

14th Street	\$ 996,990.00
10th Street	92,370.00
8th Street	92,200.00
Chestnut Street	85,475.00
South 21st Street	26,265.00
TOTAL WEST SIDE BASINS	\$1,940,638.32

Detailed drawings, photographs, right-of-way maps and other information are included in the appendix.

A number of governmental financial assistance programs are available to assist in financing the construction of channel improvements as described in the previous section. As shown, about 77% of the channel is within the City Limits, the remaining 23% being in El Paso County. For this reason it would be advantageous to form an Urban Drainage District to consolidate the administration of improvements between the two governments.

SECTION VII

APPENDIX

APPENDIX

Master Plan and Profile Drawings

9 sheets

PAGES

74-82

Channel Cross Sections

47 sheets

83-129

Project Photographs

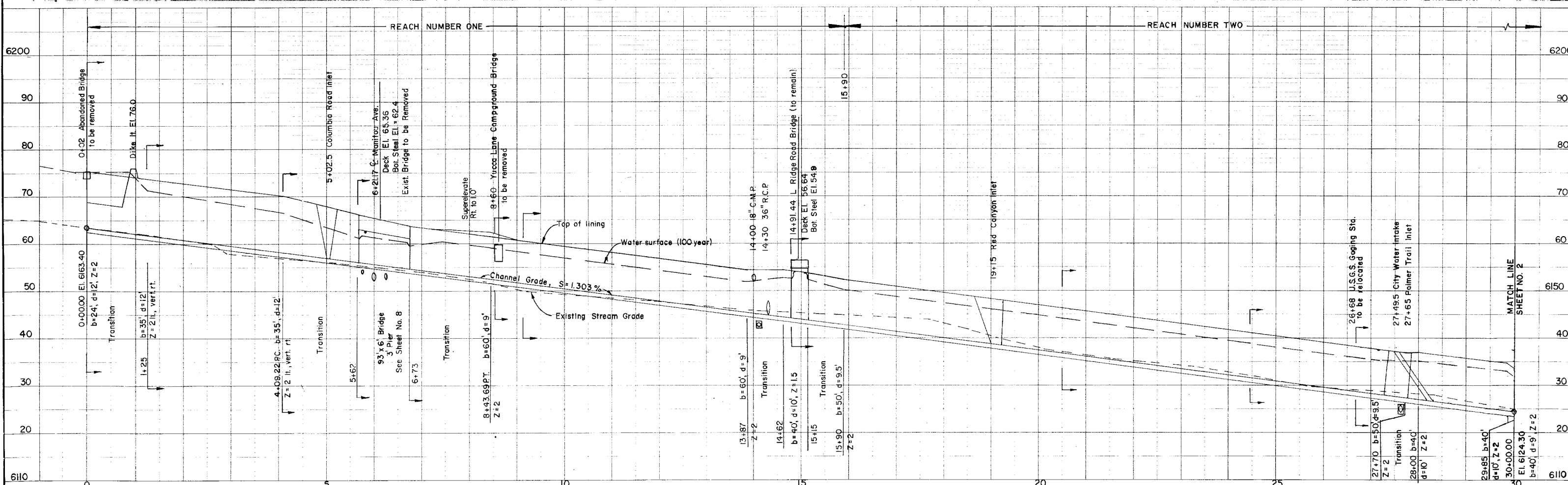
6 sheets

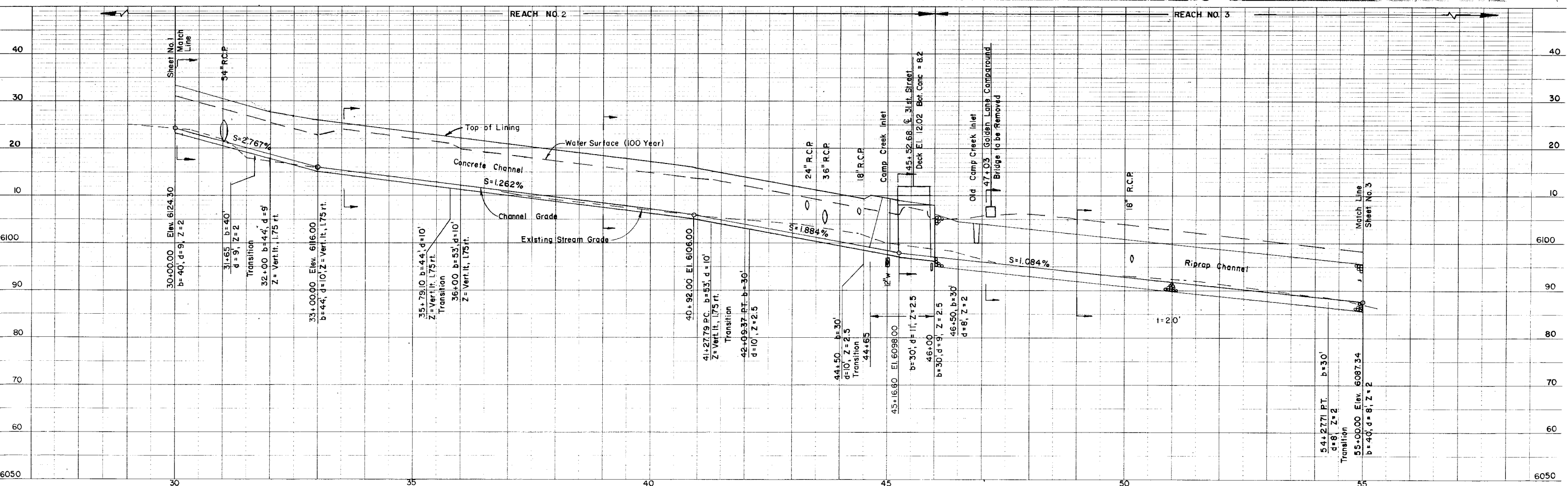
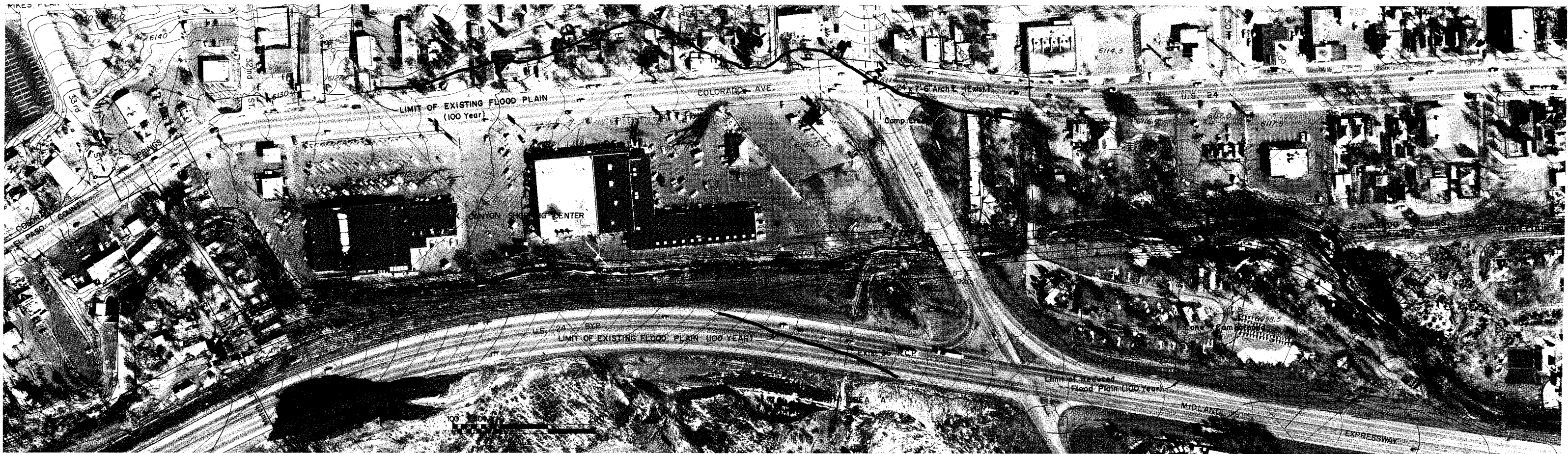
130-135

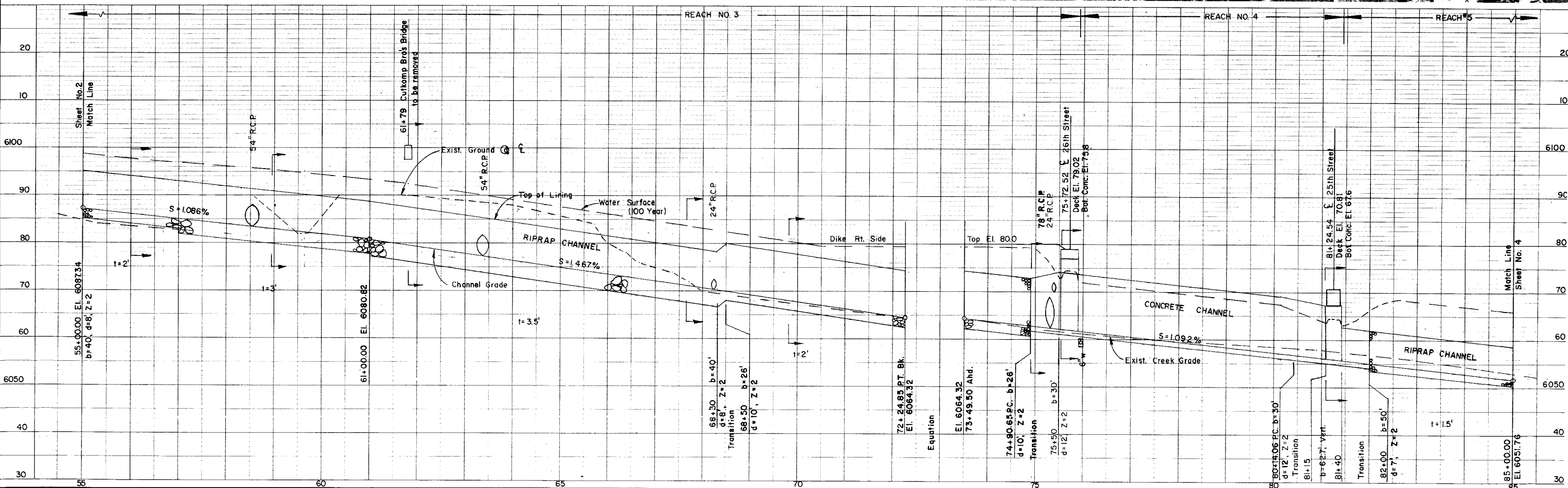
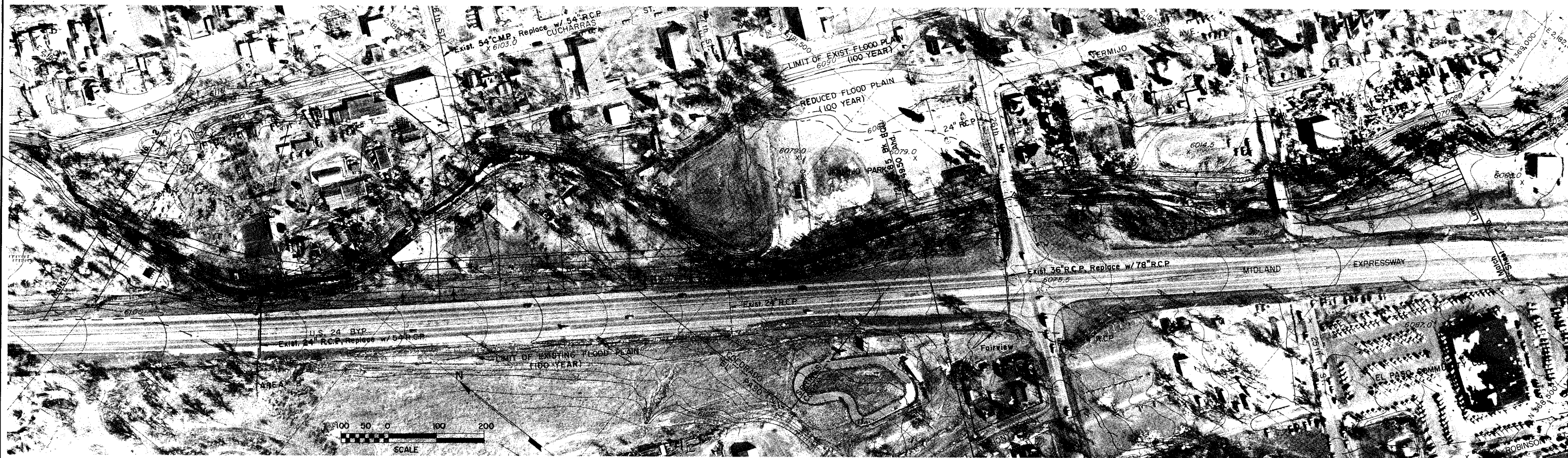
Proposed Right-of-Way Drawings

12 sheets

136-147







TOPOGRAPHY BY PHOTOGAMMETRIC
METHODS FROM AERIAL PHOTOGRAPHY
TAKEN FEBRUARY 3, 1975
BELL MAPPING CO. - DENVER, COLO.
CONTOUR INTERVAL: 2'

UNITED WESTERN ENGINEERS
3709 E. PLATTE AVENUE
COLORADO SPRINGS, COLORADO

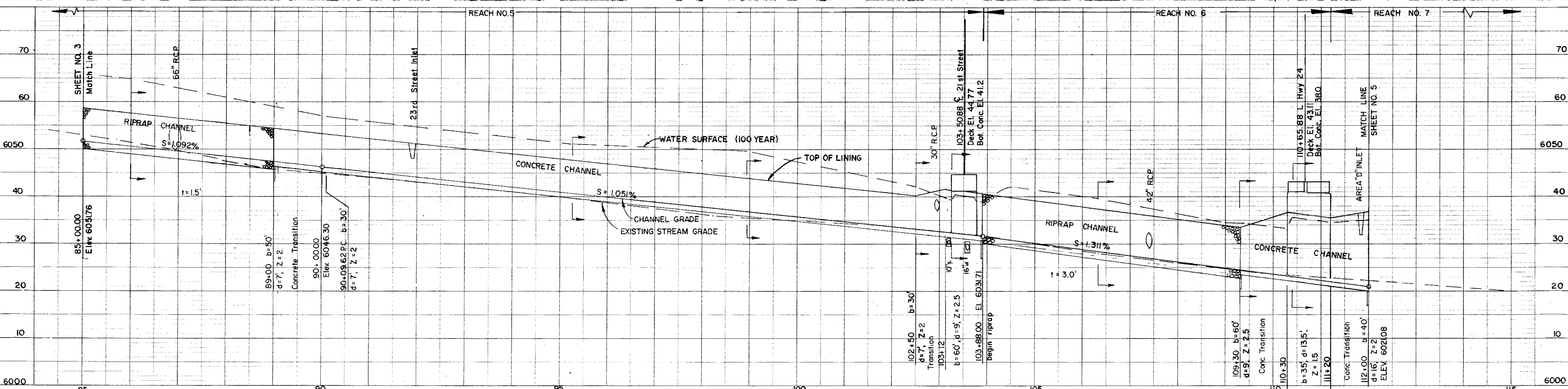
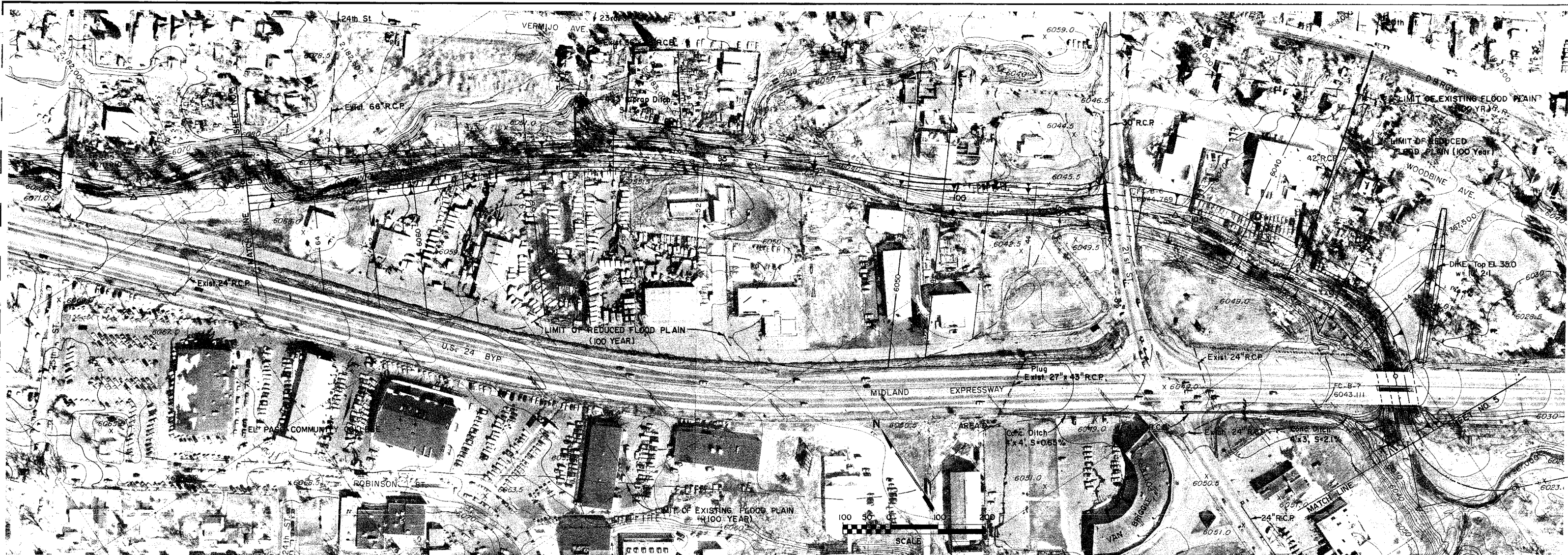
DESIGNED OEW DATE 4-75
DRAWN OEW DATE 10-75
CHECKED DATE
REVISED DATE

