should be designed as decorative. This agrees with participant comments, which state that these two options should be combined.

Participants also expressed a desire to add a railing on top of the solid concrete barrier separating the sidewalk from the traffic lanes. In addition, design details should be incorporated into the sidewalk side of this barrier. Both the railing and barrier details should be consistent with the pedestrian railing details, creating a uniform experience for the user.

BRIDGE END TREATMENTS

Brad Smith of EDAW presented options for Bridge End Treatments focusing on aesthetic and urban design possibilities for accentuating the spaces at each end of the bridge. The project team developed several different options that could be further refined to reflect the selected theme and goals of the participants. Images of completed bridge projects incorporating the features discussed were used to show how these details could be used to reflect the community’s vision for the project.

The following five (5) options were presented for discussion:



None



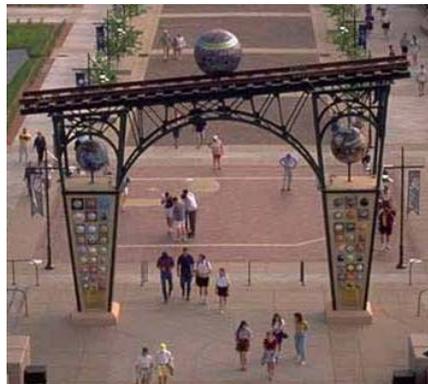
Horizontal Lower



Vertical Monument



Plaza / Overlooks



Gateway

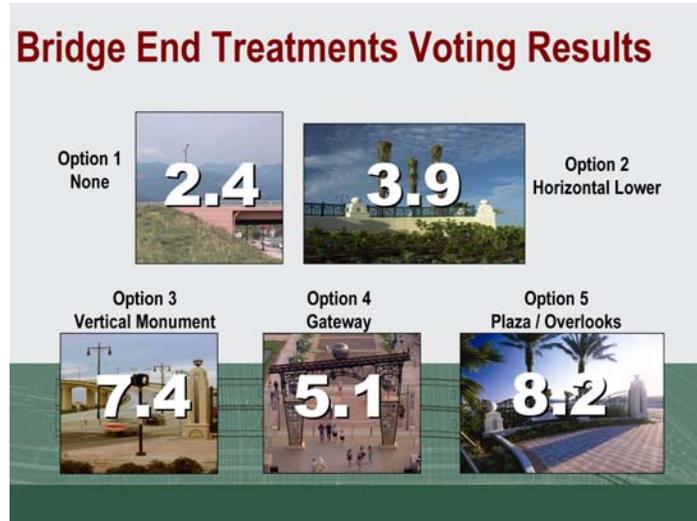
Following the presentation, participants discussed these bridge end treatment options and which might be most appropriate given the nature of the site. The discussion focused on existing conditions, project improvements, and future planned uses of the surrounding area. The preference voting form for Bridge End Treatments was then distributed.

Bridge End Treatments Voting Results

The completed Bridge End Treatments voting preference forms were collected and results tabulated. Each participant’s vote, a copy of the Bridge End Treatments voting preference form, results, and typed comments are included in Appendix C. A summary of voting results is included below.

Bridge End Treatments Preferences

<u>Option</u>	<u>Score</u>
None	2.4
Horizontal Lower	3.9
Vertical Monument	7.4
Gateway	5.1
Plaza / Overlooks	8.2



Conclusion

Participant comments on Bridge End Treatments are included in Appendix C. As shown by voting and feature prioritization results, vertical monuments are the most important, followed by overlooks and end plazas. Participants requested incorporation of vertical monuments and small plazas at one or both ends of the bridge, and overlooks on the bridge at one or more pier locations for river and railroad viewing.

SIDEWALK TREATMENT

Following discussion and voting on Bridge End Treatments, sidewalk treatment options were presented. The presentation first focused defining the possibility and limits of potential sidewalk treatment. Options included no treatment, continuous along the bridge, or at intermittent locations. The second part of the presentation focused on possible sidewalk treatment details such as patterns, textures and colors.

The six (6) sidewalk treatment options are shown below:



None



Continuous



Intermittent



Patterns



Textures



Colors

Participants then discussed Sidewalk Treatment options and completed the corresponding preference voting form.

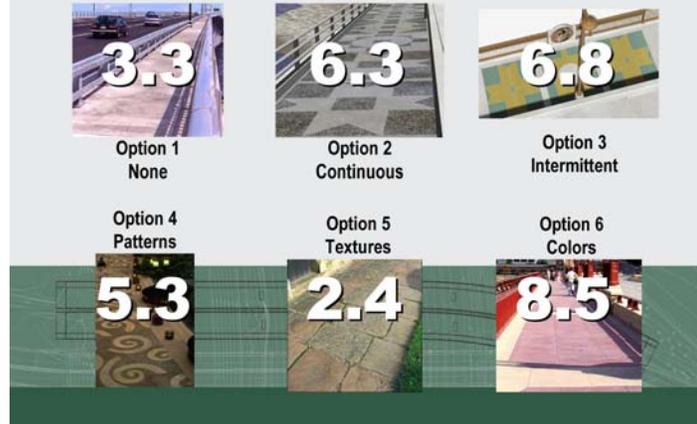
Sidewalk Treatment Voting Results

The completed Sidewalk Treatment voting preference forms were collected and results tabulated. Each participant's vote, a copy of the Sidewalk Treatment voting preference form, results, and typed comments are included in Appendix C. A summary of voting results is included below.

Sidewalk Treatment Preferences

<u>Option</u>	<u>Score</u>
None	3.3
Continuous	6.3
Intermittent	6.8
Patterns	5.3
Textures	2.4
Colors	8.5

Sidewalk Treatment Voting Results



Conclusion

Participant comments on Sidewalk Treatment are included in Appendix C. Intermittent sidewalk treatment had the highest average score, but continuous treatment was a close second. Use of color had a much higher average score than use of patterns or textures. Drawing conclusions from this voting as well as participant comments, it is apparent that the sidewalk treatment should include use of color continuously from one end of the bridge to the other with intermittent areas where distinction is made through a change in design details. These areas might include bridge ends, piers, and/or any overlooks.

COLOR

Following discussion and voting on Sidewalk Treatment, a presentation was given on possible color palates for the new bridge. Color can be integrated into structural and urban design elements to complement and enhance the other selected features. Four (4) possible color palates were presented. These are shown below:



Concrete Gray Tones



Earth Tones



Raw Materials



Contemporary

Once color palate options were established, visual displays of completed bridges illustrating each palate were shown to give the participants a feel for the look of different colors on a realistic scale.

Group discussion on Color followed. Preference voting forms were then distributed and participant voting completed.

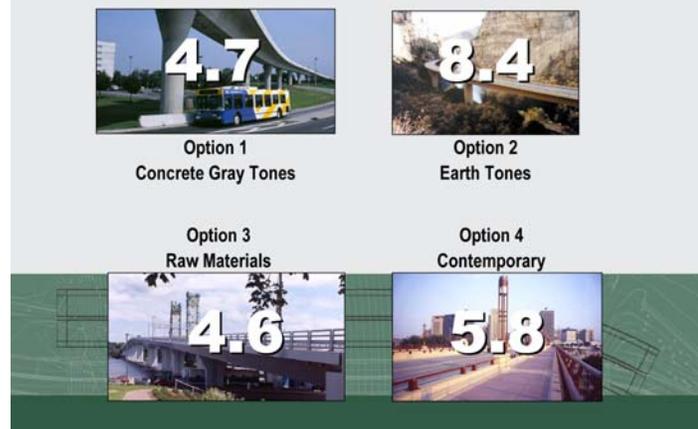
Color Voting Results

The completed Color voting preference forms were collected and results tabulated. Each participant's vote, a copy of the Color voting preference form, results, and typed comments are included in Appendix C. A summary of voting results is included below.