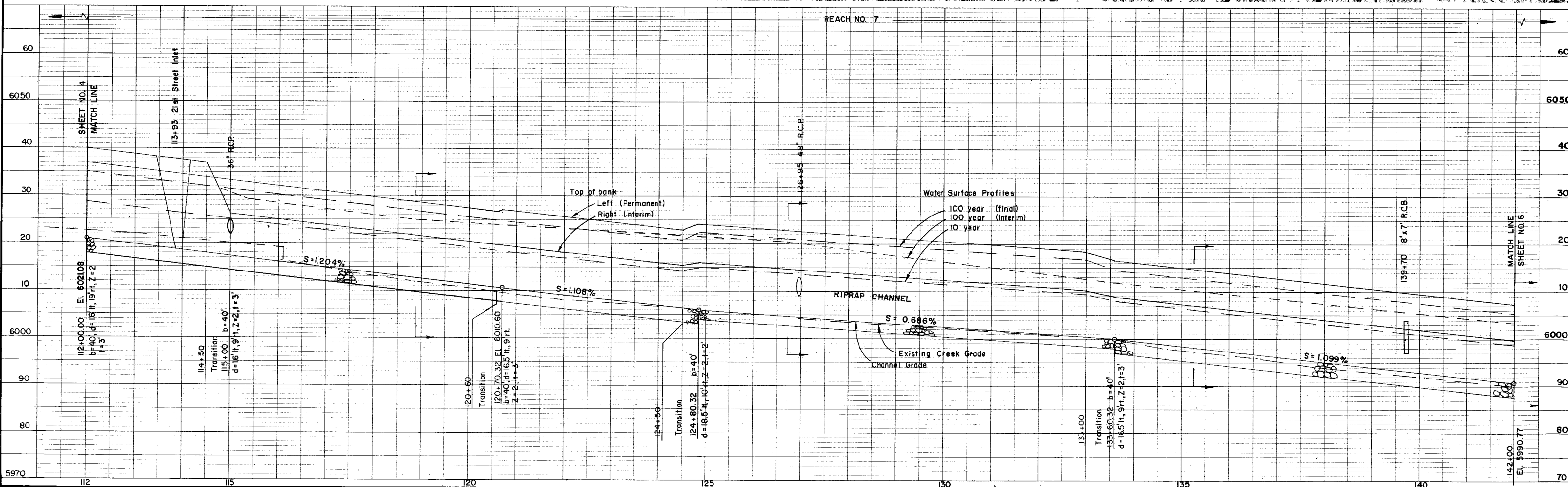
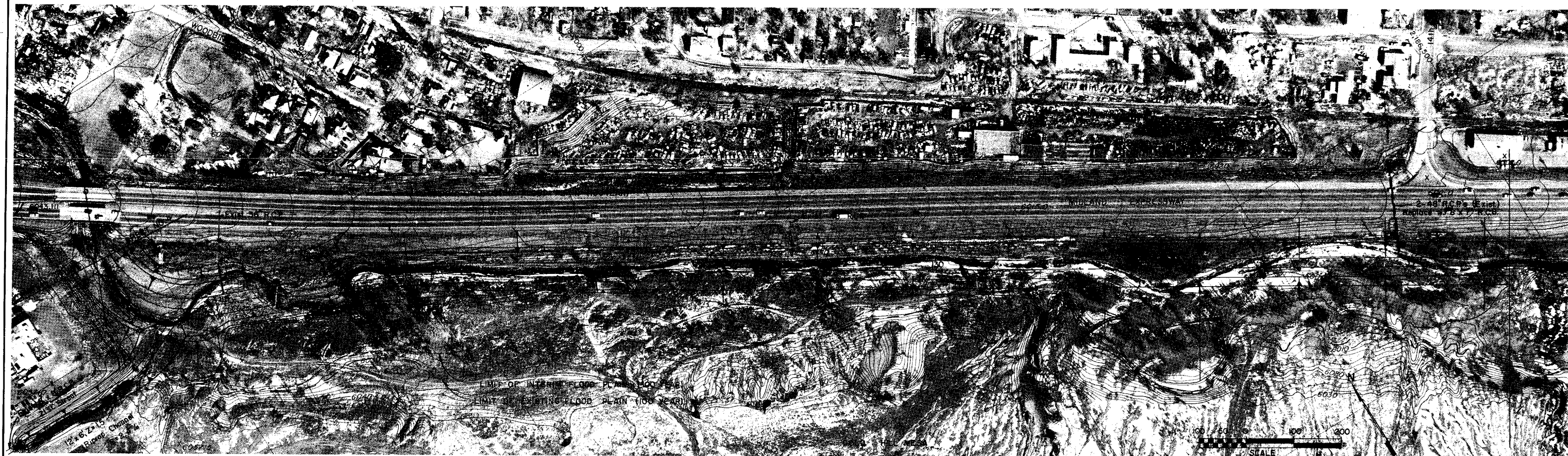
CITY OF COLORADO SPRINGS, COLORADO

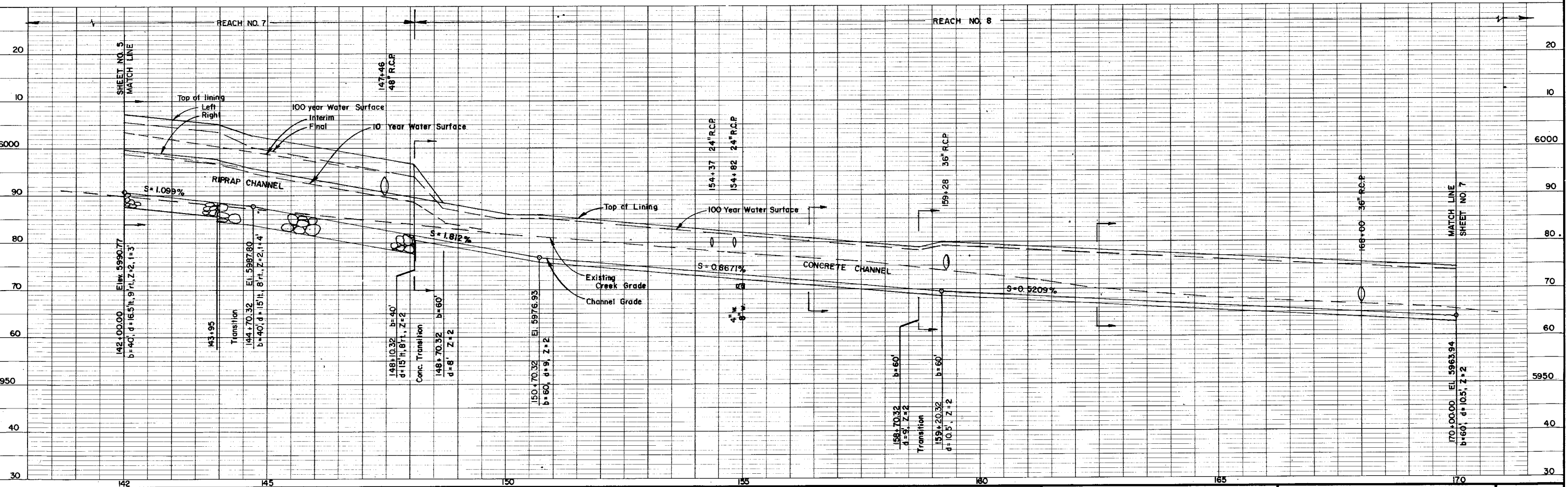
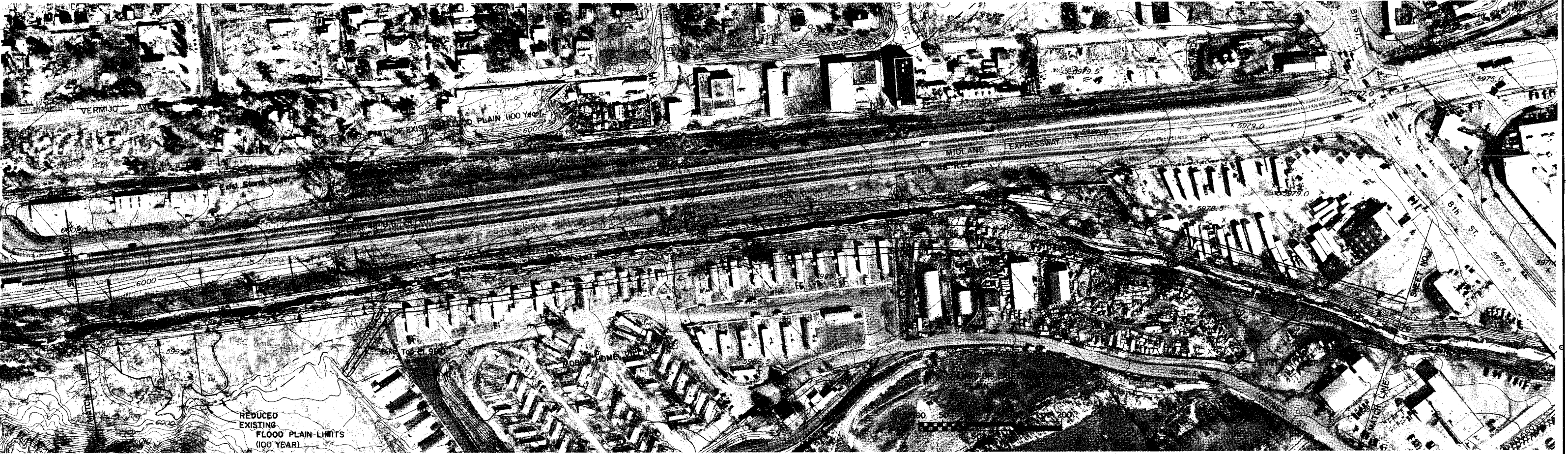
MAJOR DRAINAGEWAY MASTER PLAN.
FOUNTAIN CREEK

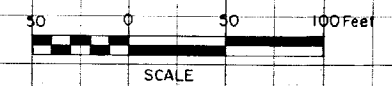
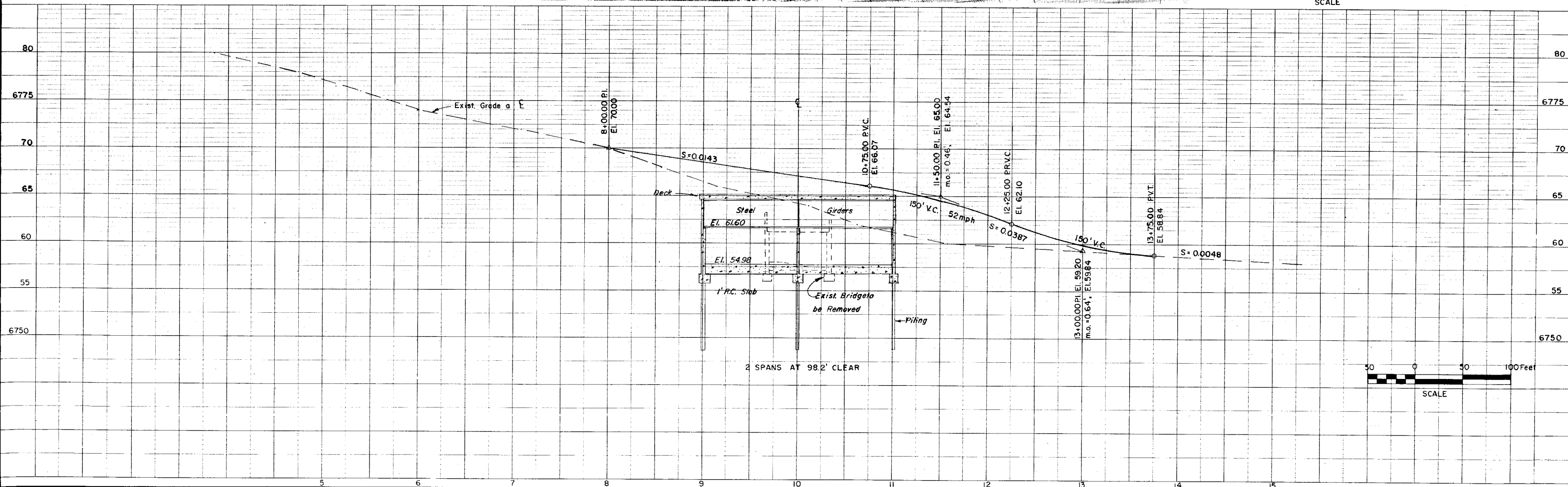
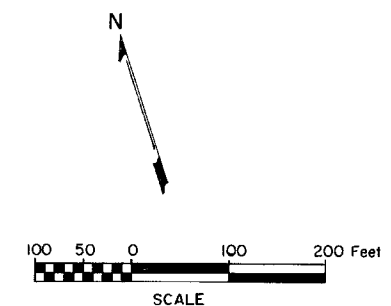
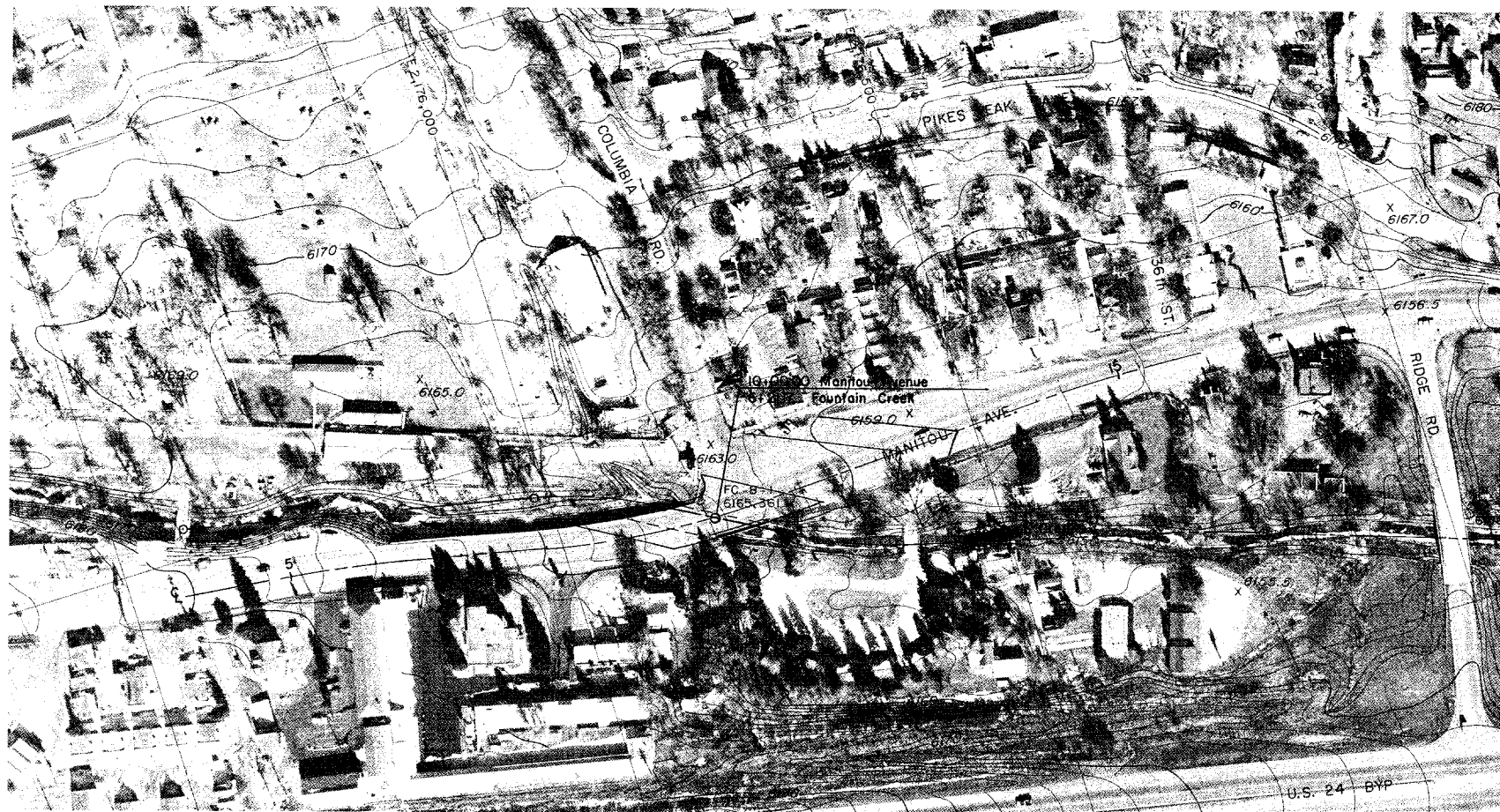
FOUNTAIN CREEK
STA. 55+00 TO 85+00

SHEET 3
OF 8









TOPOGRAPHY BY PHOTOGRAMMETRIC METHODS FROM AERIAL PHOTOGRAPHY TAKEN FEBRUARY 3, 1975
BELL MAPPING CO. - DENVER, COLO.
CONTOUR INTERVAL: 2'

UNITED WESTERN ENGINEERS
3709 E. PLATTE AVENUE
COLORADO SPRINGS, COLORADO

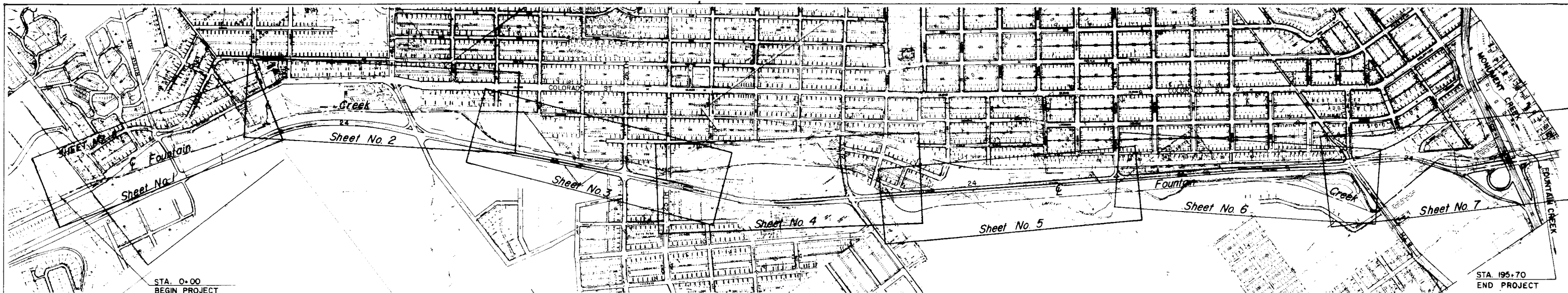
DESIGNED OEW DATE 5-75
DRAWN OEW DATE 11-75
CHECKED _____ DATE _____
REVISED _____ DATE _____

CITY OF COLORADO SPRINGS, COLORADO

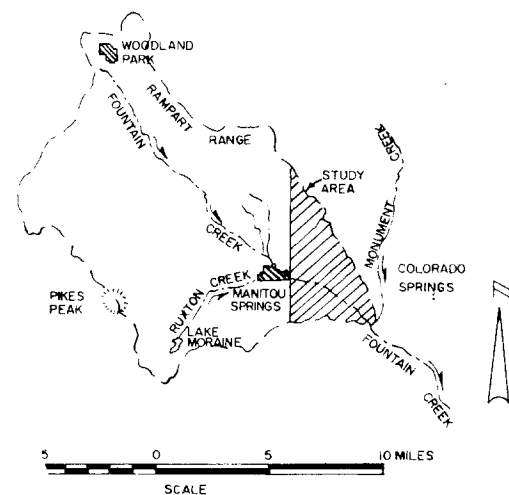
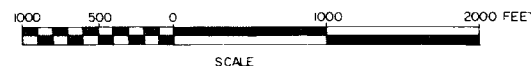
MAJOR DRAINAGEWAY MASTER PLAN.
FOUNTAIN CREEK