Color Preferences

<u>Option</u>	<u>Score</u>
Concrete Gray Tones	4.7
Earth Tones	8.4
Raw Materials	4.6
Contemporary	5.8

Color Voting Results



Conclusion

Participant comments on Color are included in Appendix C. Charette participants overwhelmingly selected Earth Tones as the preferred color palate for the project.

However, they commented that the use of contemporary highlights should also be incorporated in a limited fashion. This might include treatment of railings, light fixtures, end treatment details, points of interest, or other local elements. Participants referenced the HARP Project, Pueblo Sun Logo, and images of the Wabasha Freedom Bridge in St. Paul, Minnesota as examples.

DECK LIGHTING

Two presentations were given on lighting. The first presentation, given by Steve Fultz of FIGG, focused on options for required traffic lighting on the bridge. Aesthetic lighting was covered in the second presentation, given by EDAW.

Lighting of the bridge deck is required for safety; however, options exist for pole locations. This is an important consideration given the presence of wide multi-use sidewalks on each side of the bridge. Pole location should compliment sidewalk treatments while providing required lighting levels.

Lighting context was also explained. Since the structure crosses the Pueblo railroad yard, under-viaduct lighting will be required. This entails installation of lights on the piers and underside of the bridge to provide adequate light for railroad facilities, as per their requirements. Under-viaduct lights are also required to light the Loop Ramp roadway passing under the structure at the east end. Floodlights mounted on high towers provide overall lighting of the railroad yard. These will remain, except that two towers intersected by the new bridge alignment will require replacement. High-mast style lights will be used with directional fixtures meeting “Dark Skies” legislation, thus reducing glare, over-lighting, and spillover of light from these towers. The Midtown Mall and surrounding areas at both ends of the bridge are also lit. This lighting context is important to consider when making lighting decisions for the project.

After completion of the lighting context discussion, three (3) options for Deck Lighting were presented:



Centerline of Bridge



Edge of Deck

Following the presentation, there was a group discussion on deck lighting and the location of lighting poles and fixtures. Mr. Will Mettling from The Szynskie Group (consultant) was in attendance to answer additional questions on lighting and electrical design possibilities. The preference voting form for Deck Lighting was then distributed.



Between Sidewalk and Traffic

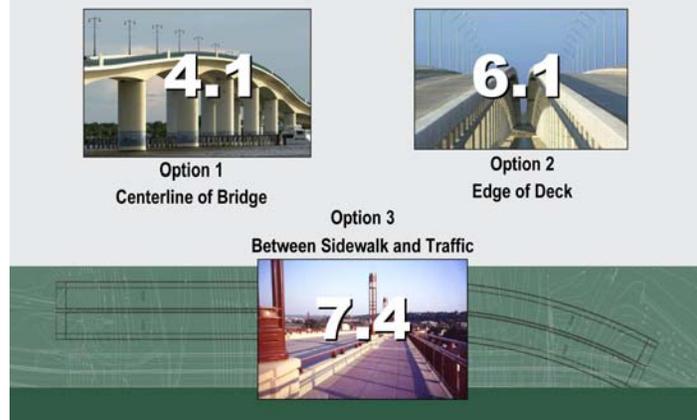
Deck Lighting Voting Results

The completed Deck Lighting voting preference forms were collected and results tabulated. Each participant's vote, a copy of the Deck Lighting voting preference form, results, and typed comments are included in Appendix C. A summary of voting results is included below.

Deck Lighting Preferences

<u>Option</u>	<u>Score</u>
Centerline of Bridge	4.1
Edge of Deck	6.1
Between Sidewalk And Traffic	7.4

Deck Lighting Voting Results



Conclusion

Participant comments on Deck Lighting are included in Appendix C. Participants selected between the sidewalks and traffic lanes as the preferred location for deck lighting poles. This location highlights the separation of pedestrians and vehicles and provides the opportunity to either mount pedestrian lights to the same poles, or place them along the same line of sight at a regular interval between the deck lighting poles.

AESTHETIC LIGHTING

The Aesthetic Lighting presentation explained that the lighting context previously discussed is also important when considering aesthetic lighting possibilities. The context could influence the ability to benefit from certain light sources within the urban lightscape.

Aesthetic lighting options discussed are not required for safe use of the bridge; however, aesthetic light can greatly affect the character of the structure in the evening hours.

Six (6) options for Aesthetic Lighting were presented. These are shown below:



None



Necklace (String of Pearls)



Soffit Lighting



Side of Bridge



Pier Lighting



Sidewalk Accent Lighting

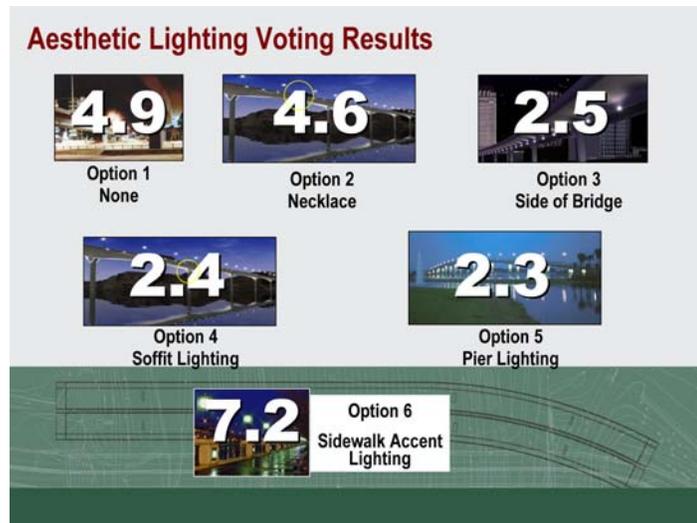
Following the presentation, participants expressed their views on the possible aesthetic lighting treatments and possible benefits given the lighting context presented. Participants then completed the preference voting form for Aesthetic Lighting.

Aesthetic Lighting Voting Results

The completed Aesthetic Lighting voting preference forms were collected and results tabulated. Each participant’s vote, a copy of the Aesthetic Lighting voting preference form, results, and typed comments are included in Appendix C. A summary of voting results is included below.

Aesthetic Lighting Preferences

<u>Option</u>	<u>Score</u>
None	4.9
Necklace	4.6
Side of Bridge	2.5
Soffit Lighting	2.4
Pier Lighting	2.3
Sidewalk Accent Lighting	7.2



Conclusion

Participant comments on Aesthetic Lighting are included in Appendix C. Due to the uncertainty from the presence of multiple other light sources in the immediate vicinity, participants chose sidewalk accent lighting as the only form of aesthetic lighting to include. However, several comments were made that the Necklace lighting option should be considered as an extension of the sidewalk accent lighting (shine both in towards the sidewalk and outwards away from the bridge) if this lighting would be visible through the high-mast yard lights, under-bridge roadway and under-bridge railroad yard lights. It was also suggested that the deck and pedestrian lights could accomplish the necklace effect.