FOUNTAIN CREEK
MANITOU AVENUE BRIDGE DETAIL

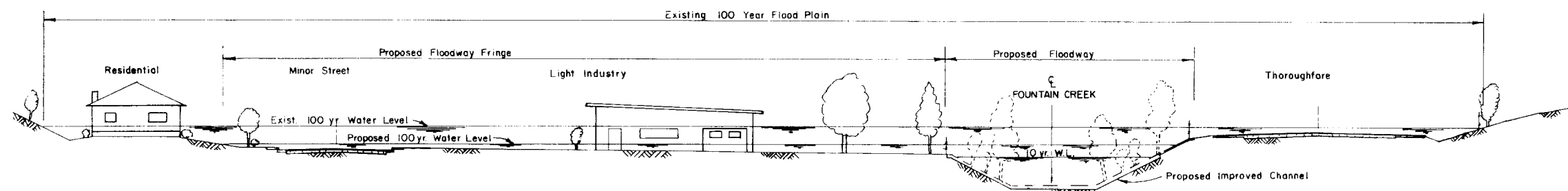
SHEET 8
OF 8



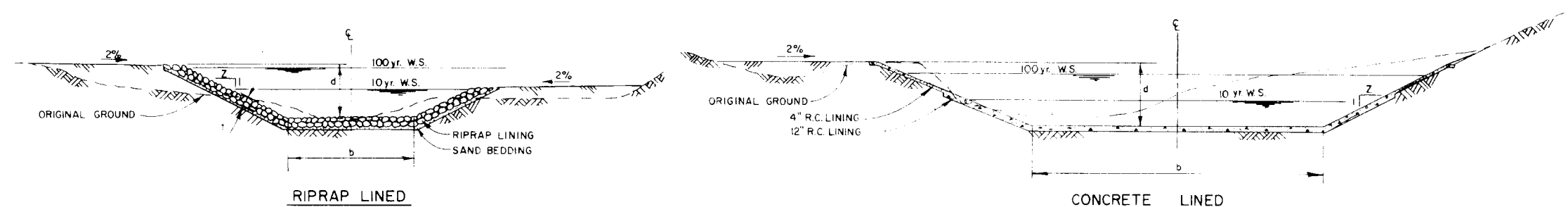
INDEX TO DETAIL SHEETS



WATERSHED MAP



TYPICAL FLOOD PLAIN SECTION



TYPICAL CHANNEL DETAILS

TOPOGRAPHY BY PHOTOGRAMMETRIC
METHODS FROM AERIAL PHOTOGRAPHY
BELL MAPPING CO. - DENVER, COLO

UNITED WESTERN ENGINEERS
3709 F PLATTE AVENUE
COLORADO SPRINGS, COLORADO

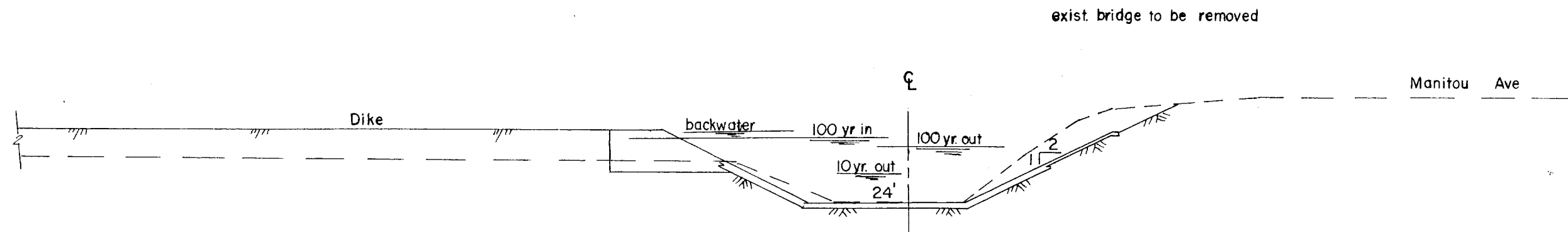
DESIGNED DEW DATE 4-75
DRAWN DEW DATE 11-75
CHECKED DATE
REVISED DATE

CITY OF COLORADO SPRINGS, COLORADO

MAJOR DRAINAGEWAY MASTER PLAN
FOUNTAIN CREEK

FOUNTAIN CREEK
INDEX SHEET

INDEX
TO
8 SHEETS



Existing Channel

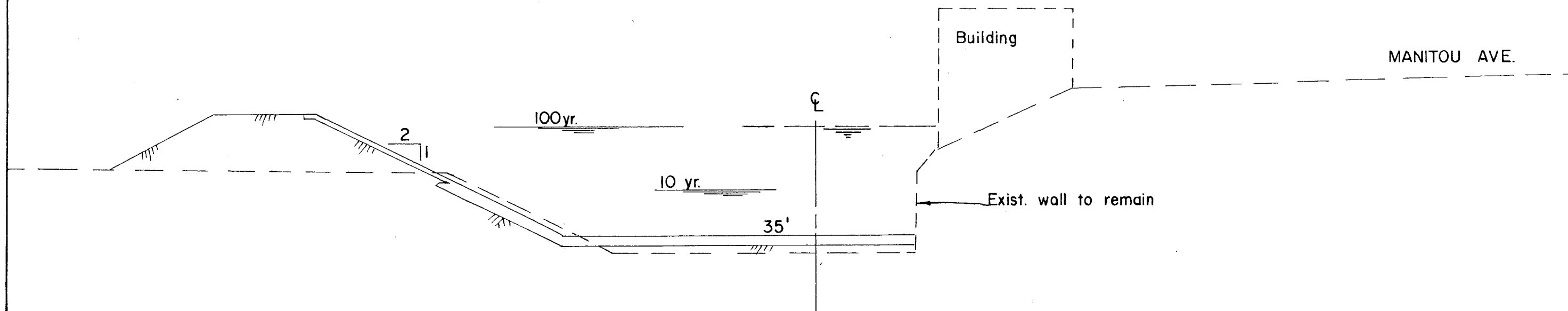
Invert Elev. 6163.5
 Top of bank Elev. 68.0
 Capacity = 1650 cfs
 V = 10.6 fps
 n = 0.035
 Return = 4 Year Storm

Proposed Channel:

Invert Elev. 6163.4
 Top of bank Elev. 76.0 (Dike)
 $Q_{100} = 17,100$ cfs
 W.S. Elev. 74.7 (in) 75.2 (b.w.) 73.4 (out)
 V = — fps
 $Q_{10} = 4,720$ cfs
 W.S. Elev. 68.4
 V = 22.0 fps
 Overbank V = — fps

MANITOU SPRINGS CITY LIMITS
 Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS**
 STATION 0 + 00
 UNITED WESTERN ENGINEERS
 Sheet No. 1 of 47



Existing Channel

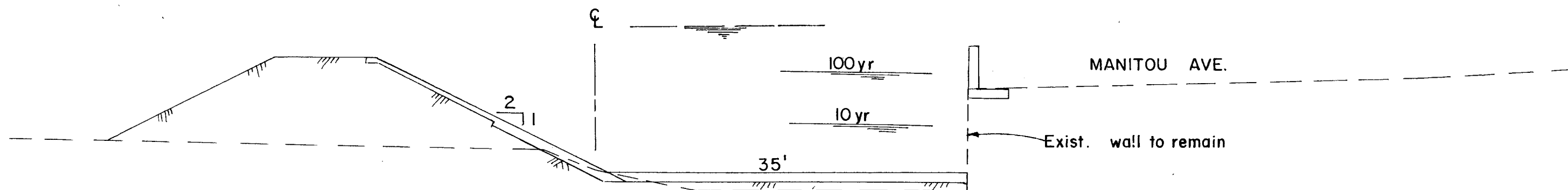
Invert Elev. 6160
 Top of bank Elev. 68
 Capacity = 5310 cfs
 V = 17.5 fps
 n = 0.030
 Return = 13 Year Storm

Proposed Channel:

Invert Elev. 6161.8
 Top of bank Elev. 73.8
 $Q_{100} = 17,100$ cfs
 W.S. Elev. 71.4
 V = 40.1 fps
 $Q_{10} = 4,740$ cfs
 W.S. Elev. 66.2
 V = 26.5 fps
 Overbank V = — fps

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 1 + 25
 UNITED WESTERN ENGINEERS
 Sheet No. 2 of 47**



Existing Channel

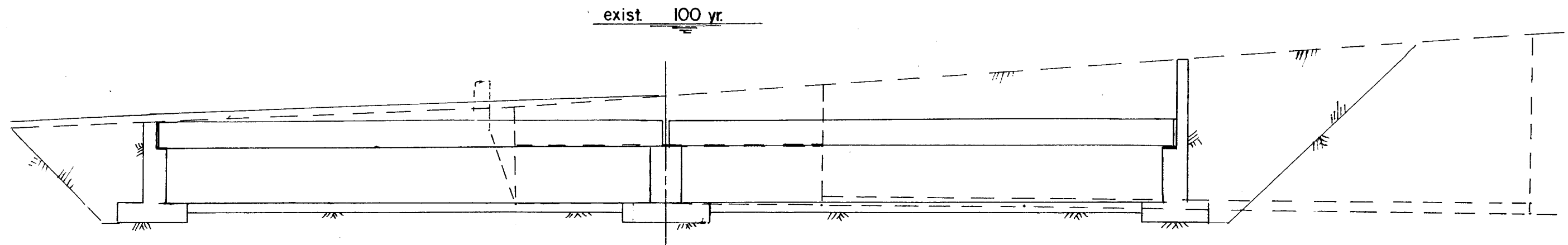
Invert Elev. 61.60
 Top of bank Elev. 64
 Capacity = 1490 cfs
 $V = 10.7$ fps
 $n = 0.033$
 Return = 4 Year Storm

Proposed Channel:

Invert Elev. 61.61.8
 Top of bank Elev. 73.8
 $Q_{100} = 17,100$ cfs
 W.S. Elev. 71.4
 $V = 40.1$ fps
 $Q_{10} = 4,720$ cfs
 W.S. Elev. 66.2
 $V = 26.5$ fps
 Overbank $V =$ — fps

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 4+09
 UNITED WESTERN ENGINEERS
 Sheet No. 3 of 47**



Existing Channel

Invert Elev. 6155.8
 Top of bank Elev. 61.2 (Girder)
 Capacity = 1850 cfs
 V = — fps
 n = —
 Return = 4 Year Storm

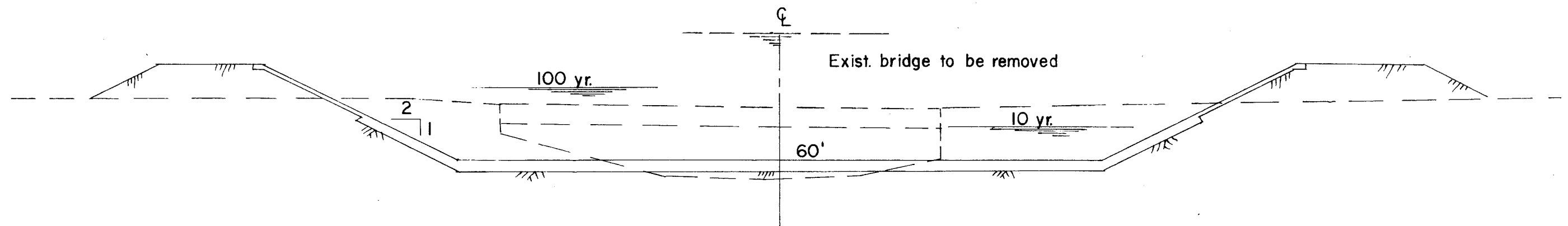
Proposed Channel:

Invert Elev. 6156.0
 Top of bank Elev. 61.6 (Girder)
 $Q_{100} = 17,200$ cfs
 W.S. Elev. 61.2 (nws) 61.6 (piers)
 v = 36.4 fps
 $Q_{10} = 4780$ cfs
 W.S. Elev. —
 V = — fps
 Overbank V = — fps

MANITOU AVENUE

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS**
STATION 5 + 69
 UNITED WESTERN ENGINEERS
 Sheet No. 4 of 47



Existing Channel

Invert Elev. 6150.6
 Top of bank Elev. 55.3 (Girder)
 Capacity = 1460 cfs
 V = 10.4 fps
 n = 0.035
 Return = 4 Year Storm

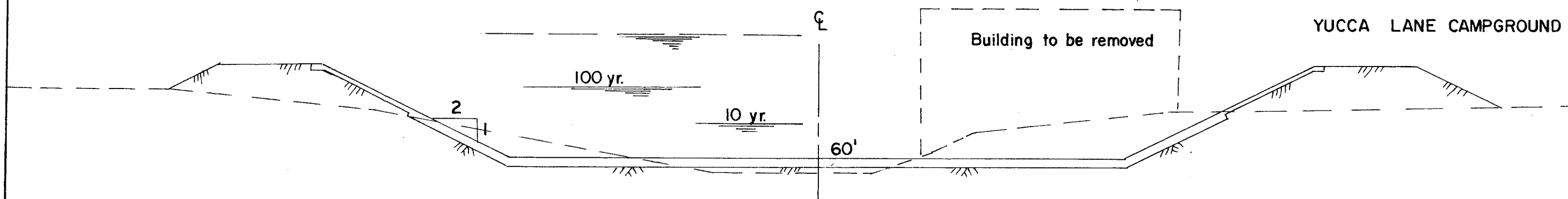
Proposed Channel:

Invert Elev. 6152.3
 Top of bank Elev. 61.3
 $Q_{100} = 17,200$ cfs
 W.S. Elev. 59.0
 V = 35.1 fps
 $Q_{10} = 4,780$ cfs
 W.S. Elev. 55.5
 V = 22.8 fps
 Overbank V = — fps

YUCCA LANE BRIDGE

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 8 + 52
 UNITED WESTERN ENGINEERS
 Sheet No. 5 of 47**



Existing Channel

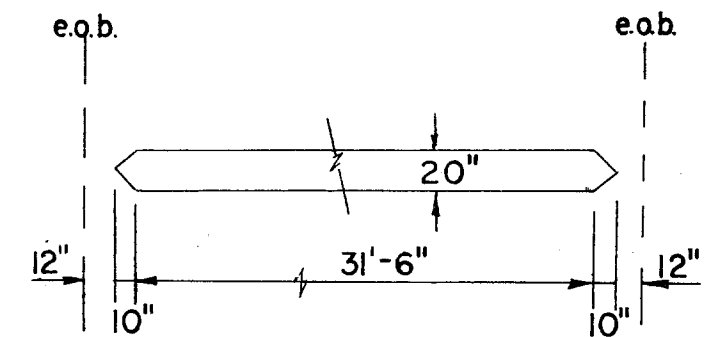
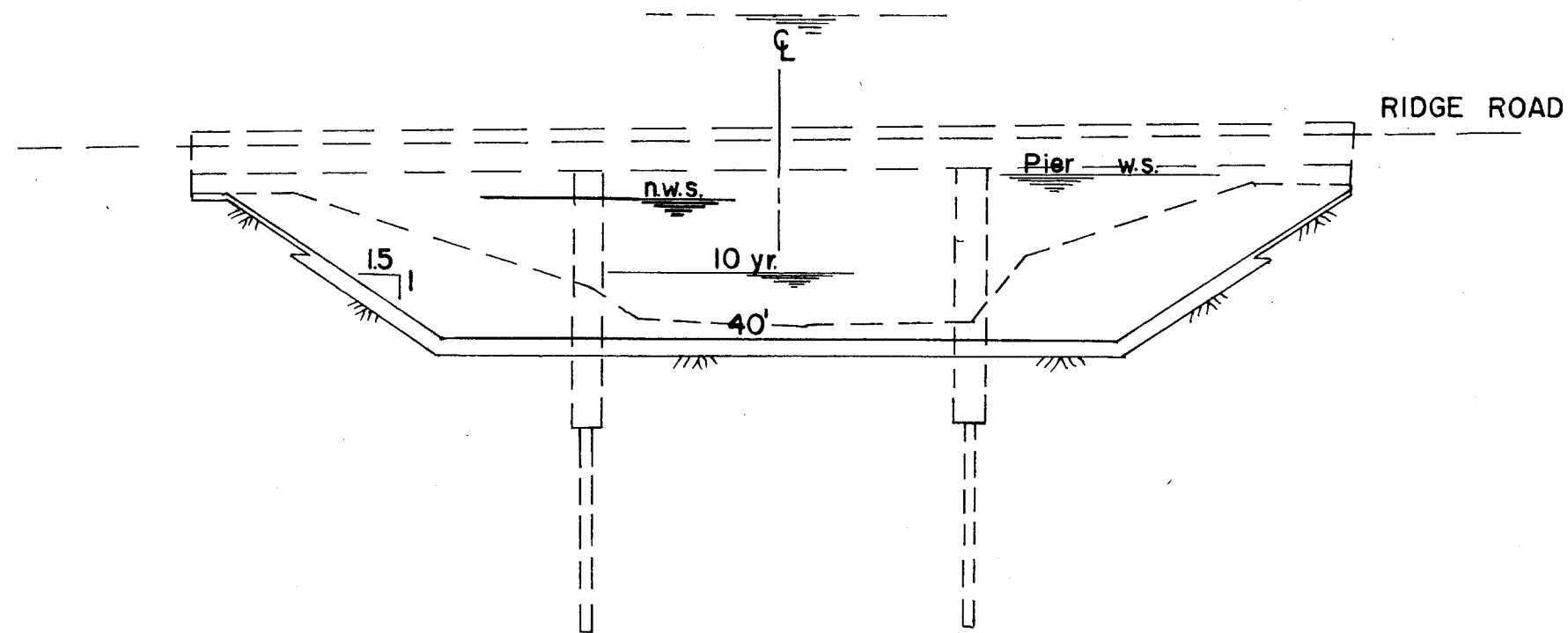
Invert Elev. 6150
 Top of bank Elev. 58
 Capacity = 3320 cfs
 $V = 6.5$ fps
 $n = 0.0475$
 Return = 7 Year Storm

Proposed Channel:

Invert Elev. 6151.5
 Top of bank Elev. 60.5
 $Q_{100} = 17,200$ cfs
 W.S. Elev. 58.2
 $v = 35.1$ fps
 $Q_{10} = 4,780$ cfs
 W.S. Elev. 54.7
 $V = 22.8$ fps
 Overbank $V = \text{—}$ fps

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 9+11
 UNITED WESTERN ENGINEERS
 Sheet No. 6 of 47**



PIER DETAIL

Existing Channel

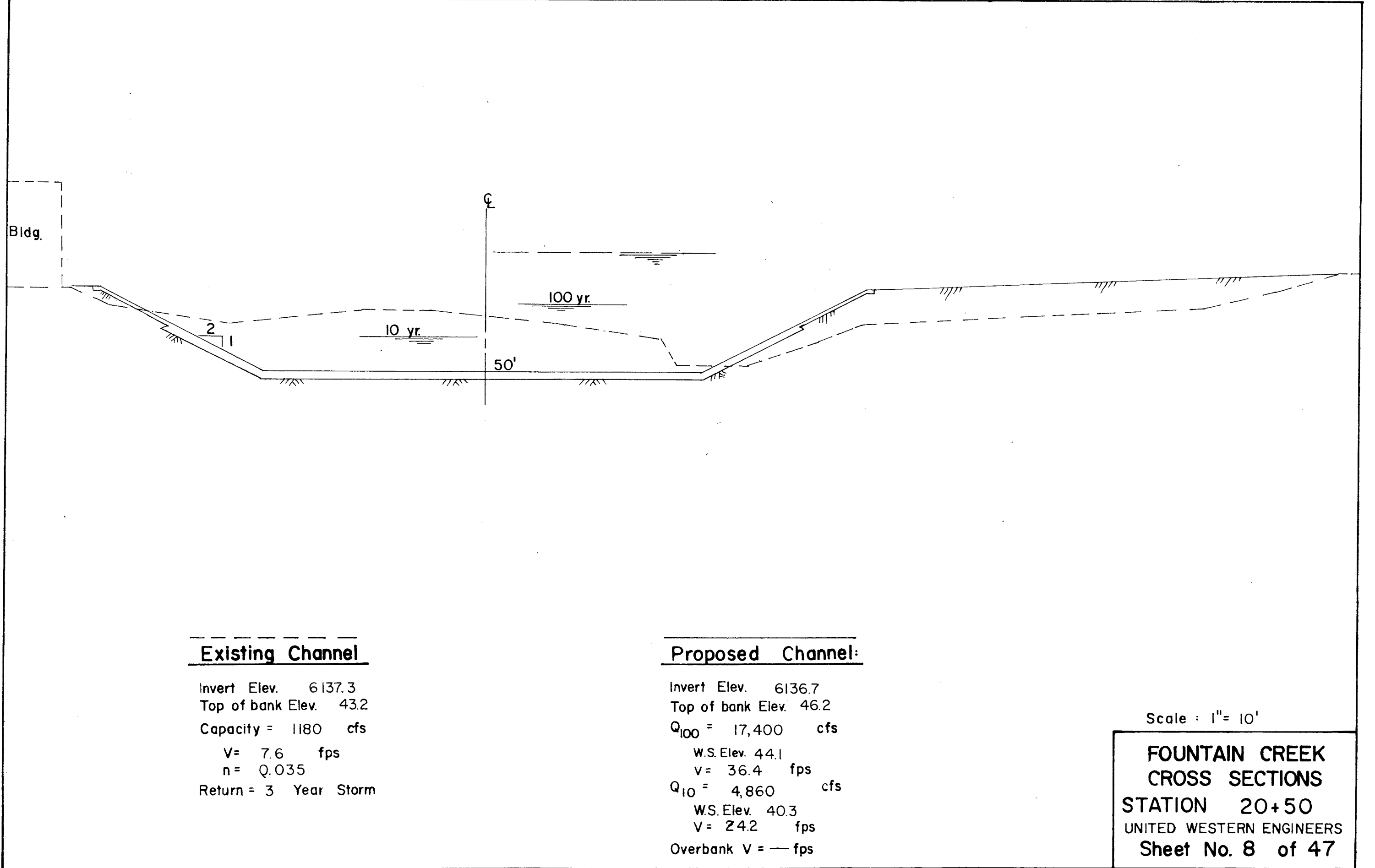
Invert Elev. 6145.2
 Top of bank Elev. 52.8
 Capacity = 3250 cfs
 $V = 12.9$ fps
 $n = 0.035$
 Return = 7 Year Storm

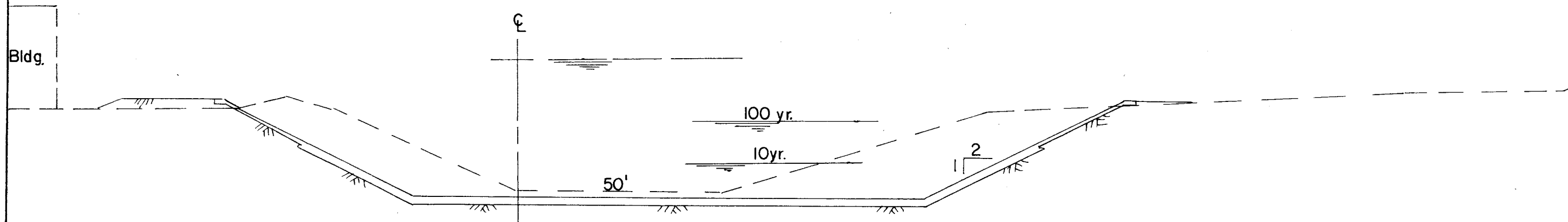
Proposed Channel:

Invert Elev. 6144.2
 Top of bank Elev. 54.8 (Girder)
 $Q_{100} = 17,200$ cfs
 $W.S. Elev. 52.6$ (n.w.s) 54.1 (piers)
 $v = 38.5$ fps
 $Q_{10} = 4,800$ cfs
 $W.S. Elev. 48.2$
 $V = 25.5$ fps
 Overbank $V = \text{—}$ fps

RIDGE ROAD
 Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 14+76
 UNITED WESTERN ENGINEERS
 Sheet No. 7 of 47**





Existing Channel

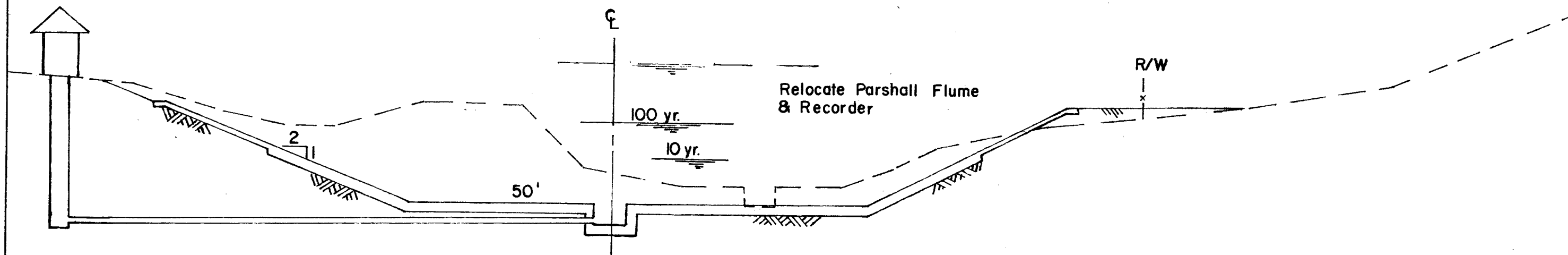
Invert Elev. 6132
 Top of bank Elev. 40
 Capacity = 4,610 cfs
 V = 14.0 fps
 n = 0.035
 Return = 8 Year Storm

Proposed Channel:

Invert Elev. 6131.5
 Top of bank Elev. 41.0
 $Q_{100} = 17,400$ cfs
 W.S. Elev. 38.9
 v = 36.4 fps
 $Q_{10} = 4,860$ cfs
 W.S. Elev. 35.1
 V = 24.2 fps
 Overbank V = — fps

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 24+46
 UNITED WESTERN ENGINEERS
 Sheet No. 9 of 47**



Existing Channel

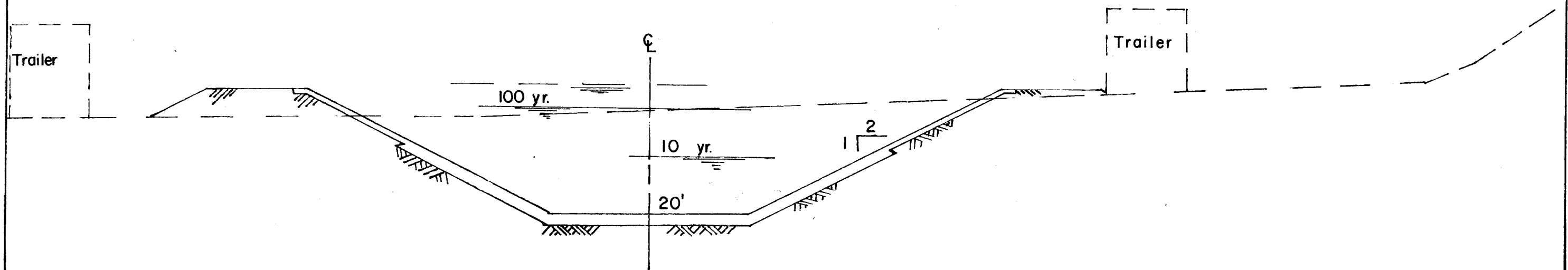
Invert Elev. 6130
 Top of bank Elev. 38
 Capacity = 4660 cfs
 $V = 14.5$ fps
 $n = 0.031$
 Return = 10 Year Storm

Proposed Channel:

Invert Elev. 6128.6
 Top of bank Elev. 38.1
 $Q_{100} = 17,400$ cfs
 W.S. Elev. 36.0
 $V = 36.4$ fps
 $Q_{10} = 4,860$ cfs
 W.S. Elev. 32.2
 $V = 24.2$ fps
 Overbank $V = \text{—}$ fps

U.S.G.S. GAGING STATION
 Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 26 + 68
 UNITED WESTERN ENGINEERS
 Sheet No. 10 of 47**



Existing Channel (NONE)

Invert Elev. _____
 Top of bank Elev. _____
 Capacity = _____ cfs
 V = _____ fps
 n = _____
 Return = _____ Year Storm

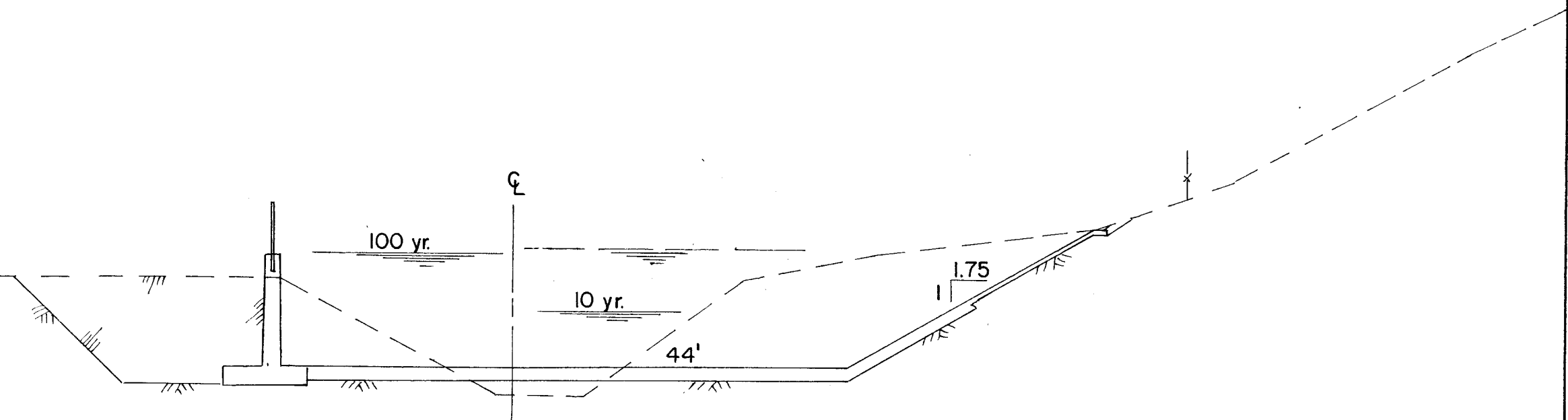
Proposed Channel:

Invert Elev. 6124.2
 Top of bank Elev. 36.8
 $Q_{100} = 17,600$ cfs
 W.S. Elev. 34.5
 $v = 42.1$ fps
 $Q_{10} = 5,030$ cfs
 W.S. Elev. 29.6
 $V = 30.2$ fps
 Overbank V = _____ fps

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 30+03**
 UNITED WESTERN ENGINEERS
 Sheet No. 11 of 47

Shopping
Center



Existing Channel

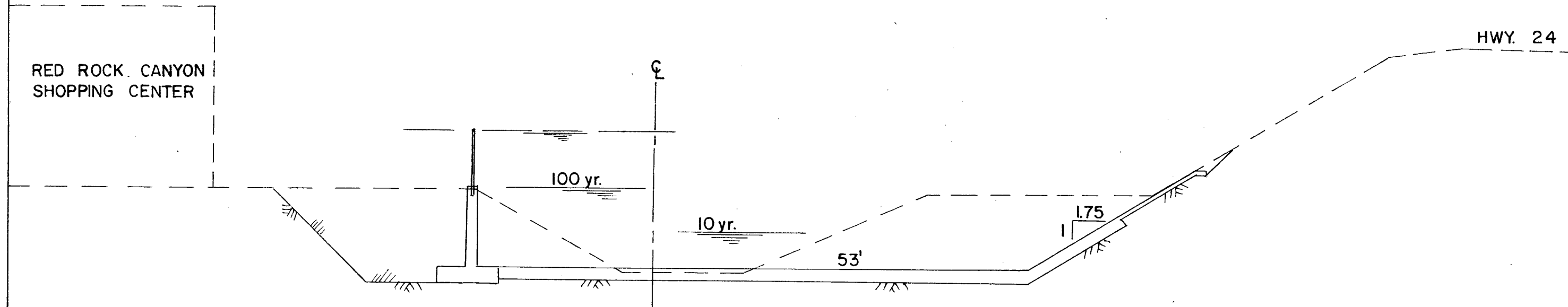
Invert Elev. 6113
Top of bank Elev. 22
Capacity = 2,260 cfs
V = 11.7 fps
n = 0.040
Return = 4 Year Storm

Proposed Channel:

Invert Elev. 6115.3
Top of bank Elev. 24.0 (lt.) 26.0 (rt.)
 $Q_{100} = 17,600$ cfs
W.S. Elev. 24.0
v = 39.0 fps
 $Q_{10} = 5,030$ cfs
W.S. Elev. 19.5
V = 26.1 fps
Overbank V = — fps

Scale : 1" = 10'

**FOUNTAIN CREEK
CROSS SECTIONS
STATION 33+56**
UNITED WESTERN ENGINEERS
Sheet No. 12 of 47



Existing Channel

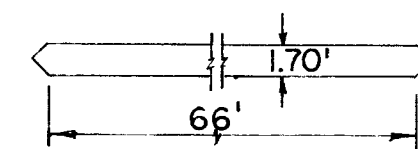
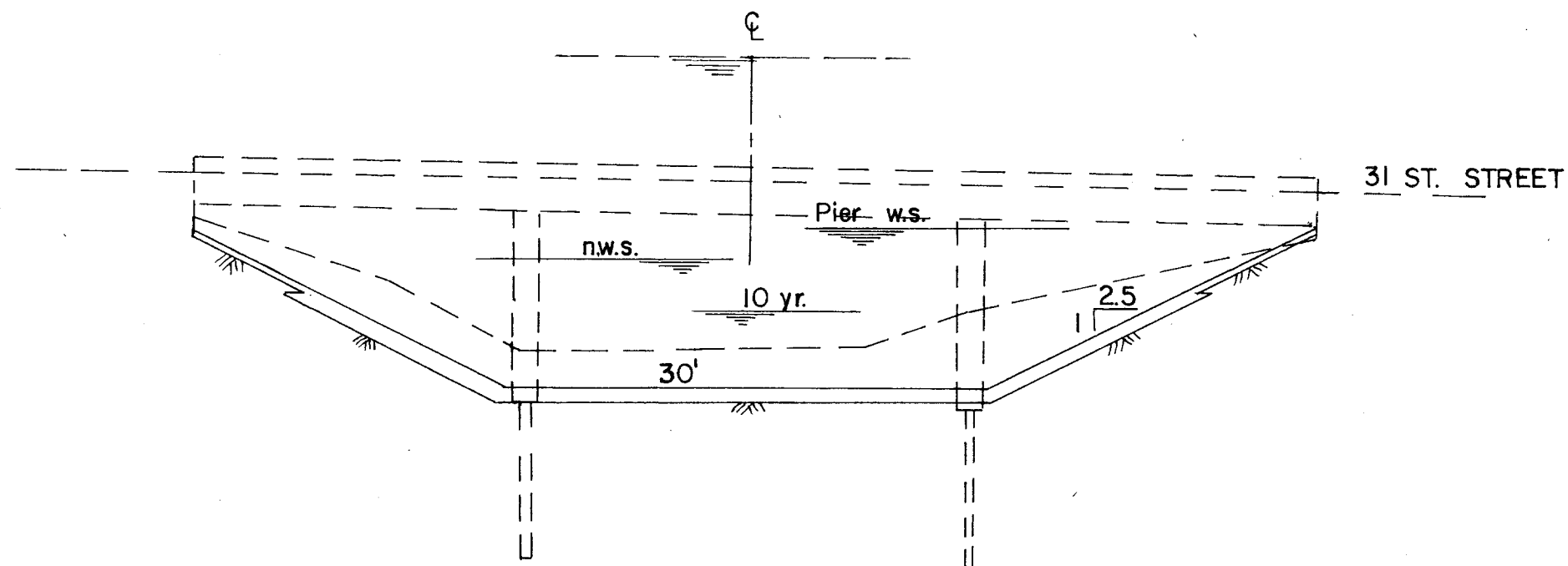
Invert Elev. 6108
 Top of bank Elev. 16
 Capacity = 2,570 cfs
 $V = 11.5$ fps
 $n = 0.040$
 Return = 5 Year Storm

Proposed Channel:

Invert Elev. 6108.4
 Top of bank Elev. 18.4 (rt.) 16.4 (lt.)
 $Q_{100} = 17,600$ cfs
 W.S. Elev. 16.2
 $V = 37.7$ fps
 $Q_{10} = 5,030$ cfs
 W.S. Elev. 12.0
 $V = 24.2$ fps
 Overbank $V = \text{—}$ fps

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 39+00
 UNITED WESTERN ENGINEERS
 Sheet No. 13 of 47**



PIER DETAIL

Existing Channel

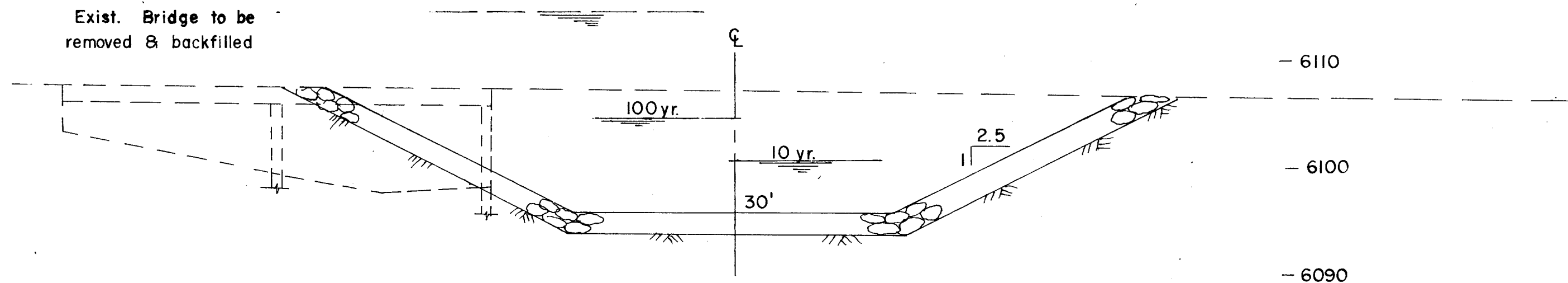
Invert Elev. 6100.2
 Top of bank Elev. 8.6
 Capacity = 3,330 cfs
 $V = 13.6$ fps
 $n = 0.035$
 Return = 4 Year Storm

Proposed Channel:

Invert Elev. 6098.0
 Top of bank Elev. 108.2 (Girder)
 $Q_{100} = 19,700$ cfs
 W.S. Elev. 106.8 (n.w.s) 108.0 (piers)
 $V = 43.5$ fps
 $Q_{10} = 6,230$ cfs
 W.S. Elev. 102.8
 $V = 31.3$ fps
 Overbank $V = \text{—}$ fps

31 st. STREET
 Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 45+16
 UNITED WESTERN ENGINEERS
 Sheet No. 14 of 47**



Existing Channel

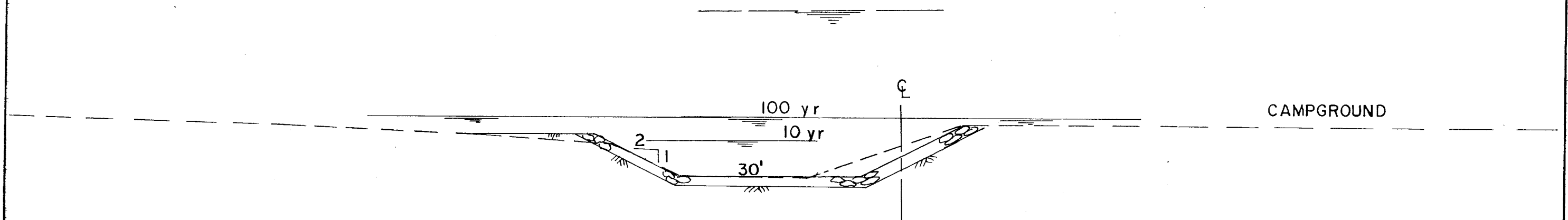
Invert Elev. 6097.8
 Top of bank Elev. 6106.3 (Girder)
 Capacity = 2,180 cfs
 V = 10.4 fps
 n = 0.040
 Return = 3 Year Storm

Proposed Channel:

Invert Elev. 6096.0
 Top of bank Elev. 6107.0
 Q_{100} = 19,700 cfs
 W.S. Elev. 104.8
 V = 43.5 fps
 Q_{10} = 6,230 cfs
 W.S. Elev. 6100.0
 V = 31.3 fps
 Overbank V = — fps

GOLDEN LANE CAMPGROUND BRIDGE
 Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 47+03
 UNITED WESTERN ENGINEERS
 Sheet No. 15 of 47**



Existing Channel

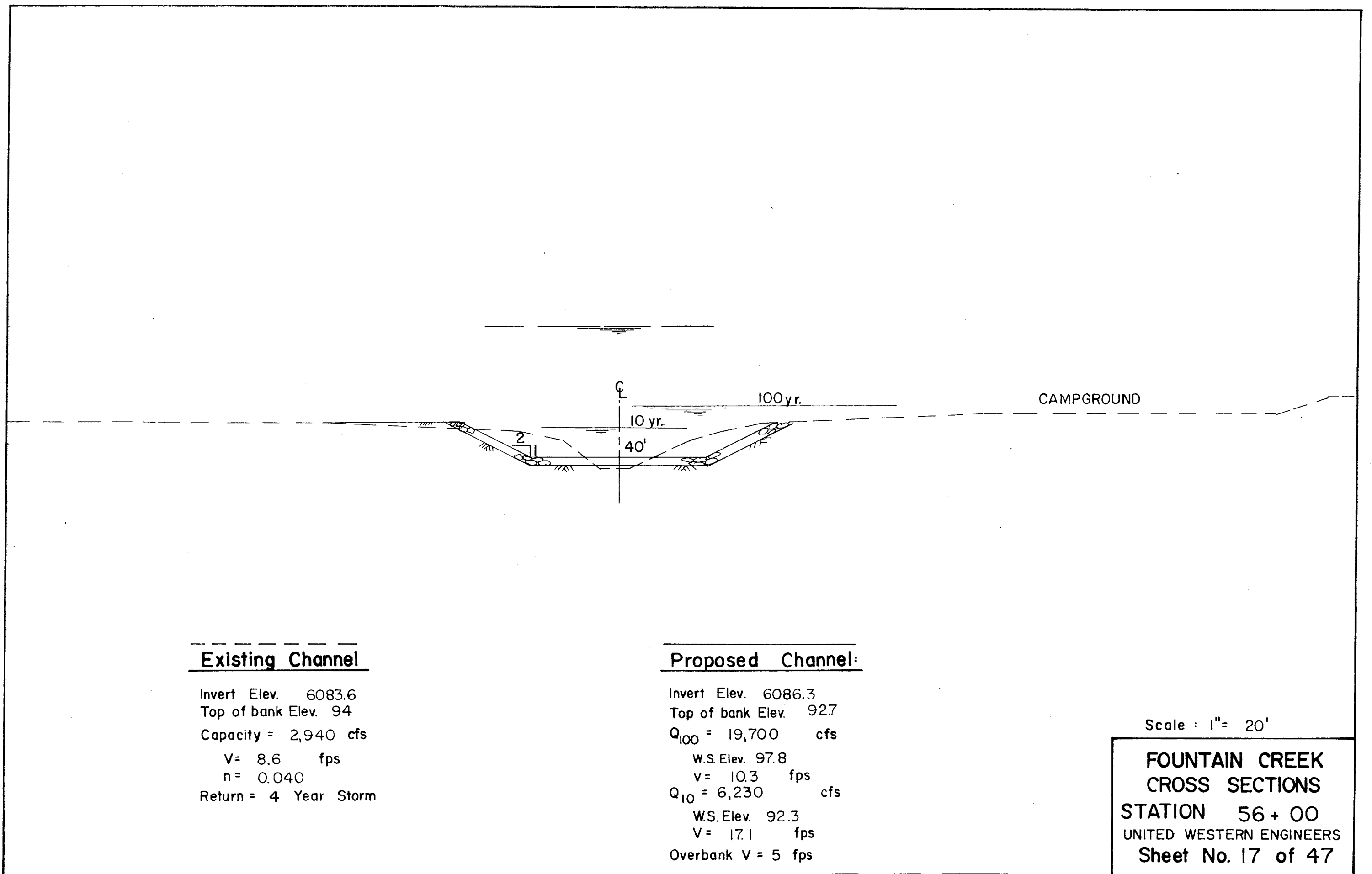
Invert Elev. 6093.8
 Top of bank Elev. 6104
 Capacity = 5,330 cfs
 V = 9.7 fps
 n = 0.040
 Return = 7 Year Storm