FEATURE PRIORITIZATION

Next, the importance of feature prioritization was discussed. By prioritizing the aesthetic and urban design features discussed during the charrette, the project team will have clear direction on what features are the most representative of the community and the most

important to the participants. This will help the team refine the design focus and make decisions on feature implementation in accordance with the CDOT project budget.

During the charette, the participants decided that a more detailed list of options would enhance the prioritization of the Bridge End Treatments feature. As such, this feature was subdivided into vertical monuments, plazas, and overlooks.

The features for prioritization (as modified by the participants) included:

- Pedestrian Railing
- Vertical Monuments
- Plazas
- Overlooks
- Sidewalk Treatment
- Color
- Aesthetic Lighting

Following a brief discussion, the preference form for Feature Prioritization was distributed and instructions given to modify the form for the additional items as discussed above.

Feature Prioritization Voting Results

The completed Feature Prioritization voting preference forms were collected and results tabulated. Each participant’s vote, results, and typed comments for Feature Prioritization are included in Appendix C. A summary of voting results is included below.

Feature Prioritization Preferences

<u>Option</u>	<u>Score</u>	<u>Rank</u>
Pedestrian Railing	8.0	2
Vertical Monuments	8.2	1
Plazas	5.4	6
Overlooks	7.0	4
Sidewalk Treatment	5.8	5
Color	7.4	3
Aesthetic Lighting	4.5	7

Feature Prioritization Voting Results

	<u>Score</u>	<u>Rank</u>
Feature 1 Pedestrian Railing	8.0	2
Feature 2 Vertical Monuments	8.2	1
Feature 3 Plazas	5.4	6
Feature 4 Overlooks	7.0	4
Feature 5 Sidewalk Treatment	5.8	5
Feature 6 Color	7.4	3
Feature 7 Aesthetic Lighting	4.5	7

Rearranging options according to rank indicates that implementation of vertical monuments is most important to the participants, followed by pedestrian railing, color, overlooks, sidewalk treatment, plazas, and aesthetic lighting.

3. Summary of Results

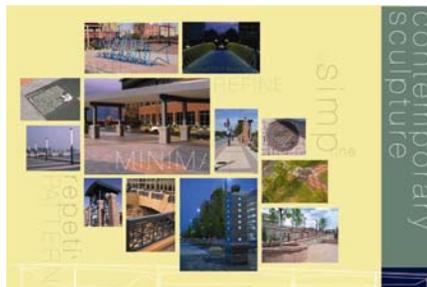
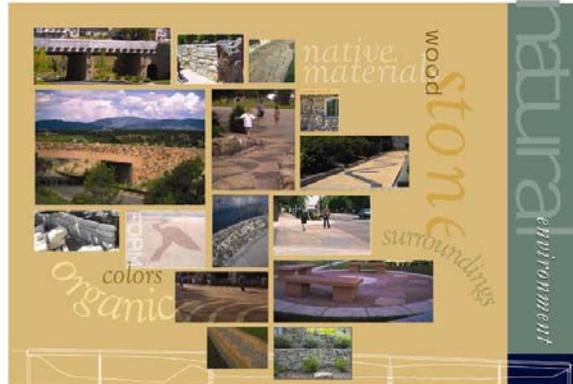
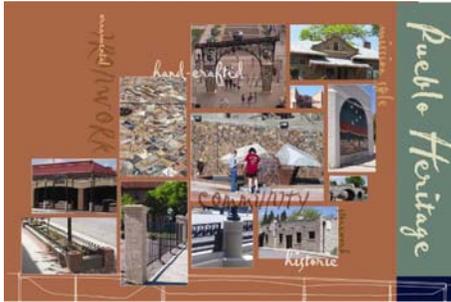
Summary sheets with overall averaged ratings for each feature and option presented during the day were printed and distributed to the participants at the conclusion of the charette. Alan Phipps of FIGG provided a summary of these results focusing on which options the participants chose and the direction the project team would take towards developing bridge details that incorporate them.

Feature Preferences

The following options were selected by the charette participants and will direct the design focus of the project:

<u>Feature</u>	<u>Preference</u>
Project Theme	<ul style="list-style-type: none"> -Natural Environment -Contemporary Sculpture -Pueblo Heritage
Pedestrian Railing	<ul style="list-style-type: none"> -Lower Parapet with Open Railing Above -Decorative
Bridge End Treatments	<ul style="list-style-type: none"> -Vertical Monuments -Plaza / Overlooks
Sidewalk Treatment	<ul style="list-style-type: none"> -Continuous -Intermittent -Colors
Color	<ul style="list-style-type: none"> -Earth Tones
Deck Lighting	<ul style="list-style-type: none"> -Between Sidewalk & Traffic
Aesthetic Lighting	<ul style="list-style-type: none"> -Sidewalk Accent Lighting

A collage of photographs depicting the selected options is shown on the following page. These preferences will be used by the design team to further refine and develop details appropriate for the selected themes, creating a unique and exciting new 4th Street Bridge for Pueblo.



Feature Prioritization

Below is the order of importance determined from a feature prioritization vote taken after all features had been presented, discussed, and voting results provided. Only those features whose implementation is optional were included.

<u>Feature</u>	<u>Score</u>	<u>Rank</u>
Vertical Monuments	8.2	1
Pedestrian Railing	8.0	2
Color	7.4	3
Overlooks	7.0	4
Sidewalk Treatment	5.8	5
Plazas	5.4	6
Aesthetic Lighting	4.5	7

PROJECT THEME

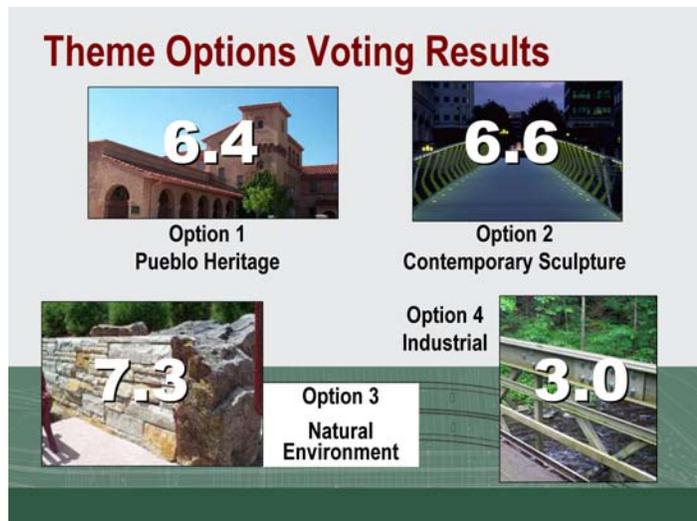
Voter Score Tabulation

Number of Voters: 25

Voter/ Feature Option	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1	6	4	5	8	6	9	1	8	9	7	3	3	8	7	2	10	7	8	8	8	8	6	6	5	7
2	5	6	10	2	9	8	10	5	9	6	7	9	5	3	7	4	7	7	8	5	1	8	9	9	5
3	7	10	8	4	9	8	1	8	7	8	10	6	8	8	10	6	9	9	8	8	8	4	6	9	4
4	4	2	3	7	1	3	1	2	1	2	1	4	1	2	1	1	5	1	8	3	8	4	2	1	6

Results

Feature Option	Average Score	Rank
1 Pueblo Heritage	6.4	3
2 Contemporary Sculpture	6.6	2
3 Natural Environment	7.3	1
4 Industrial	3.0	4



Voting Preference Form

Project Theme Comments

Option 1 – Pueblo Heritage

- Combination Heritage, Industrial. Industrial because steel industrial and railroad
- Needs to be somewhat incorporated, would like to see a local artist with work on bridge – ornate railing, tile
- Most agreeable for area
- Could be incorporated in “artwork” on bridge – sculpture panels, etc.
- Pueblo has a very diverse culture. If we focus on one ethnic group, the others would be left out
- I really like the arch - details use of color and materials this represents
- Combination of 1, 2 and 3 would be ideal
- I like the mission style that incorporates arches, etc.
- Celebrate the international boundary. I think the piers need to reflect Pueblo Heritage, which is masonry. This needs to be on roadway level.
- Should have southwestern style accents
- Possibly combine Option 1 & 2
- Could overlap some of the historic elements in use of natural materials on western abutment
- Multi-cultural but don't overdo it. Art-deco and early auto. Blend with Harp.