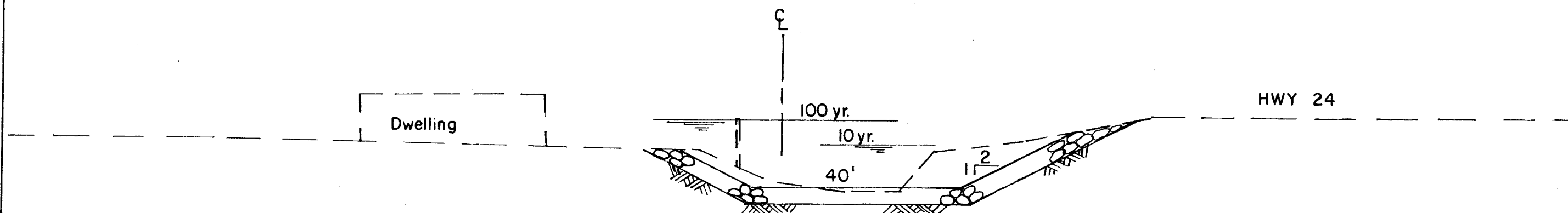
Proposed Channel:

Invert Elev. 6093.8
 Top of bank Elev. 6102 (ag.)
 $Q_{100} = 19,700$ cfs
 W.S. Elev. 6105.3
 V = 15 fps
 $Q_{10} = 6,230$ cfs
 W.S. Elev. 6101.0
 V = 17.4 fps
 Overbank V = 10 fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 49 + 00
 UNITED WESTERN ENGINEERS
 Sheet No. 16 of 47**





Existing Channel

Invert Elev. 6082.6
 Top of bank Elev. 89.0
 Capacity = 1610 cfs
 V = 10.5 fps
 n = 0.036
 Return = 2 Year Storm

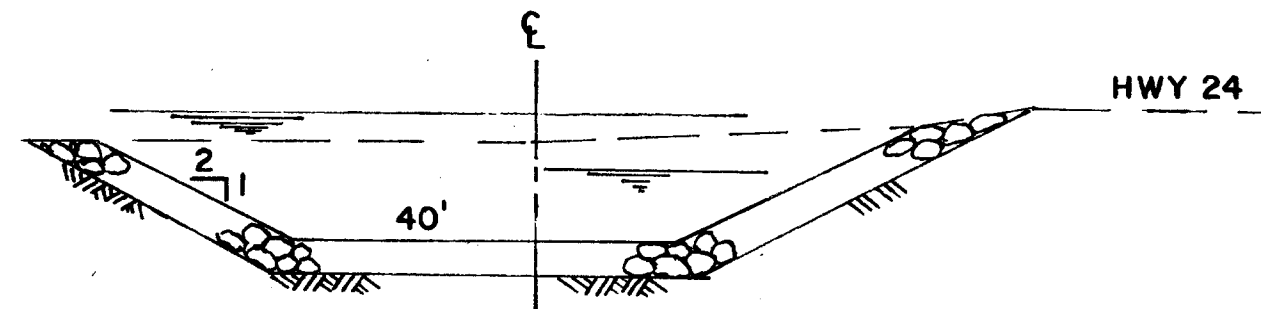
Proposed Channel:

Invert Elev. 6083.1
 Top of bank Elev. 91.1
 $Q_{100} = 19,700$ cfs
 W.S. Elev. 95.3
 V = 20.0 fps
 $Q_{10} = 6230$ cfs
 W.S. Elev. 90.8
 V = 14.3 fps
 Overbank V = 4.7 fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 58 + 94
 UNITED WESTERN ENGINEERS
 Sheet No. 18 of 47**

Bridge to be Removed & Refilled



Existing Channel

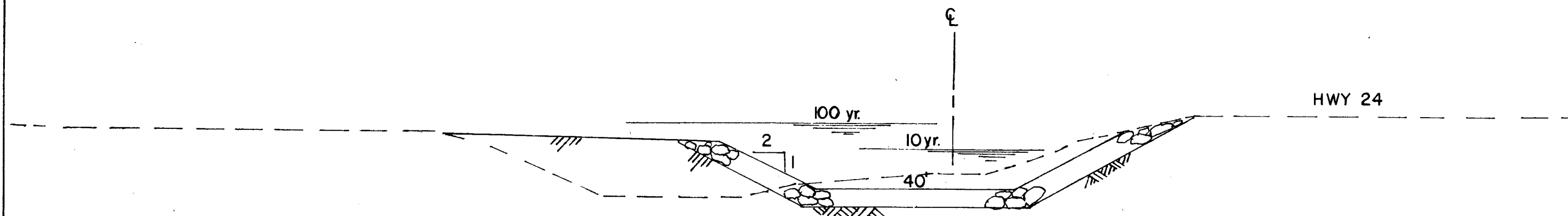
Invert Elev. 6078.9
 Top of bank Elev. 87.1 (Girder)
 Capacity = 2,080 cfs
 V = 11.1 fps
 n = 0.040
 Return = 3 Year Storm

Proposed Channel:

Invert Elev. 79.66
 Top of bank Elev. 87.66
 $Q_{100} = 19,700$ cfs
 W.S. Elev. 92.4
 V = 22.5 fps
 $Q_{10} = 6230$ cfs
 W.S. Elev. 86.8
 V = 15.9 fps
 Overbank V = 3.7 fps

CUTKOMP BROS. ACCESS ROAD BRIDGE
 Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 61 + 79
 UNITED WESTERN ENGINEERS
 Sheet No. 19 of 47**



Existing Channel

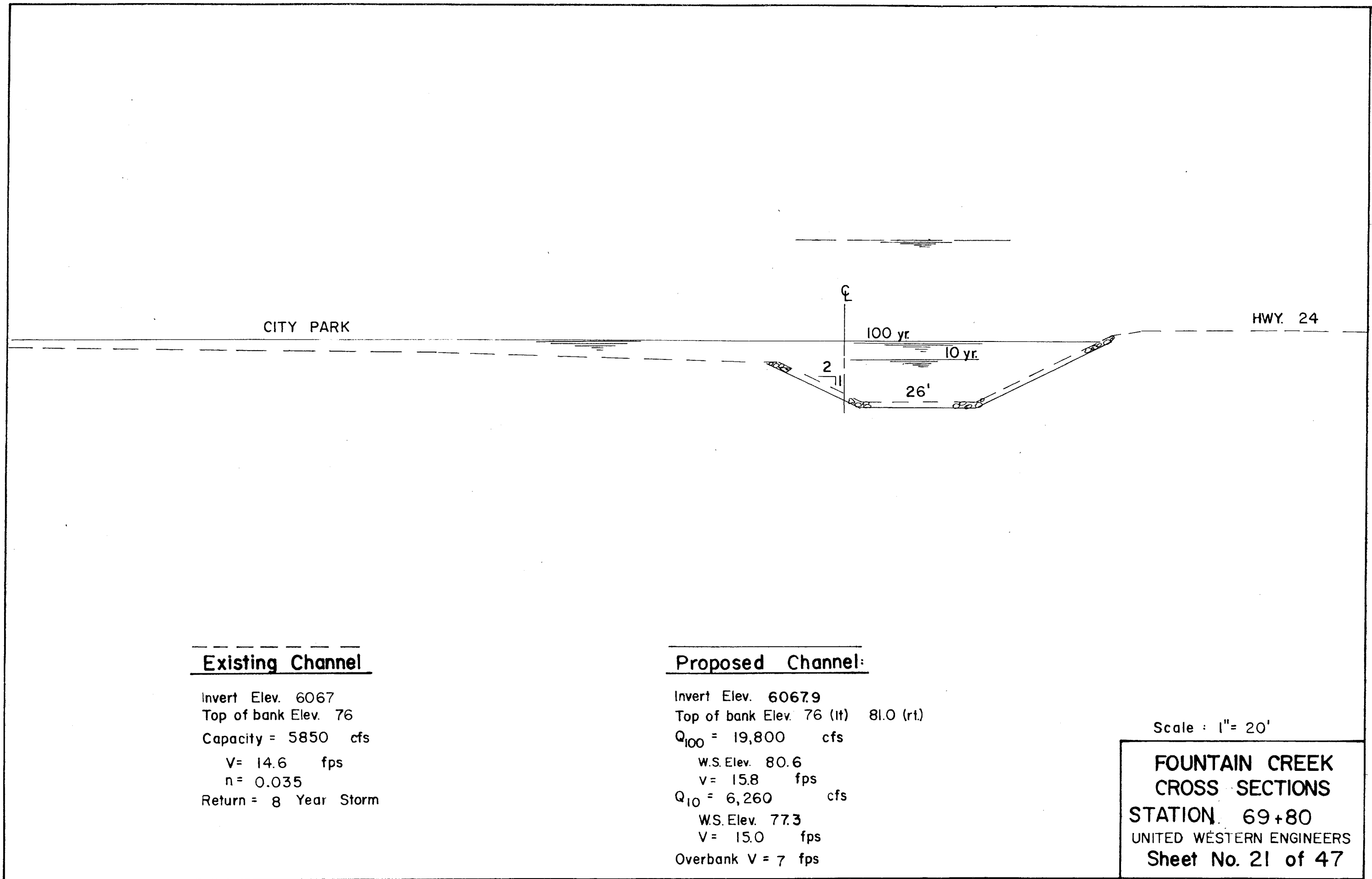
Invert Elev. 69.4
 Top of bank Elev. 82.0
 Capacity = 8490 cfs
 V = 8.1 fps
 n = 0.055
 Return = 15 Year Storm

Proposed Channel:

Invert Elev. 71.08
 Top of bank Elev. 79.08
 $Q_{100} = 19,700$ cfs
 W.S. Elev. 83.84
 V = 22.5 fps
 $Q_{10} = 6230$ cfs
 W.S. Elev. 78.28
 V = 15.9 fps
 Overbank V = 3.7 fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 67 + 64
 UNITED WESTERN ENGINEERS
 Sheet No. 20 of 47**



Existing Channel

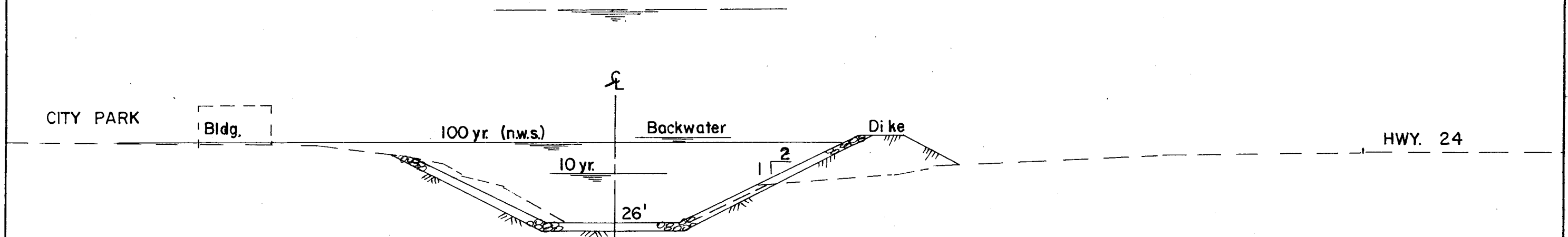
Invert Elev. 6067
 Top of bank Elev. 76
 Capacity = 5850 cfs
 V = 14.6 fps
 n = 0.035
 Return = 8 Year Storm

Proposed Channel:

Invert Elev. 6067.9
 Top of bank Elev. 76 (lt) 81.0 (rt.)
 Q_{100} = 19,800 cfs
 W.S. Elev. 80.6
 v = 15.8 fps
 Q_{10} = 6,260 cfs
 W.S. Elev. 77.3
 V = 15.0 fps
 Overbank V = 7 fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 69+80
 UNITED WESTERN ENGINEERS
 Sheet No. 21 of 47**



Existing Channel

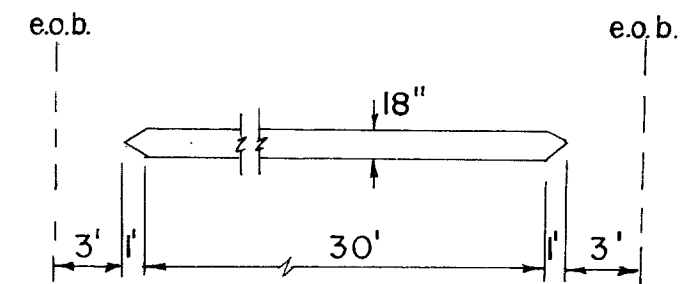
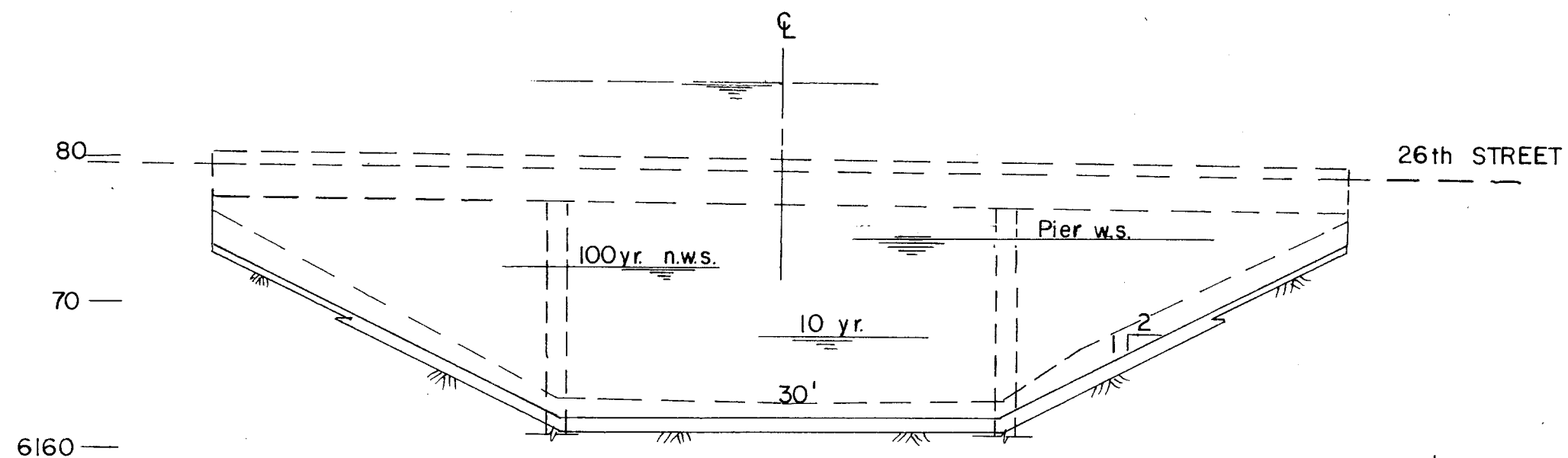
Invert Elev. 6062.6
 Top of bank Elev. 76.4
 Capacity = 11,700 cfs
 $V = 12.5$ fps
 $n = 0.035$
 Return = 28 Year Storm

Proposed Channel:

Invert Elev. 6062.8
 Top of bank Elev. 80.0 (Dike)
 $Q_{100} = 19,800$ cfs
 W.S. Elev. 78.8 (n.w.s.) 79.3 (b.w.)
 $V = 21$ fps
 $Q_{10} = 6,260$ cfs
 W.S. Elev. 72.2
 $V = 15.0$ fps
 Overbank $V = 6$ fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 74+91
 UNITED WESTERN ENGINEERS
 Sheet No. 22 of 47**



PIER DETAIL

Existing Channel

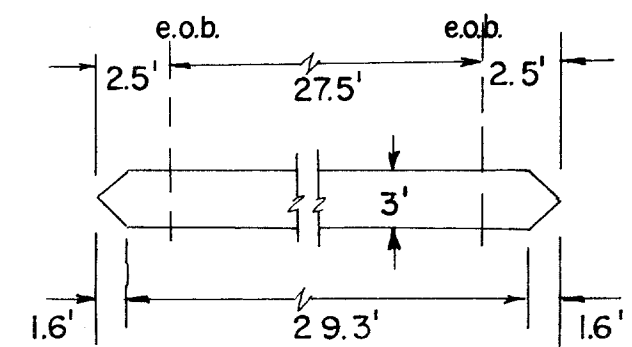
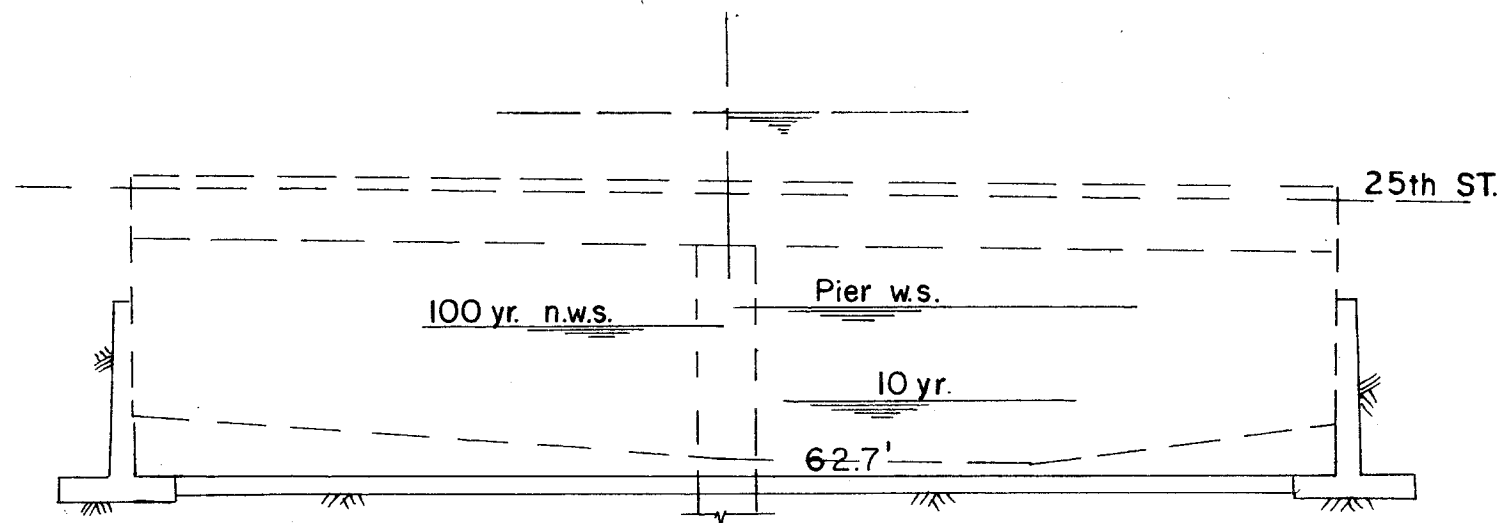
Invert Elev. 6063.3
 Top of bank Elev. 75.8
 Capacity = 10,000 cfs
 $V = 16.9$ fps
 $n = 0.035$
 Return = 75 Year Storm

Proposed Channel:

Invert Elev. 6062.1
 Top of bank Elev. 76.3 (Girder)
 $Q_{100} = 19,800$ cfs
 $W.S. Elev. 72.5$ (n.w.s) 74.5 (Piers)
 $v = 37.5$ fps
 $Q_{10} = 6,300$ cfs
 $W.S. Elev. 67.7$
 $V = 26.9$ fps
 Overbank $V = \text{—}$ fps

26th STREET
 Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS**
STATION 75+55
 UNITED WESTERN ENGINEERS
Sheet No. 23 of 47



PIER DETAIL

Existing Channel

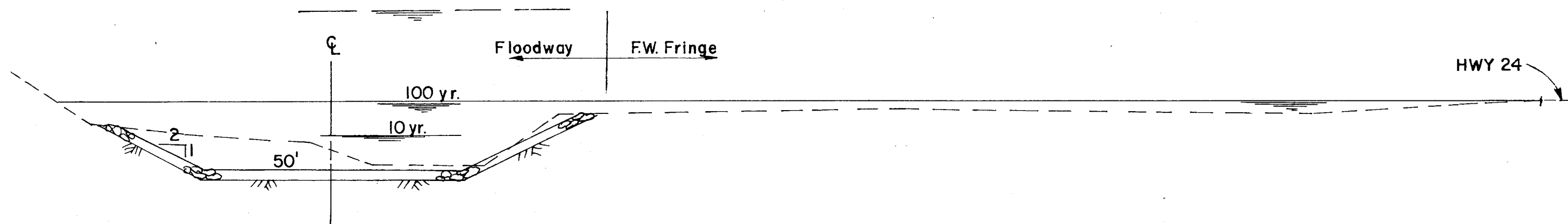
Invert Elev. 6056.6
 Top of bank Elev. 67.6 (Girder)
 Capacity = 20,200 cfs
 V = 22.5 fps
 n = 0.035
 Return = 100 Year Storm

Proposed Channel:

Invert Elev. 6056.0
 Top of bank Elev. —
 $Q_{100} = 19,900$ cfs
 W.S. Elev. 63.8 (n.w.s.) 64.8 (piers)
 v = 40.5 fps
 $Q_{10} = 6,310$ cfs
 W.S. Elev. 59.9
 V = 27.4 fps
 Overbank V = — fps

25th STREET
 Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 81+16
 UNITED WESTERN ENGINEERS
 Sheet No. 24 of 47**



Existing Channel

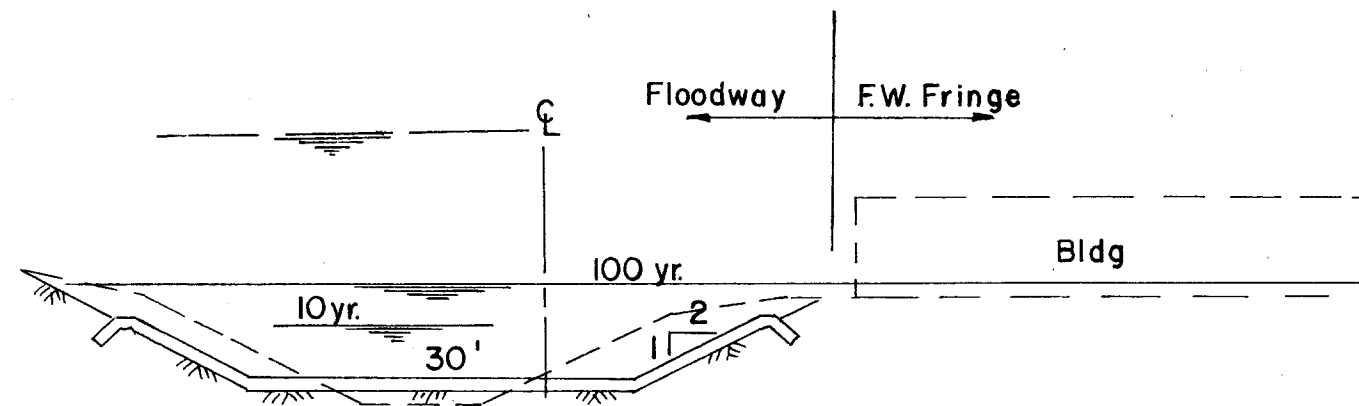
Invert Elev. 6052
 Top of bank Elev. 62
 Capacity = 7,980 cfs
 $V = 14.1$ fps
 $n = 0.035$
 Return = 13 Year Storm

Proposed Channel:

Invert Elev. 6050.7
 Top of bank Elev. O.G.
 $Q_{100} = 19,900$ cfs
 W.S. Elev. 64.8
 $V = 13.8$ fps
 $Q_{10} = 6310$ cfs
 W.S. Elev. 57.7
 $V = 13.8$ fps
 Overbank $V = 8$ fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 86+00
 UNITED WESTERN ENGINEERS
 Sheet No. 25 of 47**



Existing Channel

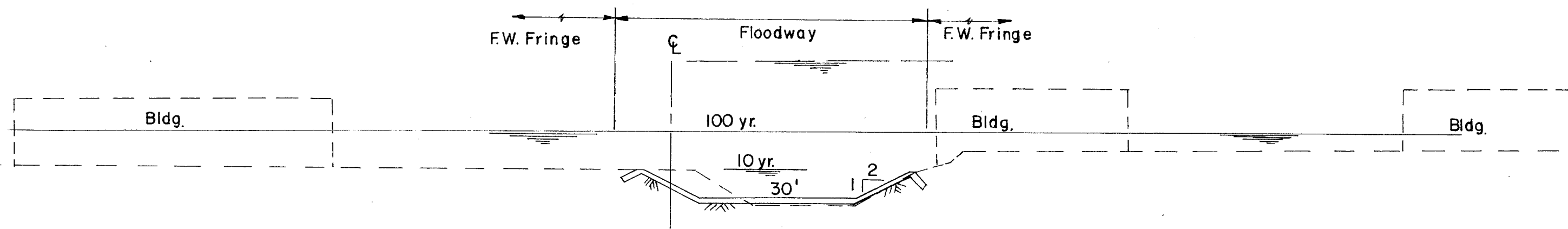
Invert Elev. 6039.3
 Top of bank Elev. 50
 Capacity = 5,360 cfs
 V = 13.5 fps
 n = 0.035
 Return = 8 Year Storm

Proposed Channel:

Invert Elev. 6040.8
 Top of bank Elev. 47.8
 $Q_{100} = 19,900$ cfs
 W.S. Elev. 51.1
 V = 26.0 fps
 $Q_{10} = 6360$ cfs
 W.S. Elev. 46.6
 V = 26.9 fps
 Overbank V = 7 fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 95+26
 UNITED WESTERN ENGINEERS
 Sheet No. 26 of 47**



Existing Channel

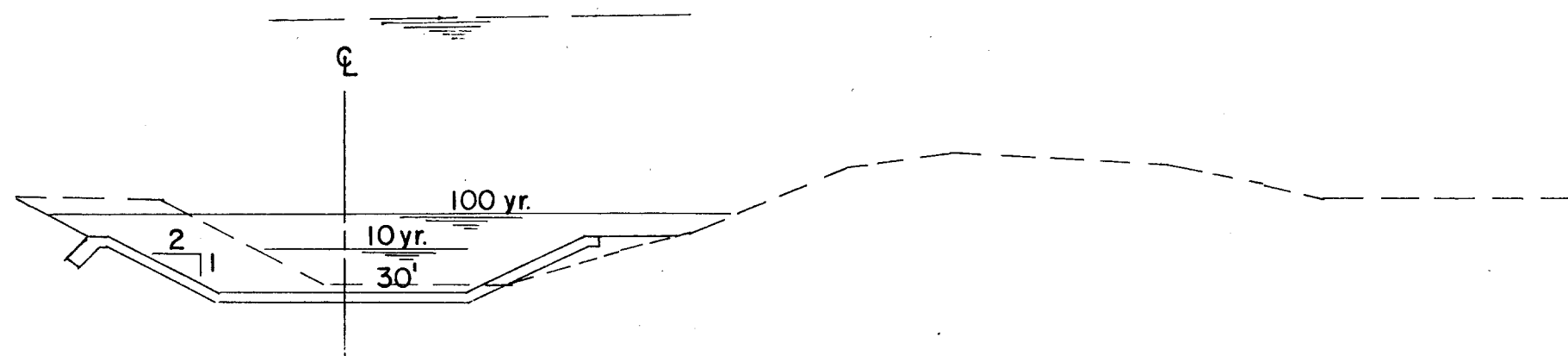
Invert Elev. 6035.7
 Top of bank Elev. 42
 Capacity = 2,190 cfs
 V = 11.4 fps
 n = 0.035
 Return = 3 Year Storm

Proposed Channel:

Invert Elev. 6036.9
 Top of bank Elev. 42
 $Q_{100} = 19,900$ cfs
 W.S. Elev. 49.8
 V = 25.9 fps
 $Q_{10} = 6360$ cfs
 W.S. Elev. 42.7
 V = 26.9 fps
 Overbank V = 5 fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 98 + 95
 UNITED WESTERN ENGINEERS
 Sheet No. 27 of 47**



Existing Channel

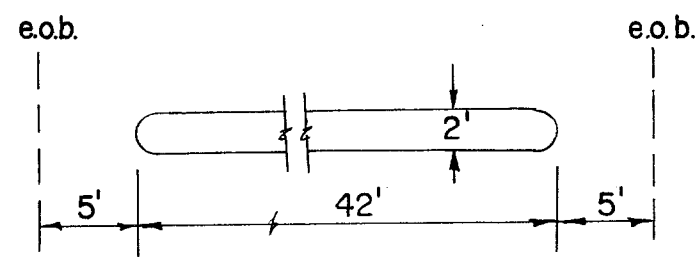
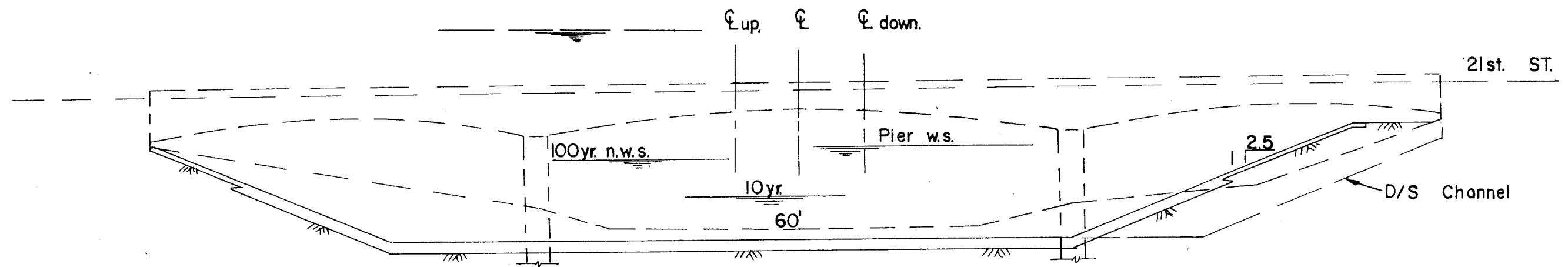
Invert Elev. 6034
 Top of bank Elev. 44
 Capacity = 6330 cfs
 $V = 12.9$ fps
 $n = 0.040$
 Return = 9 Year Storm

Proposed Channel:

Invert Elev. 6033.2
 Top of bank Elev. 39.7
 $Q_{100} = 19,900$ cfs
 W.S. Elev. 42.3
 $V = 44.0$ fps
 $Q_{10} = 6360$ cfs
 W.S. Elev. 38.6
 $V = 28.9$ fps
 Overbank $V = 7$ fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 102 + 50
 UNITED WESTERN ENGINEERS
 Sheet No. 28 of 47**



PIER DETAIL

Existing Channel

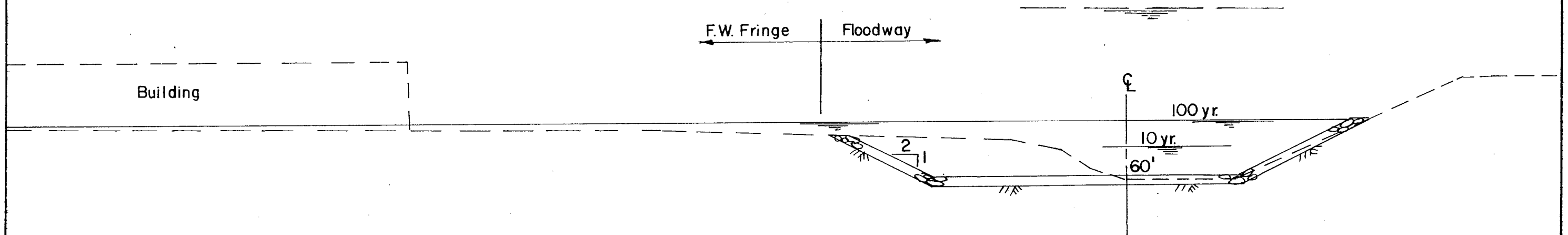
Invert Elev. 6033.0
 Top of bank Elev. —
 Capacity = 4,590 cfs
 V = 10.1 fps
 n = 0.040
 Return = 6 Year Storm

Proposed Channel:

Invert Elev. 6032.4
 Top of bank Elev. —
 Q_{100} = 20,000 cfs
 W.S. Elev. 39.5 (n.w.s.) 40.5 (Piers)
 V = 35.8 fps
 Q_{10} = 6,390 cfs
 W.S. Elev. 36.2
 V = 25.0 fps
 Overbank V = — fps

21st. STREET
 Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 103 + 24
 UNITED WESTERN ENGINEERS
 Sheet No. 29 of 47**



Existing Channel

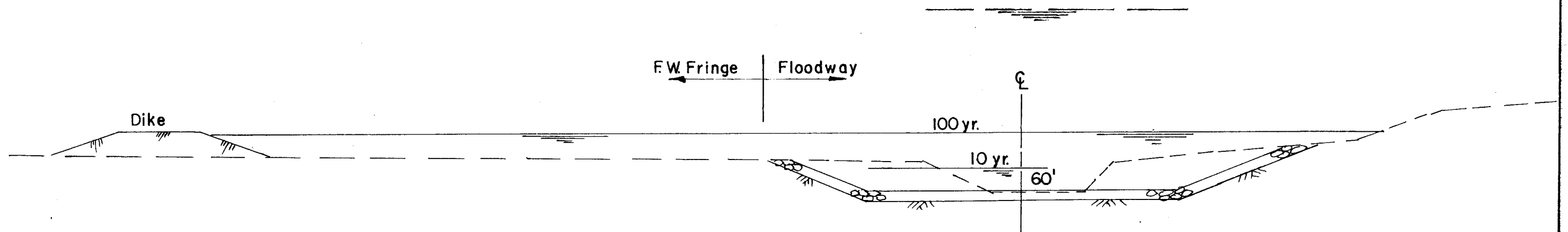
Invert Elev. 6028
 Top of bank Elev. 36
 Capacity = 4,100 cfs
 V = 12.4 fps
 n = 0.040
 Return = 5 Year Storm

Proposed Channel:

Invert Elev. 6028.5
 Top of bank Elev. 40(rt.) O.G.(lt)
 $Q_{100} = 20,000$ cfs
 W.S. Elev. 39.9
 V = 14.0 fps
 $Q_{10} = 6,390$ cfs
 W.S. Elev. 34.5
 V = 14.0 fps
 Overbank V = 7 fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 106 + 33
 UNITED WESTERN ENGINEERS
 Sheet No. 30 of 47**



Existing Channel

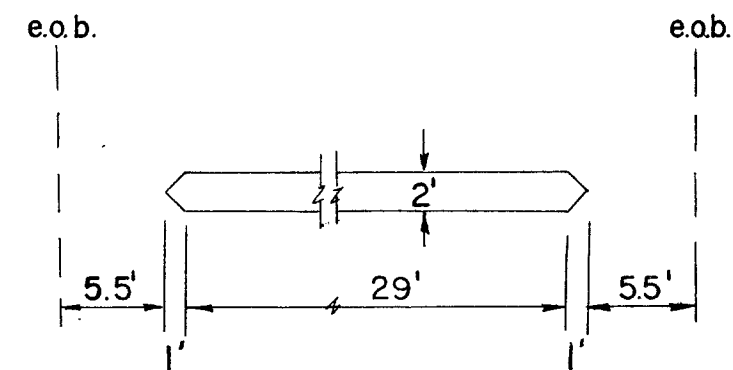
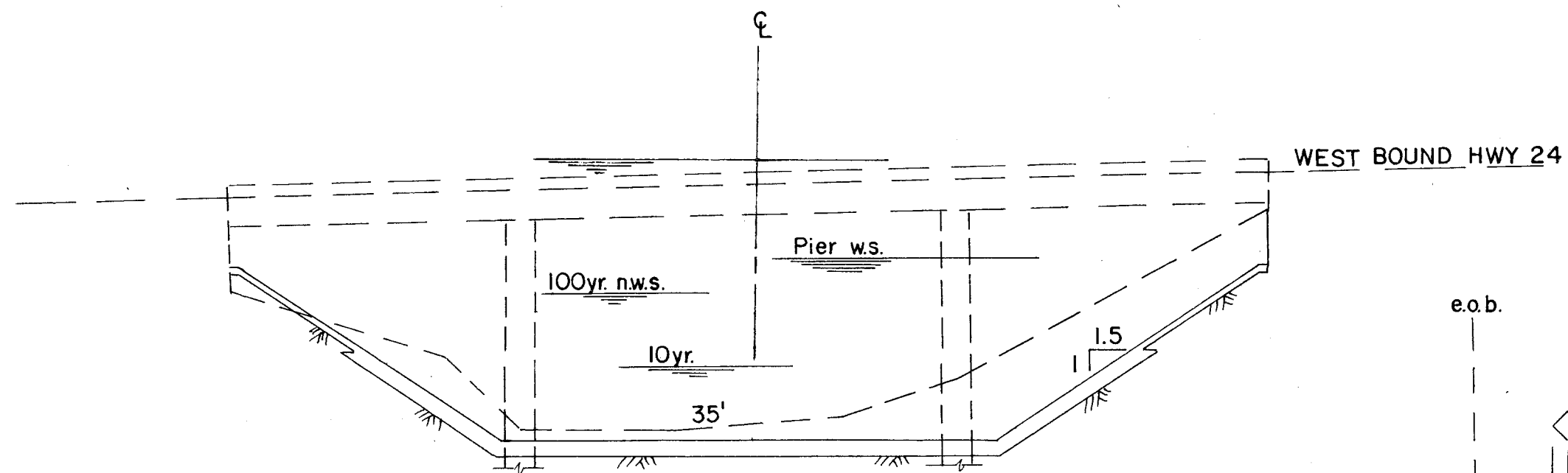
Invert Elev. 6024
 Top of bank Elev. 30
 Capacity = 1800 cfs
 $V = 10.7$ fps
 $n = 0.040$
 Return = 2.5 Year Storm

Proposed Channel:

Invert Elev. 6024.6
 Top of bank Elev. 6035 (Dike)
 $Q_{100} = 20,000$ cfs
 W.S. Elev. 33.9 (n.w.s) 34.6 (b.w.)
 $v = 20.5$ fps
 $Q_{10} = 6390$ cfs
 W.S. Elev. 30.6
 $V = 14.0$ fps
 Overbank $V = 10$ fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 109 + 30
 UNITED WESTERN ENGINEERS
 Sheet No. 31 of 47**



PIER DETAIL

Existing Channel

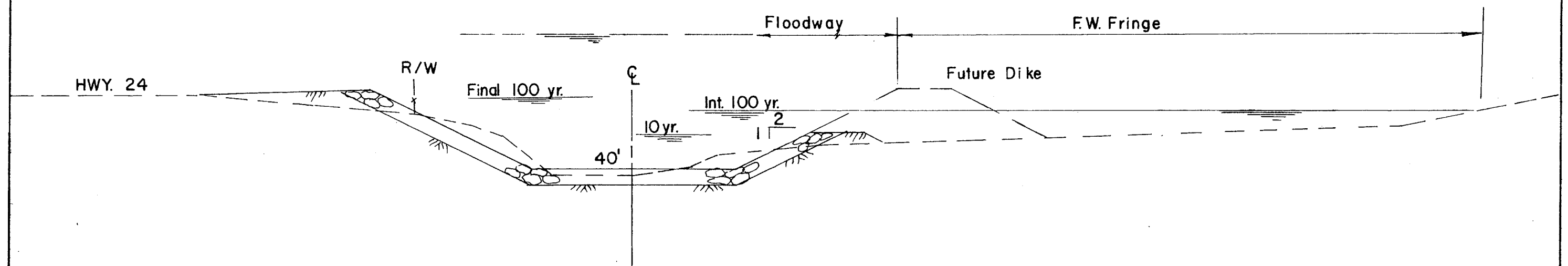
Invert Elev. 6023.4
 Top of bank Elev. 38.0 (girder)
 Capacity = 8320 cfs
 V = 15.8 fps
 n = 0.040
 Return = 14 Year Storm