Option 2 – Contemporary Sculpture

- Focus / impact / vertical / color
- Would like to see a combo of Contemporary and Natural theme
- Vertical impact
- Simple, clean lines. Solid looking and color
- Will be hard to accomplish with ugly river levee
- Use a combination of Concrete, Natural Stone and Steel with sweeping lines
- I like the simple lines combined with Natural Environment
- Like Harp, like design
- Perhaps the superstructure could incorporate both Option 1 and Option 2 (a more “modern” Pueblo heritage)
- The bridge deck will be contemporary but need to be supported by column, natural or heritage
- Bridge design is already modern enough
- I like the idea that a contemporary theme is less likely to be out-dated in 15-20 years
- Although this bridge is in an industrial area, that should not be the theme. I think clean efficient lines to contrast are required.
- Simplistic lines, not neon or ultra modern elements

Option 3 – Natural Environment

- With contemporary concepts included throughout
- Detail at pedestrian level
- Like the dry stack walls, rough stone
- Match new theme in HARP
- Design to stand out from the rail yards
- I would like to see a theme like the HARP bridges. That could eventually tie downtown to HARP
- Want to see use of natural materials – especially stone – works w/bluff, river environment
- I'd like to see this theme used below along the river trail/Legacy. It could be applied to the trail, nearby pier and abutment
- The natural theme needs to be carried out along the river
- Tie-in at “south” abutment to river should have a mini-park with landscaped embankment. Maybe reuse old stone abutments from old bridge.
- Structure needs to compliment recreational users along the river

Option 4 - Industrial

- Pueblo should get away from this type of industry past
- Too like the steel of rail yards below
- Not downtown
- **NO**
- We are no longer a steel city
- Could see some use to reflect railroad
- It is possible to incorporate an industrial pier type in the railroad yard only, such as used on Wabasha?
- This is my least favorite. I don't agree that form follows function is only industrial. Roadway theme Pueblo Heritage, bridge section contemporary, along the river Natural Environment
- One-half (+/-) of bridge crosses rail yard. Believe it or not, trains are fascinating for many people. Also CFI's proposed steel shapes for bridges in the past.
- Already too industrial. Need something to take you to next level
- Don't believe concrete structure blends with industrial very well
- Maybe use elements blended with Heritage theme

PEDESTRIAN RAILING

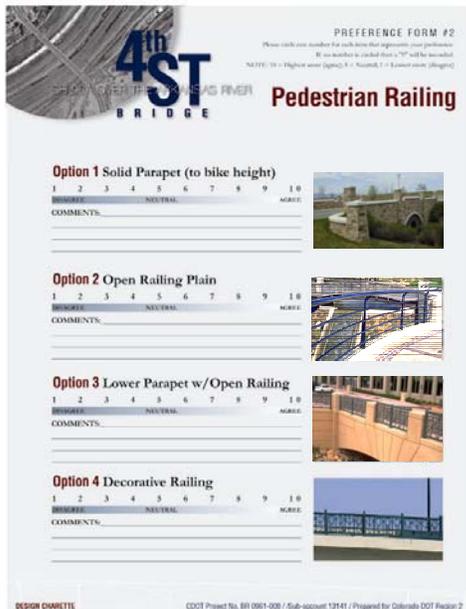
Voter Score Tabulation

Number of Voters: 24

Voter/ Feature Option	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1	3	1	1	4	1	1	1	2	3	5	3	1	2	1	1	1	4	1	1	6	3	2	1	1
2	3	8	1	5	1	5	5	8	3	3	8	6	3	10	2	9	7	4	4	4	8	5	9	2
3	10	3	1	9	8	8	10	6	10	10	10	9	8	5	9	9	9	7	9	10	6	10	5	7
4	8	9	10	8	8	5	8	9	8	3	10	4	9	10	10	5	5	8	3	8	3	10	5	10

Results

Feature Option	Average Score	Rank
1 Solid Parapet	2.1	4
2 Open Railing - Plain	5.1	3
3 Lower Parapet w/ Open Rail Above	7.8	1
4 Decorative	7.3	2



Voting Preference Form

Pedestrian Railing Comments

Option 1 – Solid Parapet

- Too confining
- I like the look of stone but not the solid enclosure
- People will climb on the wall or put children on top so they can see transportation and river. Graffiti problem.
- With “walls” on both side of pedestrian / bike path – too much of a confining feel – like visibility from bridge to river / rail yards – keep view for drivers as well.
- Too restrictive
- No
- Blocks view of river / rail yard.
- Adds to mass of bridge but blocks view
- I know that I like to be able to look over the bridge.

Option 2 – Open Railing - Plain

- Too plain
- Maybe add a simple decorative element (southwest design)
- I think the open railing makes the bridge look smaller and blends into the environment.
- Must not be open enough for kids to get through.
- Need rail top on Jersey barrier.
- Clean lines and southwest designs.
- There is a clear plastic panel available that could be used to meet the opening requirements yet provide visibility.
- Too plain
- Add no mass to bridge less of a comfort level
- If a Jersey style barrier is used between auto and pedestrian / bikes, we should add metal handrail for the top also to prevent bicyclists from accidentally falling into vehicular traffic.

Option 3 – Lower Parapet with Open Railing Above

- Combine open deck with security feeling of parapet. May help those with vertigo issues while still allowing benefit of open rail.
- Best of both worlds! Could work well with colors, textures on vertical elements and semi-decorative railing.
- With Option 4 – transition railing to outside of structure (side view).
- This design will look best with the Natural theme.
- I like the solid look of the parapet, but I would like to see stonework like in Option 1 instead of the stucco look in this picture.

- Looks great!!
- Open railing with vertical parapet elements spaced to accommodate lighting. Potential need for overlook areas stamped/color elements on roadside rail.
- Could be useful to increase mass of bridge.
- I like the massive balusters as a way to punctuate the open railing.
- Unique designs in both the railing and parapet.
- Established in the city on other existing bridges solid lines.
- I like this for the visibility and for the consistency with the traffic separation and median. View is important.
- I like this with decorative railing. I prefer a combination of 3 & 4.
- Have decorative pilasters periodically with inset artwork.
- Helps add mass to bridge and provide comfort, security and allows view.