Proposed Channel:

Invert Elev. 6023.2
 Top of bank Elev. 39.0
 $Q_{100} = 20,000$ cfs
 W.S. Elev. 33.7 (n.w.s.) 36.2 (piers)
 v = 41.8 fps
 $Q_{10} = 6390$ cfs
 W.S. Elev. 27.8
 V = 29.8 fps
 Overbank V = — fps

UPPER HWY 24
 Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 110 + 41
 UNITED WESTERN ENGINEERS
 Sheet No. 32 of 47**



Existing Channel

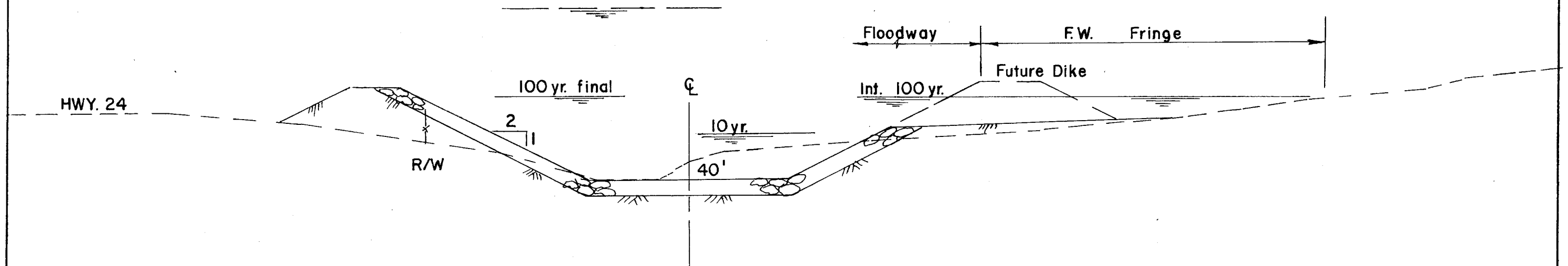
Invert Elev. 6012
 Top of bank Elev. 16
 Capacity = 1,120 cfs
 $V = 9.7$ fps
 $n = 0.035$
 Return = $\{ 2$ Year Storm

Proposed Channel:

Invert Elev. 6013.0
 Top of bank Elev. 29.0 (lt.) 22.0 (rt.)
 $Q_{100} = 20,100$ cfs
 W.S. Elev. 25.0 (Int) 26.9 (final)
 $V = 21.4$ fps
 $Q_{10} = 6,470$ cfs
 W.S. Elev. 20.6
 $V = 15.5$ fps
 Overbank $V = 9.1$ fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 118+89
 UNITED WESTERN ENGINEERS
 Sheet No. 33 of 47**



Existing Channel

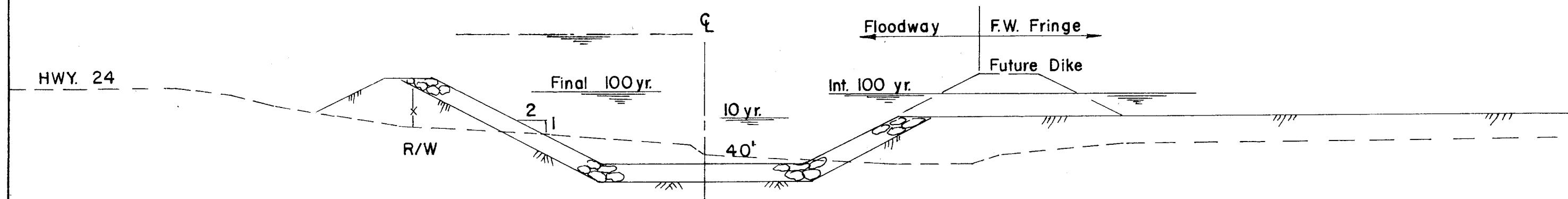
Invert Elev. 6004.6
 Top of bank Elev. 10
 Capacity = 1,200 cfs
 $V = 7.7$ fps
 $n = 0.035$
 Return = < 2 Year Storm

Proposed Channel:

Invert Elev. 6004.7
 Top of bank Elev. 23.2 (lt.) 14.7 (rt.)
 $Q_{100} = 20,400$ cfs
 W.S. Elev. 20.4 (int.) 21.2 (final)
 $V = 17.0$ fps
 $Q_{10} = 6,630$ cfs
 W.S. Elev. 13.9
 $V = 12.4$ fps
 Overbank $V = 11$ fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 126+70
 UNITED WESTERN ENGINEERS
 Sheet No. 34 of 47**



Existing Channel

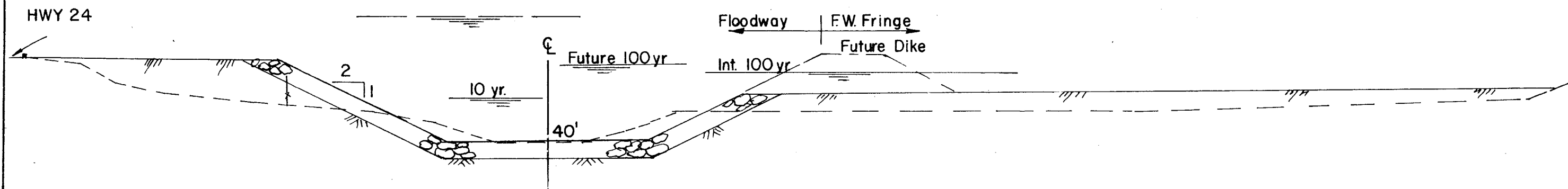
Invert Elev. 5998
 Top of bank Elev. 6002
 Capacity = 3820 cfs
 $V = 11.1$ fps
 $n = 0.035$
 Return = 5 Year Storm

Proposed Channel:

Invert Elev. 5998.2
 Top of bank Elev. 6016.7 (lt.) 8.4 (rt.)
 $Q_{100} = 20,400$ cfs
 W.S. Elev. 13.9 (int) 14.7 (final)
 $v = 17.0$ fps
 $Q_{10} = 6630$ cfs
 W.S. Elev. 7.4
 $V = 9.2$ fps
 Overbank $V = 10$ fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 135+24
 UNITED WESTERN ENGINEERS
 Sheet No. 35 of 47**



Existing Channel

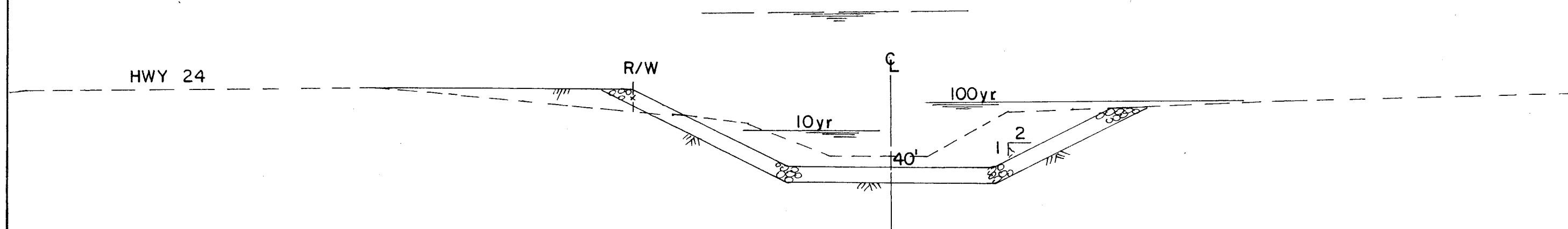
Invert Elev. 5990
 Top of bank Elev. 96
 Capacity = 2,390 cfs
 $V = 10.6$ fps
 $n = 0.035$
 Return = 3 Year Storm

Proposed Channel:

Invert Elev. 5990.8
 Top of bank Elev. 6007.3 (lt.) 5999.8 (rt.)
 $Q_{100} = 20,400$ cfs
 W.S. Elev. 3.4 (Int.) 5.4 (final)
 $V = 20.1$ fps
 $Q_{10} = 6,630$ cfs
 W.S. Elev. 98.8
 $V = 14.6$ fps
 Overbank $V = 13$ fps

Scale : 1" = 20'

FOUNTAIN CREEK
CROSS SECTIONS
STATION 142 + 00
 UNITED WESTERN ENGINEERS
Sheet No. 36 of 47



Existing Channel

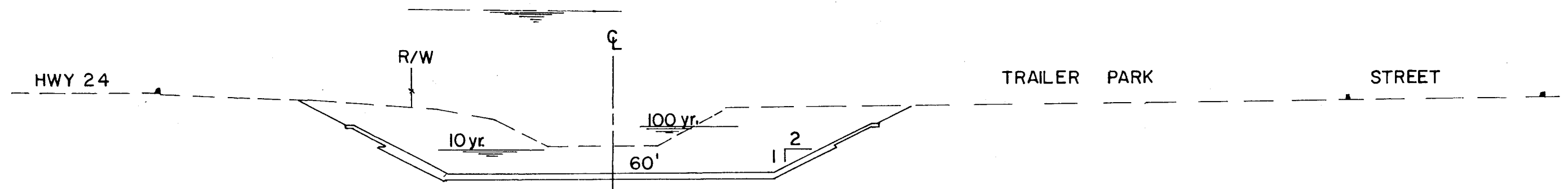
Invert Elev. 5983.8
 Top of bank Elev. 92
 Capacity = 3570 cfs
 V = 11.9 fps
 n = 0.035
 Return = 4 Year Storm

Proposed Channel:

Invert Elev. 5981.6
 Top of bank Elev. 96.6
 $Q_{100} = 20,400$ cfs
 W.S. Elev. 94.0
 V = 27.1 fps
 $Q_{10} = 6,630$ cfs
 W.S. Elev. 88.6
 V = 17.4 fps
 Overbank V = 12 fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 148+10
 UNITED WESTERN ENGINEERS
 Sheet No. 37 of 47**



Existing Channel

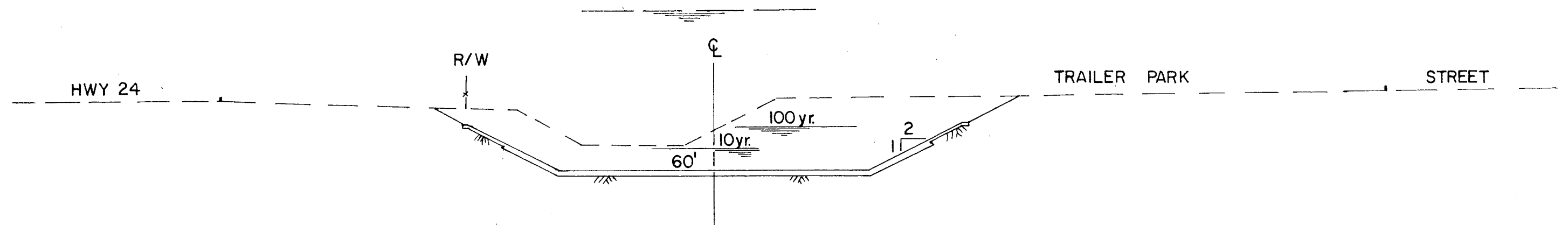
Invert Elev. 5977
 Top of bank Elev. 84
 Capacity = 2,550 cfs
 V = 10.5 fps
 n = 0.035
 Return = 3 Year Storm

Proposed Channel:

Invert Elev. 5972.0
 Top of bank Elev. 81.0
 $Q_{100} = 20,400$ cfs
 W.S. Elev. 80.3
 V = 32.3 fps
 $Q_{10} = 6,640$ cfs
 W.S. Elev. 76.4
 V = 22.5 fps
 Overbank V = — fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 156 + 39
 UNITED WESTERN ENGINEERS
 Sheet No. 38 of 47**



Existing Channel

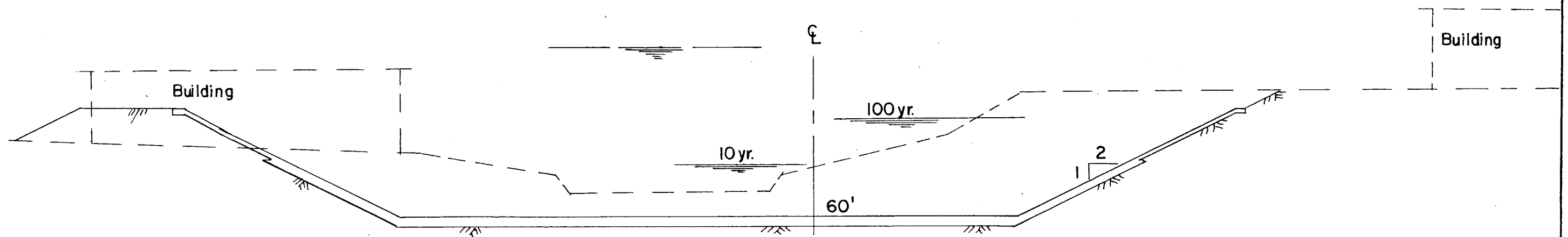
Invert Elev. 5974.8
 Top of bank Elev. 84
 Capacity = 3,560 cfs
 $V = 9.1$ fps
 $n = 0.035$
 Return = 4 Year Storm

Proposed Channel:

Invert Elev. 5970.0
 Top of bank Elev. 79.8
 $Q_{100} = 20,400$ cfs
 W.S. Elev. 78.3
 $v = 32.3$ fps
 $Q_{10} = 6,640$ cfs
 W.S. Elev. 74.4
 $V = 22.5$ fps
 Overbank $V = \text{—}$ fps

Scale : 1" = 20'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 158 + 70
 UNITED WESTERN ENGINEERS
 Sheet No. 39 of 47**



Existing Channel

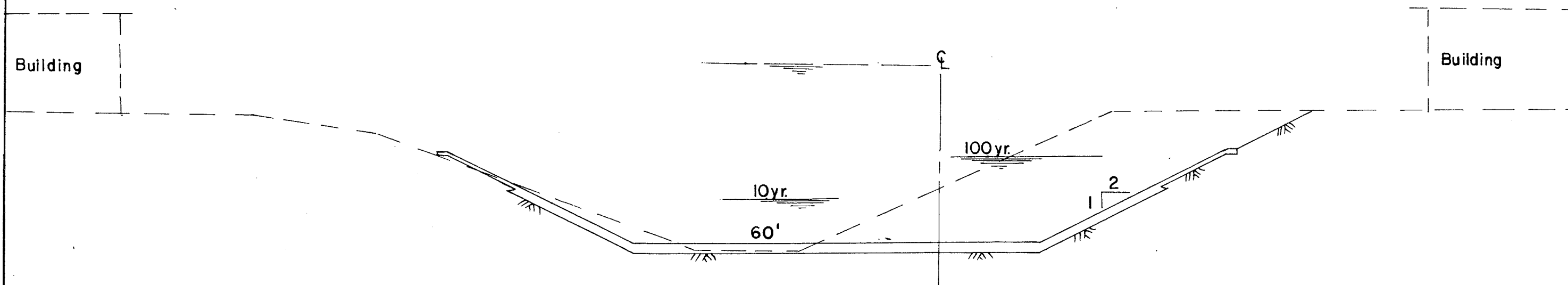
Invert Elev. 5970.2
 Top of bank Elev. 76
 Capacity = 5,870 cfs
 $V = 12.3$ fps
 $n = 0.038$
 Return = 8 Year Storm

Proposed Channel:

Invert Elev. 5967.9
 Top of bank Elev. 78.4
 $Q_{100} = 20,400$ cfs
 W.S. Elev. 77.5
 $V = 27.1$ fps
 $Q_{10} = 6,640$ cfs
 W.S. Elev. 72.9
 $V = 18.8$ fps
 Overbank $V = \text{—}$ fps

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 162 + 47
 UNITED WESTERN ENGINEERS
 Sheet No. 40 of 47**



Existing Channel

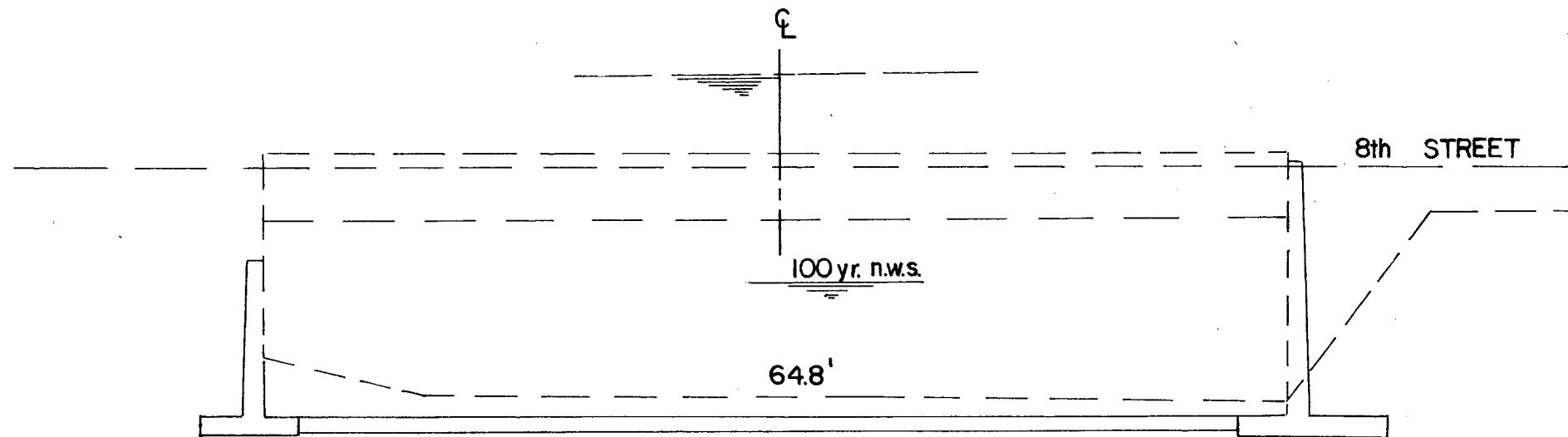
Invert Elev. 5962.5
 Top of bank Elev. 76
 Capacity = 6,610 cfs
 $V = 12.8$ fps
 $n = 0.035$
 Return = 10 Year Storm

Proposed Channel:

Invert Elev. 5963.2
 Top of bank Elev. 72.2
 $Q_{100} = 20,500$ cfs
 W.S. Elev. 71.5
 $V = 32.3$ fps
 $Q_{10} = 6,660$ cfs
 W.S. Elev. 67.6
 $V = 22.5$ fps
 Overbank $V = \text{—}$ fps

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 171 + 17
 UNITED WESTERN ENGINEERS
 Sheet No. 41 of 47**



Existing Channel

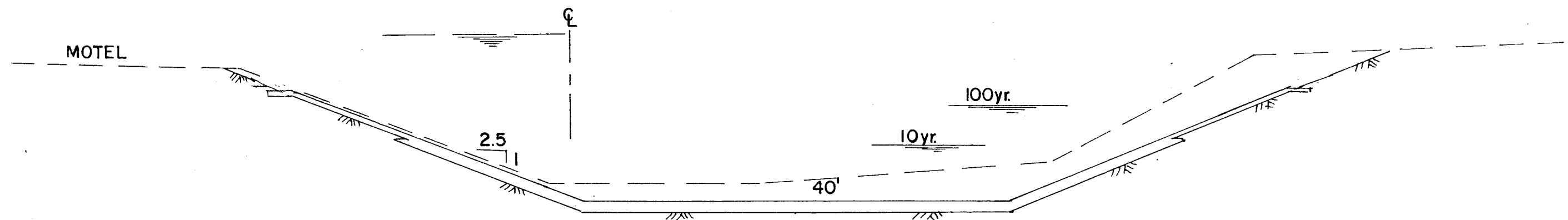
Invert Elev. 5962.0
 Top of bank Elev. 73.6 (girder)
 Capacity = 11,700 cfs
 $V = 16.4$ fps
 $n = 0.035$
 Return = 30 Year Storm