Option 4 - Decorative

- Not too fancy, but works well with options
- Lower parapet with decorative open railing. Parapets with “columns” would allow for themes to be cast or inlaid on them.
- Again, simple design not to hinder viewing of elements below.
- This can be blended with Option 3.
- This looks too much like a fence with no character.
- Combine with low parapet over rail yards. “Jersey barrier” with decorative top rail also will protect pedestrians from rain, slush splashed by cars.
- Cost is an issue.
- Complement railing used for HARP but with slightly different look, i.e. art deco. Use decorative pattern on pedestrian / bike side of Jersey barrier to compliment outside rail.
- Need rail cap on Jersey barrier. Can be open with decorative top rail.
- One of a kind design or unique design – important. Provide viewing areas outside sidewalk area like Wabasha Street Bridge.
- Too busy and too expensive.
- I prefer a combination of Options 3 & 4.
- Must be bold ornate color and texture.
- Might be too “fancy” for the area the bridge is in.
- Ornate railing reflecting Pueblo’s heritage. (Like the idea of a treatment along the Jersey barrier and the viewing areas. The viewing areas need to be outside the sidewalk path.)

BRIDGE END TREATMENTS

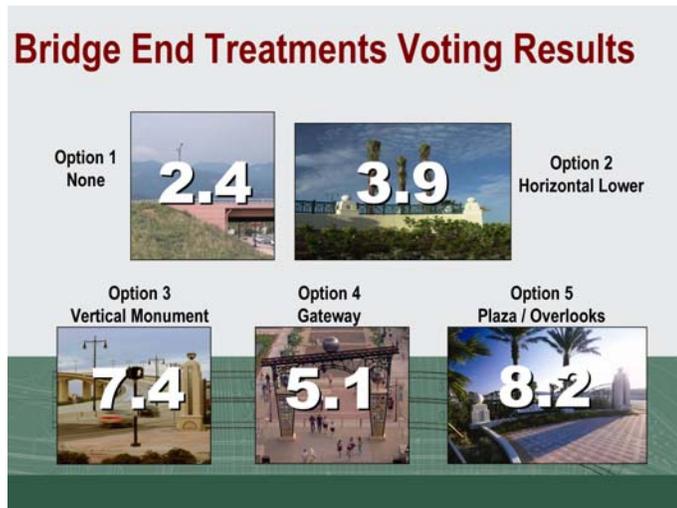
Voter Score Tabulation

Number of Voters: 21

Voter/ Feature Option	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	1	3	2	1	1	3	5	2	4	9	8	1	1	1	1	1	1	2	1	1	2
2	2	2	5	2	2	3	8	7	4	10	8	5	1	1	6	3	1	2	5	1	4
3	8	9	10	9	10	5	2	7	8	3	5	10	6	9	5	5	8	8	10	10	9
4	7	6	2	9	8	8	2	4	3	1	1	10	1	3	10	9	1	5	4	8	5
5	10	9	9	10	10	8	9	9	7	5	1	10	10	9	10	8	8	5	8	9	9

Results

Feature Option	Average Score	Rank
1 None	2.4	5
2 Horizontal Lower	3.9	4
3 Vertical Monument	7.4	2
4 Gateway	5.1	3
5 Plaza / Overlooks	8.2	1



Voting Preference Form

Bridge End Treatments Comments

Option 1 - None

- Too plain
- Like the clean simple lines and solid colors
- Less distracting
- Terrible for the location
- Not for “signature” bridge
- Need some better sense of being on a bridge
- Erosion and weeds
- No
- Too plain

Option 2 – Horizontal Lower

- A workable solution with plaza and overlooks
- With the loop on one end and the trail/river on other high visibility excellent opportunity for southwestern natural designs
- I think this fits best with natural or contemporary theme
- May be appropriate from loop ramp roadway
- These elements could be incorporated as a regular pattern across the bridge in combination with vertical elements
- Horizontal enough
- I’m afraid this would increase the horizontal element

Option 3 – Vertical Monument

- Nice way to accent the bridge for better exposure
- Include as part of the lighting
- Possibly incorporate sculptures
- Don’t overdo what’s already been done
- Incorporate vertical elements into gateway design with overlooks. Mid-span vertical element at boundary demonstration (i.e. over pier in RR by levy) associated with viewing overlook
- Doesn’t really fit with surroundings
- Depends on type of vertical monument, i.e. see project theme and if will be timeless or dated in several years
- Something added to mark beginning and end of bridge. Needs to be noticeable from a distance.
- Given the grade on the bridge, I do not see a vertical element as an enhancement.

- Simple monument (bridge history) at north abutment – maybe small plaza that utilizes parking areas of mall
- Incorporate abutment theme across the bridge
- Not too large
- Monuments at abutments and repeated with tall vertical light weight feature at each pier, highest in center
- Keep it simple and not too massive, one at each end might be good. Combine with one plaza at each end. Use smaller versions together with decorative rail?

Option 4 - Gateway

- This would be more inviting to foot traffic if placed over the sidewalks
- Could be different at each end
- Too fussy support between walk and road not easy to handle
- Good opportunity to incorporate thematic elements
- Not sure how gateway elements would impact view westbound into town
- Incorporate into monuments emphasize the vertical
- May be too much. Not sure about mid-town end and how that might work

Option 5 – Plaza / Overlooks

- A nice overlook toward center of bridge would be a big plus
- I prefer vertical monuments combined with overlooks at scenic locations (river)
- Overlooks on the bridge as this will enhance the Legacy project
- I would like to see a plaza at both ends and overlooks on each pier
- Overlooks/plaza should be outside the sidewalk and at both ends and at least two per side on the structure. Incorporate landscaping at end plazas.
- Yes! Plaza in middle for view of rail yard and river. Shade would be great!
- Great for watching the river and trains.
- Overlook at ends and are to see river and rail – if plaza can be connected to trail system by river
- Area and west end will be excellent for overview
- Too cluttered and distracting
- These are a must because of kayak viewing and railroad viewing. Four plazas – one on each corner of bridge and two overlook over levy pier
- Overlooks at piers by plaza / parking area / trail head and south abutment
- Plaza at west abutment with possible connection to River Trail, overlooks at piers (larger ones over the river)
- Resting point in middle of bridge benches or low “wall” to sit on.
- Overlook only at ends of structure. Do not make a picnic area on the structure. West end plaza provides access to trail.
- Vertical monuments with overlooks at the abutments and mid-span. No plaza

- Overlooks would be nice over the river (best views from the bridge). A plaza just off the bridge on the SW corner would make for a nice trail head/resting spot for trail users. Don't construct plazas or overlooks where the views are poor (east end of bridge).
- Overlook at mid bridge and at bluff end, rest area for seniors/others
- One plaza at west end. Use overlooks – maybe one big or a couple of smaller ones. Have benches.

SIDEWALK TREATMENT

Voter Score Tabulation

Number of Voters: 21

Voter/ Feature Option	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	6	3	10	1	1	1	1	1	3	5	1	5	3	1	8	1	6	5	1	2	5
2	8	6	9	10	1	8	6	2	8	5	10	3	10	6	4	10	2	8	8	2	7
3	8	9	1	1	8	1	9	10	8	8	10	3	3	10	8	6	9	5	7	9	9
4	8	3	1	6	1	8	9	2	8	5	5	3	3	3	3	10	5	8	10	2	8
5	5	1	1	1	1	1	1	1	1	2	5	6	3	1	3	3	2	1	5	2	4
6	8	9	10	10	8	8	9	9	8	8	10	8	10	10	5	5	9	8	10	9	8

Results

Feature Option	Average Score	Rank
1 None	3.3	3
2 Continuous	6.3	2
3 Intermittent	6.8	1
4 Patterns	5.3	2
5 Textures	2.4	3
6 Colors	8.5	1



Voting Preference Form



Sidewalk Treatment Comments

Option 1 - None

- Too plain
- My favorite. Simple clean lines, easy to repair
- Need something more than just concrete
- Too plain
- With color would be okay
- Too plain
- Simple concrete surface, nice for bike at night – AC shoulders are dark and absorb the light so bikes will tend to use the sidewalk
- No interest

Option 2 - Continuous

- Color not pattern
- Match color of bridge
- Too “busy”. Difficult to match in future if repairs necessary
- Continuous simple theme design should be incorporated with intermittent areas of high textures, patterns and colors. Perhaps at the overlook areas.
- Combine with Option 6
- Use color patterns to distinguish overlooks and entrances
- Continuous – nothing
- Sets the bridge apart from surrounding walks
- Might be overwhelming...too much for such a span

Option 3 - Intermittent

- At overlooks
- Highlight theme at overlooks/plaza
- At pier overlooks and plazas
- Use pattern to highlight beginning and end of bridge and at plazas/overlooks
- Continuous simple theme design should be incorporated with intermittent areas of high textures, patterns and colors. Perhaps at the overlook areas.
- Some kind of pattern where the overlooks are
- Only at overlooks
- Compromise
- Would be okay at major interest points
- I think intermittent (at piers) will break up the long runs of sidewalk
- I think of this as adding something to look forward to

Option 4 - Patterns

- At overlooks
- Hard to repair later on in the lifespan of the bridge
- Develop patterns with colors, not textures
- Simple pattern using colors at intermittent/plaza locations
- Continuous simple theme design should be incorporated with intermittent areas of high textures, patterns and colors. Perhaps at the overlook areas.
- This tends to get too busy
- Creates character and place
- Want the sidewalk to be visually distinct
- If innovative, this could be economical and easily maintained

Option 5 - Textures

- Too hard to maintain!
- Concern for long-term maintenance
- I hate CDOT cobblestones!!!!
- Too hard to maintain
- Continuous simple theme design should be incorporated with intermittent areas of high textures, patterns and colors. Perhaps at the overlook areas.
- Parapets of texture would be better than continuous
- Too much maintenance
- Not appropriate
- I too am concerned with maintenance and cleaning

Option 6 - Colors

- Continuous color on sidewalk
- Match color of bridge
- Suggest stain vs. integral coloring agent for uniformity
- Could be just solid color concrete
- Subtle colors – continuous but change color at plazas/overlooks
- Lower cost, practical
- Color the concrete to match the total bridge color (some contrast) use neutral or Pueblo logo colors
- Use colors to distinguish overlooks and entrances
- At plazas and overlook only
- I think that some color should be added to distinguish between the road and the sidewalk
- This can be achieved very simply and economically

COLOR

Voter Score Tabulation

Number of Voters: 21

Voter/ Feature Option	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	5	3	1	1	7	7	1	1	1	6	1	5	5	1	8	3	9	8	8	10	8
2	9	9	10	10	8	10	10	8	9	8	10	7	8	7	6	10	10	8	8	4	7
3	7	5	6	1	7	3	8	1	1	8	8	3	8	4	6	3	4	3	4	2	5
4	5	7	4	10	10	5	1	7	6	5	10	6	1	10	2	8	1	5	7	10	2

Results

Feature Option	Average Score	Rank
1 Concrete Gray Tones	4.7	3
2 Earth Tones	8.4	1
3 Raw Materials	4.6	4
4 Contemporary	5.8	2

PREFERENCE FORM #5
Please circle one number for each item that represents your preference. If no number is circled then a "0" will be recorded.
NOTE: 10 = Highest score (perfect) 1 = Lowest score (disagree)

Colors

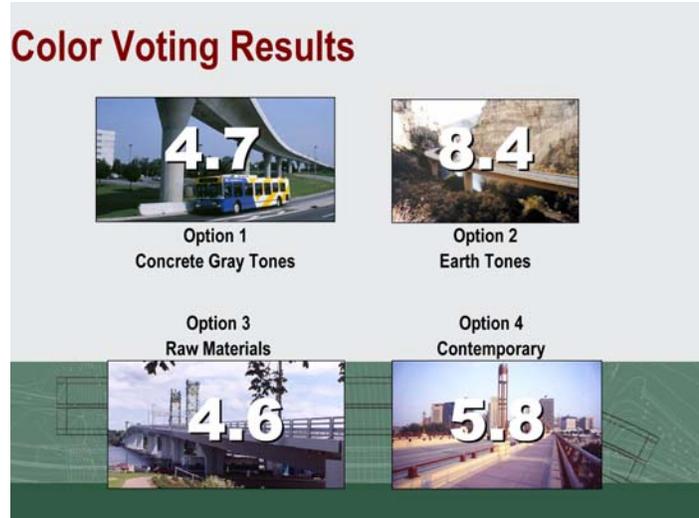
Option 1 Concrete Gray
1 2 3 4 5 6 7 8 9 10
DISAGREE NEUTRAL AGREE
COMMENTS:

Option 2 Earth Tones
1 2 3 4 5 6 7 8 9 10
DISAGREE NEUTRAL AGREE
COMMENTS:

Option 3 Raw Materials
1 2 3 4 5 6 7 8 9 10
DISAGREE NEUTRAL AGREE
COMMENTS:

Option 4 Contemporary
1 2 3 4 5 6 7 8 9 10
DISAGREE NEUTRAL AGREE
COMMENTS:

DESIGN CHARETTE CDOT Project No. SR 081-008 / Sub-account 13141 / Prepared for Colorado DOT Region 2



Voting Preference Form

Color Comments

Option 1 – Concrete Gray Tones

- Too plain
- Only on piers in RR yard
- Only on structural elements, piers, boxes, deck. Use earth on parapets
- Combo of gray tones and earth tones
- For structure / piers dark gray
- For long-term maintenance, natural concrete would be best
- Use for superstructure and piers long-term color that won't fade in varying degrees, no maintenance costs
- Use earth tones or raw materials as highlights on bridge rail lighting, etc.

Option 2 – Earth Tones

- With a brighter color on railings, pier centers, etc.
- I would like the structure to be a light beige with some red highlights, i.e. railings
- Match colors on HARP and Main St. bridges
- Like Wabasha concept
- May want to keep all the newer bridges in same color palates. A lot of features in this area do revolve around the earth tones.
- With raw materials for railings, light poles, etc.
- Earth tone with contemporary highlights
- Only on top elements as related to pedestrians
- Use earth tones for major parts and eye catching contemporary colors for highlights. Can be bridge colors but limited, i.e. bridge hand rails
- Paint select areas of the bridge use “natural” concrete colors on the rest of the bridge
- For features please stay away from the Pueblo “tan”
- Earth tones that are not too dark go with most every color scheme
- Perhaps compliment with contemporary colors for the west abutment to blend with reviver trail/natural setting
- Use as accents for gray tones. Use lighter tones. Darker ones fade in high UV light.

Option 3 – Raw Materials

- Too plain
- On predominately sun-shaded areas (bottom of box girder, etc.)
- Understructure of bridge – dark grays to hide smoke discoloration from locomotives to emphasize shadows

- Railings, light poles, etc. Bridge concrete to be earth tones
- Blends in too much
- Tone could go well with area, i.e. rail yard etc.
- Too dark
- Seem to dark / harsh
- These colors appear too dark and lifeless
- Could be used for accents

Option 4 - Contemporary

- Only for accents
- I would like to use the Pueblo sun logo on the sidewalk in the overlook areas
- Accents
- At monuments / overlooks
- Use sparingly to accent only
- Especially for accents – like railings, handrails, etc. Wabasha concept is good
- Don't want to go too crazy with too much loud color. Some louder color for a “punch” might be nice
- Focal color w/earth tones base
- Will be hard to match and maintain in later years
- Okay, but not the primary colors
- I think some bridge accent colors would be good
- Accent colors for railings, vertical elements and abutments
- Too bright. “Racing stripes” over used. Stay away from colors that are associated with heat. Pueblo is already too warm.

DECK LIGHTING

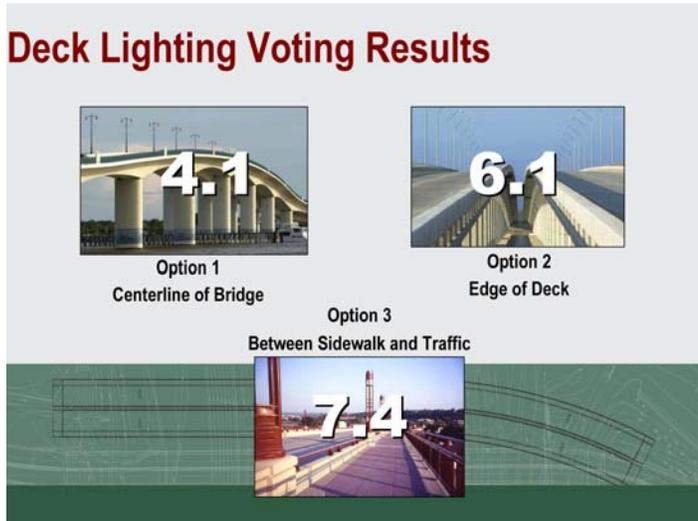
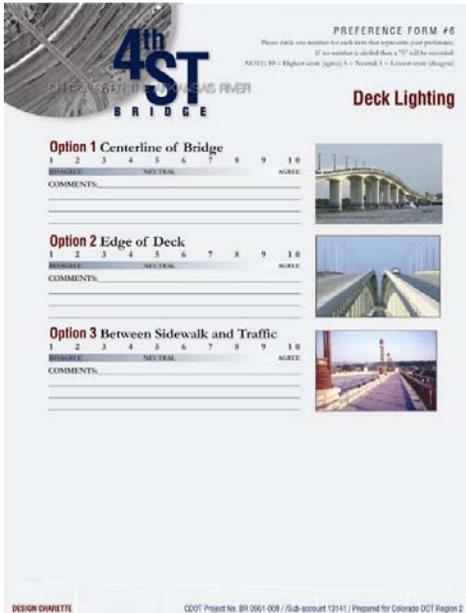
Voter Score Tabulation

Number of Voters: 22

Voter/ Feature Option	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	5	7	1	10	1	7	2	1	1	3	4	1	4	3	6	5	1	1	5	5	9	9
2	5	4	1	10	9	3	9	6	10	5	7	4	7	10	6	3	8	10	1	5	4	7
3	10	9	10	5	9	9	2	10	1	8	9	10	9	3	10	10	1	9	10	6	8	4

Results

Feature Option	Average Score	Rank
1 Centerline of Bridge	4.1	3
2 Edge of Deck	6.1	2
3 Between Sidewalk and Traffic	7.4	1



Voting Preference Form

Deck Lighting Comments

Option 1 – Centerline of Bridge

- For deck lighting
- Don't like this option because of the 6' separation
- This option draws your eyes to the center of the bridge, but I don't think it is inviting to pedestrians
- If we do this, we need separate pedestrian lighting between sidewalk and traffic
- Good use of lighting if it provides sidewalk lighting too
- This may not fit with lighting locations off the structure, but I have seen transitions from edge of road to centerline, like Santa Fe in Littleton

Option 2 – Edge of Deck

- For pedestrian lighting
- Minimizing maintenance and precludes vehicle hits and pedestrian vandalism
- Matches existing lights on 4th St. east and west of bridge
- OK
- Both roadway and pedestrian light. The sidewalk lighting to be low and at much closer intervals, this will enhance this night view of the bridge
- It looks too column like
- Roadway and pedestrian lights on same pole
- Design to eliminate reduction in total sidewalk width if possible
- On such a long structure, edge of deck lighting concerns me due to vibrations at mid-span. Can traffic and pedestrian lighting be separate?

Option 3 – Between Sidewalk and Traffic

- If roadway fixtures overhang the travel lanes, you can reduce the number of fixtures.
- Especially with consistent combined pedestrian / vehicular fixture
- Use light standards for flags, flowers, etc.? Don't consider high mast except for RR yard. At RR yard, can lights be more directional (shine down track) so it's not lighting the world. High mast is stark and industrial looking, so keeping it minimal to me RR needs are important.
- Opportunity to highlight the separation between vehicles/pedestrians – perhaps easier to maintain. More open feel and clean lines of outside of bridge.
- Combine poles, street light / pedestrian series of graduating heights from tallest at pier location
- I prefer a pole/fixture like the one in booklet Option 2 with high traffic light and lower pedestrian light
- I like this idea with deck and pedestrian lighting with a decorative pole

- Linear lighting on inside of pedestrian pathway
- With custom decorative lighting integrated into design of barrier and railway
- Combine 2 and 3 pedestrians between and cobras off outside
- Separates the sidewalk from roadway and sets up a usual barrier for drivers
- This option seems to preclude taking out the walk to add another traffic lane

AESTHETIC LIGHTING

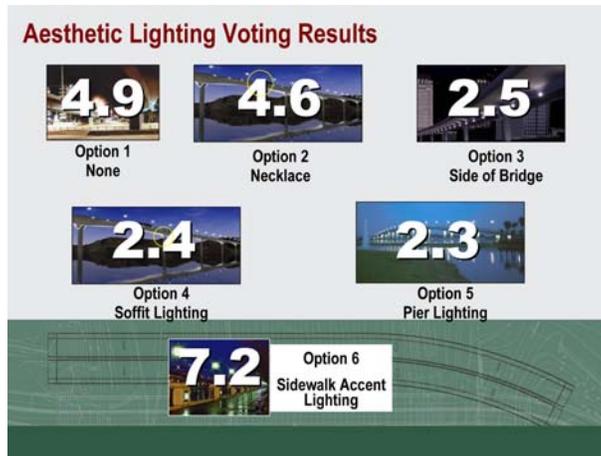
Voter Score Tabulation

Number of Voters: 20

Voter/ Feature Option	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	1	1	9	8	10	1	3	2	8	8	1	1	7	8	1	2	9	5	3	9
2	8	2	3	8	1	1	7	2	1	1	1	5	10	1	10	9	4	1	6	10
3	1	4	3	3	1	1	1	2	1	1	9	1	1	1	1	1	2	5	6	5
4	1	7	3	3	1	1	1	2	1	1	1	9	1	1	1	1	2	1	9	1
5	6	3	3	5	1	8	1	2	1	1	1	1	1	1	1	1	2	1	5	1
6	8	8	7	10	1	8	8	10	8	9	9	9	3	7	10	9	4	5	5	5

Results

Feature Option	Average Score	Rank
1 None	4.9	2
2 Necklace	4.6	3
3 Side of Bridge	2.5	4
4 Soffit Lighting	2.4	5
5 Pier Lighting	2.3	6
6 Sidewalk Accent Lighting	7.2	1



Voting Preference Form

Aesthetic Lighting Comments

Option 1 - None

- This makes the most sense due to area lighting from other sources
- I don't think enough people will get to view the bridge, only from Union Ave. and trail users (none of which will be there at night)
- CDOT bridge inspection forces would not be available or assigned to maintain lighting (i.e. must be maintained by others)
- The overhead lighting could be used aesthetically

Option 2 – Necklace (String of Pearls)

- With Option 6
- Accessible from up top
- Using additional pedestrian lights as the “necklace”
- Accent lighting may accomplish this
- Excellent – if the lighting effect is not neutralized by RR lights
- Only if its not washed out or accomplished with pedestrian lights
- This would be a nice effect if it could be incorporated with the overhead lighting

Option 3 – Side of Bridge

- Difficult to maintain
- Option 3, 4 and 5. Who sees this? How many people actually benefit from the lights?

Option 4 – Soffit Lighting

- This would probably be most effective over the river. It may be washed out over the RR yard
- Not enough piers
- With the railroad lighting being overhead, there will still be shadows under structure allowing accent lighting
- Too high maintenance

Option 5 – Pier Lighting

- At river trail only
- On trail side pier only
- Too much light!
- Pier space is uneven – would look funny
- Too high maintenance

Option 6 – Sidewalk Accent Lighting

- With Option 2
- On roadway lighting poles
- Lights for walkway at close spacing for lighting both
- Could be more inviting for pedestrians at night. Should at least explore some ideas.
- Have lights shine both inward and out if possible
- Try to incorporate into string of pearls concept
- No low fixtures – can accomplish with pedestrian lights
- Is this a high volume pedestrian movement at night? If yes, might be nice feature; if not – who sees it?
- Linear or string lighting
- Maintenance is the biggest concern.
- This could be accomplished with the overhead lighting

FEATURE PRIORITIZATION

Voter Score Tabulation

Number of Voters: 20

Voter/ Feature Option	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	7	9	1	3	10	10	7	6	10	8	10	8	7	10	10	10	10	9	8	7
2	10	10	10	10	7	5	10	10	7	10	5	10	10	8	1	8	8	8	9	8
3	6	8	5	5	5	9	8	6	4	4	3	7	9	7	3	4	8	1	1	5
4	9	9	5	5	4	8	6	8	8	7	9	9	8	10	8	9	1	1	7	9
5	7	5	5	4	9	2	6	5	5	5	9	6	6	7	9	5	10	7	1	3
6	8	3	10	10	8	4	5	9	9	6	9	5	5	7	7	6	8	10	10	8
7	9	1	8	9	6	1	3	2	6	2	2	4	4	8	2	7	7	1	1	6

Results

Feature Option	Average Score	Rank
1 Pedestrian Railing	8.0	2
2 Vertical Monuments	8.2	1
3 Plazas	5.4	6
4 Overlooks	7.0	4
5 Sidewalk Treatment	5.8	5
6 Color	7.4	3
7 Aesthetic Lighting	4.5	7

Feature Prioritization Voting Results

	Score	Rank
Feature 1 Pedestrian Railing	8.0	2
Feature 2 Vertical Monuments	8.2	1
Feature 3 Plazas	5.4	6
Feature 4 Overlooks	7.0	4
Feature 5 Sidewalk Treatment	5.8	5
Feature 6 Color	7.4	3
Feature 7 Aesthetic Lighting	4.5	7

Feature Prioritization Comments

Option 1 – Pedestrian Railing

- Assuming that this would default to open, vertical steel railing
- Has most visual impact yet is a required element

Option 2 – Vertical Monuments

- I think that features that are seen from a distance are the most important – more people will see the bridge than walk over it

Option 3 - Plazas

- Has great visual impact at least cost

Option 4 - Overlooks

- Has second most impact at low cost

Option 5 – Sidewalk Treatment

Option 6 - Color

Option 7 – Aesthetic Lighting

Theme Options Voting Results



6.4

**Option 1
Pueblo Heritage**



6.6

**Option 2
Contemporary Sculpture**



7.3

**Option 3
Natural
Environment**

**Option 4
Industrial**



3.0

Pedestrian Railing Voting Results



**Option 1
Solid Parapet**



**Option 2
Open Railing Plain**

**Option 3
Parapet w/ Open Railing**

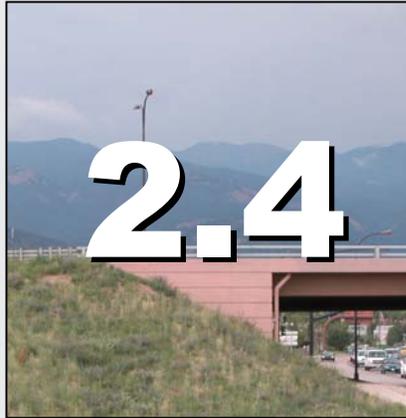


**Option 4
Decorative**



Bridge End Treatments Voting Results

Option 1
None



2.4



3.9

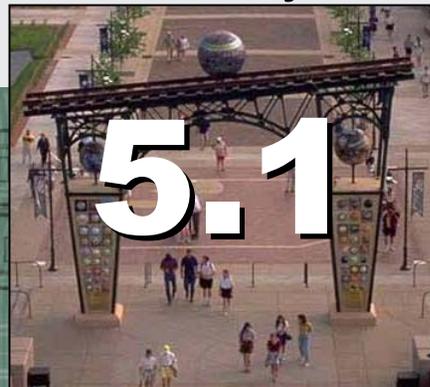
Option 2
Horizontal Lower

Option 3
Vertical Monument



7.4

Option 4
Gateway



5.1

Option 5
Plaza / Overlooks



8.2

Sidewalk Treatment Voting Results



3.3

**Option 1
None**



6.3

**Option 2
Continuous**



6.8

**Option 3
Intermittent**

**Option 4
Patterns**



5.3

**Option 5
Textures**



2.4

**Option 6
Colors**



8.5

Color Voting Results



Option 1
Concrete Gray Tones



Option 2
Earth Tones

Option 3
Raw Materials



Option 4
Contemporary



Deck Lighting Voting Results



Option 1
Centerline of Bridge



Option 2
Edge of Deck

Option 3
Between Sidewalk and Traffic



Aesthetic Lighting Voting Results



4.9

**Option 1
None**



4.6

**Option 2
Necklace**



2.5

**Option 3
Side of Bridge**



2.4

**Option 4
Soffit Lighting**



2.3

**Option 5
Pier Lighting**



7.2

**Option 6
Sidewalk Accent
Lighting**

Feature Prioritization Voting Results

	<u>Score</u>	<u>Rank</u>
Feature 1 Pedestrian Railing	8.0	2
Feature 2 Vertical Monuments	8.2	1
Feature 3 Plazas	5.4	6
Feature 4 Overlooks	7.0	4
Feature 5 Sidewalk Treatment	5.8	5
Feature 6 Color	7.4	3
Feature 7 Aesthetic Lighting	4.5	7