Proposed Channel:

Invert Elev. 5961.1
 Top of bank Elev. 74.8 (lt.) 80.8 (rt.)
 $Q_{100} = 20,500$ cfs
 W.S. Elev. 69.5
 $V = 37.7$ fps
 $Q_{10} = 6,660$ cfs
 W.S. Elev. —
 $V = —$ fps
 Overbank $V = —$ fps

8th STREET
 Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 173+ 58
 UNITED WESTERN ENGINEERS
 Sheet No. 42 of 47**



Existing Channel

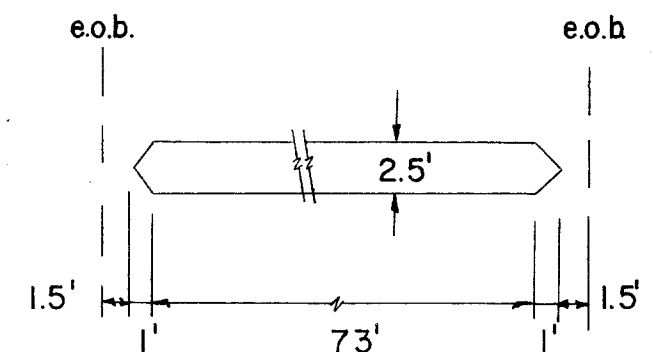
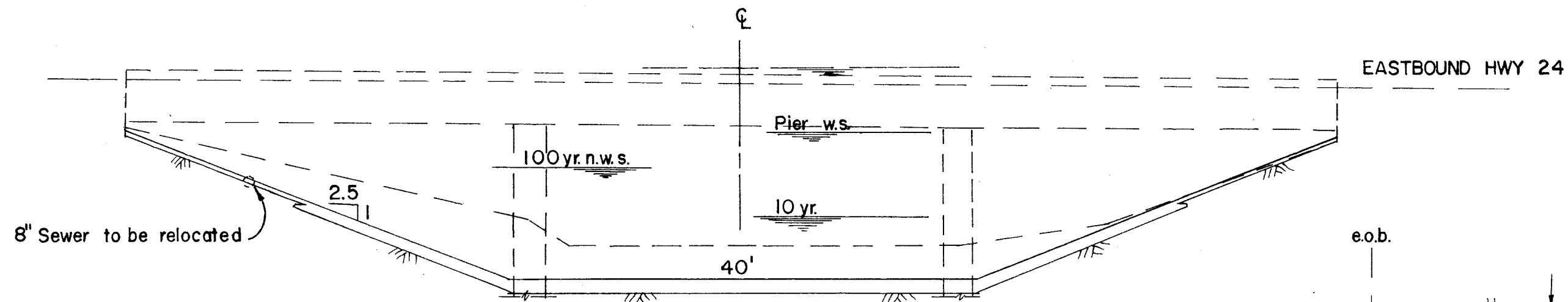
Invert Elev. 5958
 Top of bank Elev. 69
 Capacity = 11,000 cfs
 $V = 15.1$ fps
 $n = 0.035$
 Return = 25 Year Storm

Proposed Channel:

Invert Elev. 5956.2
 Top of bank Elev. 66.7
 $Q_{100} = 20,500$ cfs
 W.S. Elev. 65.2
 $V = 36.7$ fps
 $Q_{10} = 6,670$ cfs
 W.S. Elev. 61.2
 $V = 26.6$ fps
 Overbank $V = \text{—}$ fps

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 178+05
 UNITED WESTERN ENGINEERS
 Sheet No. 43 of 47**



PIER DETAIL

Existing Channel

Invert Elev. 5954.3
 Top of bank Elev. 64.1 (Girder)
 Capacity = 6170 cfs
 $V = 13.2$ fps
 $n = 0.035$
 Return = 9 Year Storm

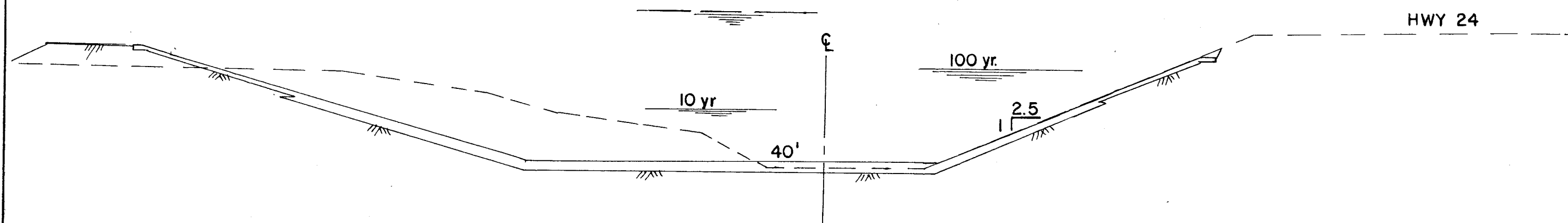
Proposed Channel:

Invert Elev. 5951.4
 Top of bank Elev. —
 $Q_{100} = 20,500$ cfs
 W.S. Elev. 60.4 (n.w.s.) 62.8 (Piers)
 $V = 36.7$ fps
 $Q_{10} = 6,670$ cfs
 W.S. Elev. 56.4
 $V = 26.6$ fps
 Overbank $V =$ —fps

LOWER HIGHWAY NO. 24

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 182 + 16
 UNITED WESTERN ENGINEERS
 Sheet No. 44 of 47**



Existing Channel

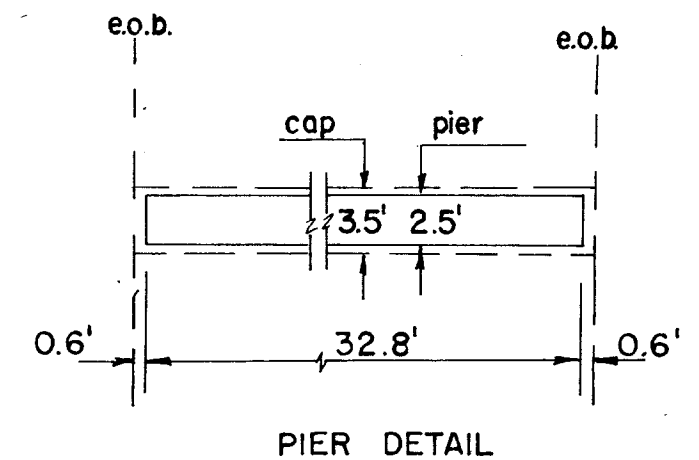
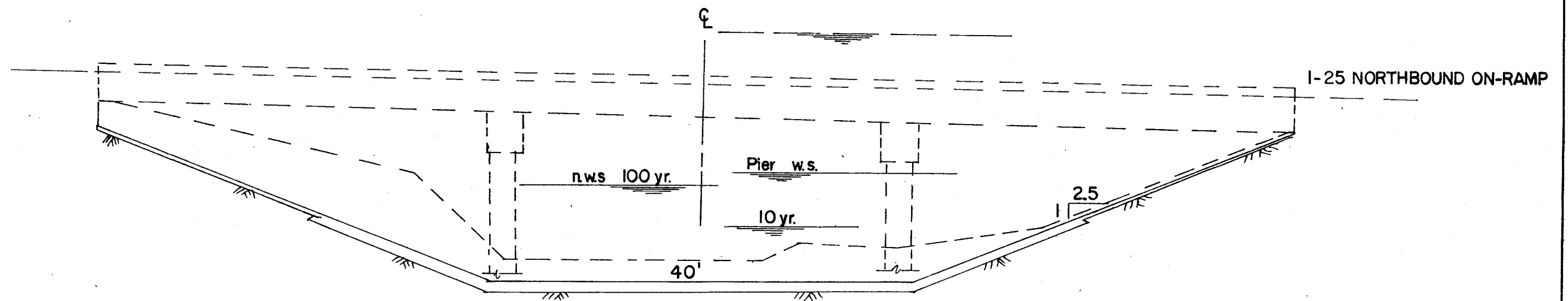
Invert Elev. 5944.8
 Top of bank Elev. 54.0
 Capacity = 5050 cfs
 $V = 12.6$ fps
 $n = 0.040$
 Return = 7 Year Storm

Proposed Channel:

Invert Elev. 5945.3
 Top of bank Elev. 56.3
 $Q_{100} = 20,500$ cfs
 W.S. Elev. 54.4
 $V = 35.5$ fps
 $Q_{10} = 6,670$ cfs
 W.S. Elev. 50.3
 $V = 25.6$ fps
 Overbank $V = \text{—}$ fps

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 189+66
 UNITED WESTERN ENGINEERS
 Sheet No. 45 of 47**



Existing Channel

Invert Elev. 5943.2
 Top of bank Elev. 55.1 (Girder)
 Capacity = 9,810 cfs
 $V = 14.1$ fps
 $n = 0.040$
 Return = 19 Year Storm

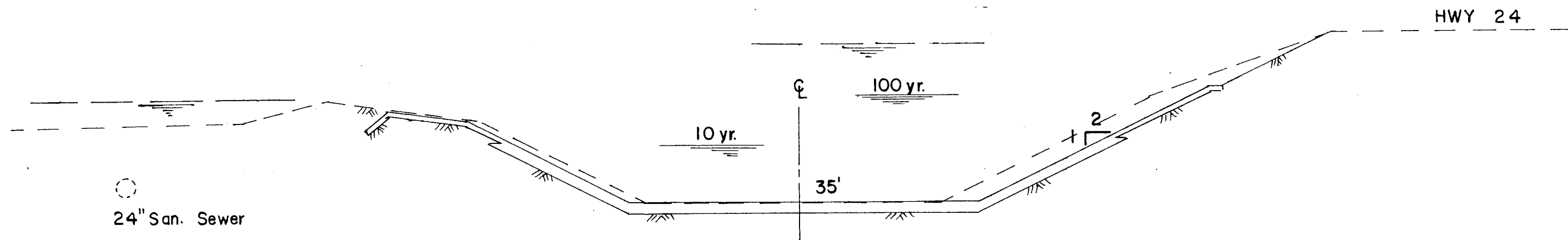
Proposed Channel:

Invert Elev. 5941.8
 Top of bank Elev.
 $Q_{100} = 20,500$ cfs
 W.S. Elev. 50.9 (n.w.s.) 52.0 (piers)
 $V = 35.5$ fps
 $Q_{10} = 6,670$ cfs
 W.S. Elev. 46.8
 $V = 25.6$ fps
 Overbank $V = \text{---}$ fps

I-25 ON-RAMP

Scale : 1" = 10'

**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 192 + 88
 UNITED WESTERN ENGINEERS
 Sheet No. 46 of 47**



Existing Channel

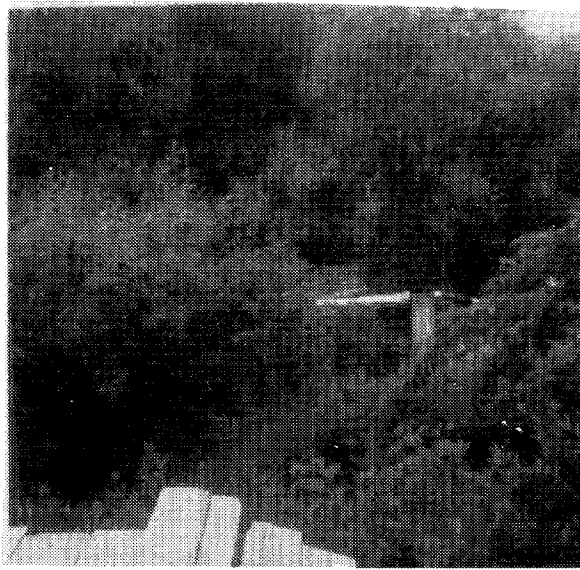
Invert Elev. 5940.2
 Top of bank Elev. 50.0
 Capacity = 5940 cfs
 $V = 12.5$ fps
 $n = 0.040$
 Return = 9 Year Storm

Proposed Channel:

Invert Elev. 5940.3
 Top of bank Elev. 51.3 (rt.)
 $Q_{100} = 20,500$ cfs
 W.S. Elev. 50.3
 $V = 37.1$ fps
 $Q_{10} = 6,680$ cfs
 W.S. Elev. 45.7
 $V = 26.6$ fps
 Overbank $V = \text{—}$ fps

Scale : 1" = 10'

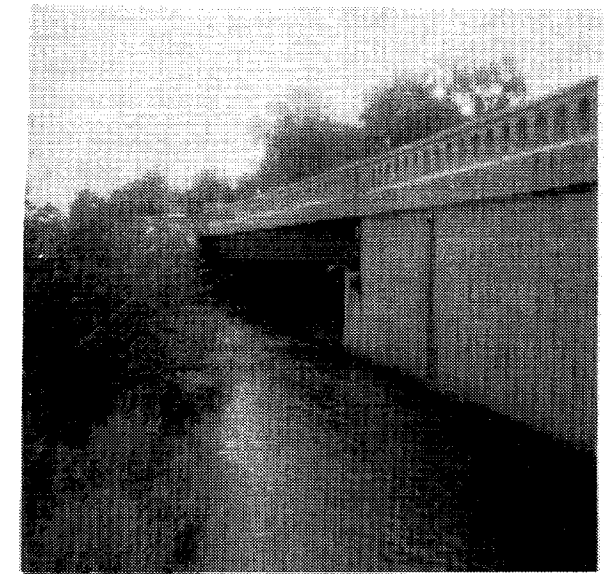
**FOUNTAIN CREEK
 CROSS SECTIONS
 STATION 194+33
 UNITED WESTERN ENGINEERS
 Sheet No. 47 of 47**



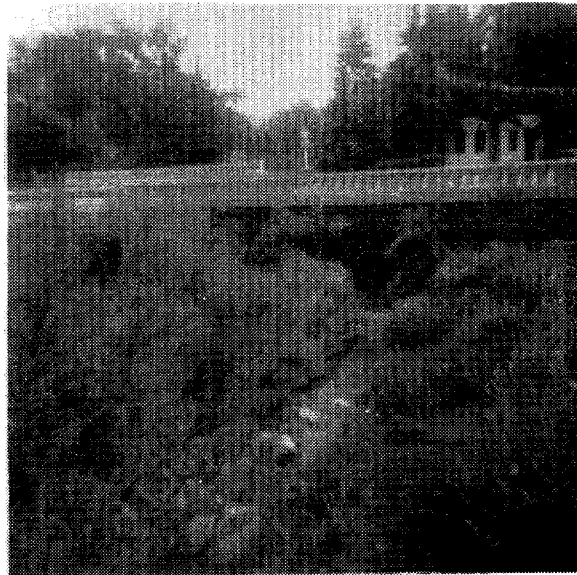
#1 Looking West (Upstream) from abandoned bridge at Manitou City Limit (Station 0+00). Sewer line in Foreground.



2# Looking East from Photo #1. Existing wall to right is hard against existing business at Station 1+25.



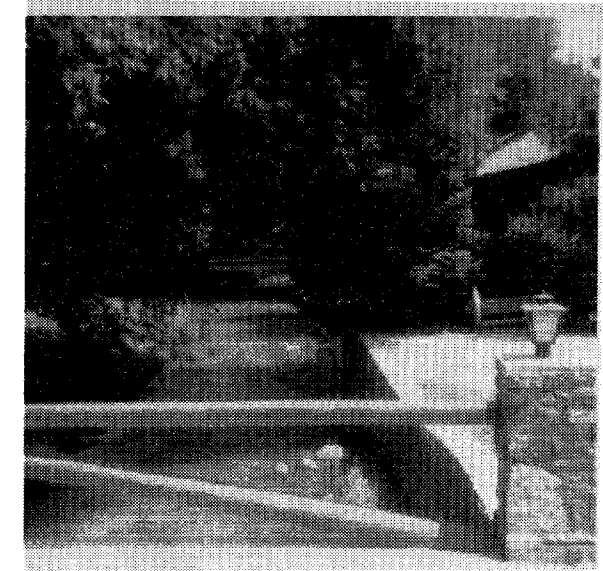
#3 Existing Manitou Avenue Bridge must be replaced.



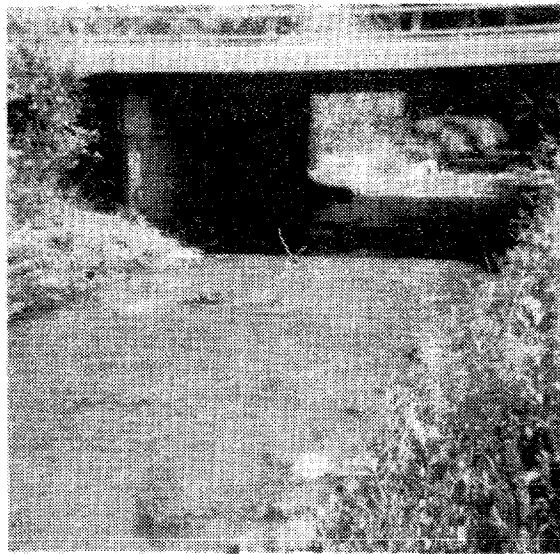
#4 Looking South to Manitou Ave. Bridge along Columbia Road Basin Outfall.



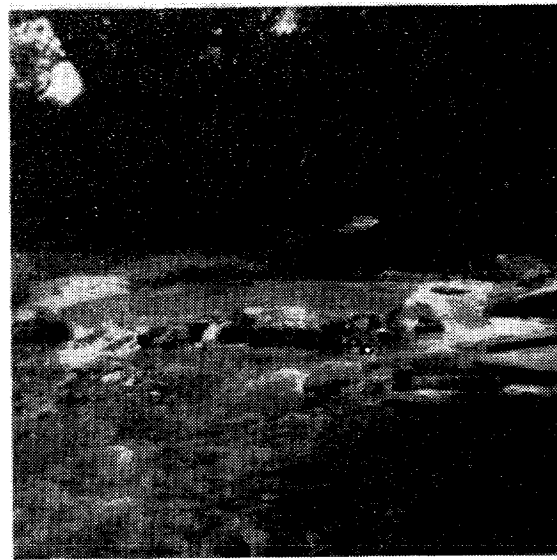
#5 Looking Northwest to Manitou Avenue Bridge from Yucca Lane Campground Bridge.



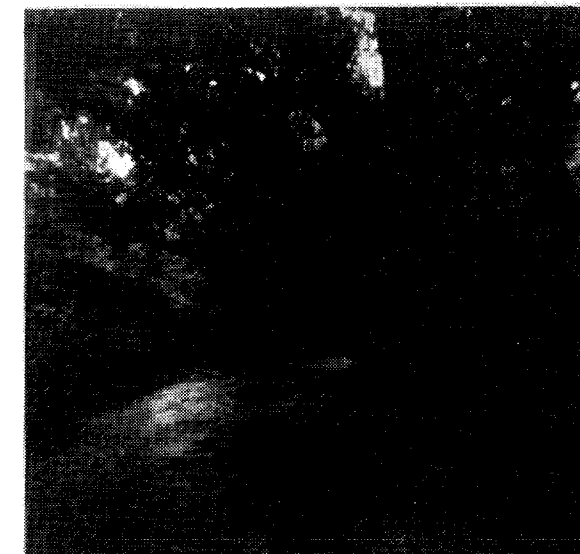
#6 Looking East from Yucca Lane Campground Bridge.



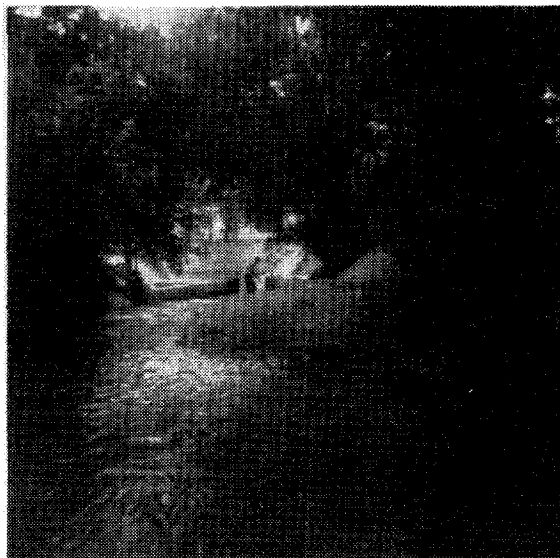
#7 Ridge Road Bridge



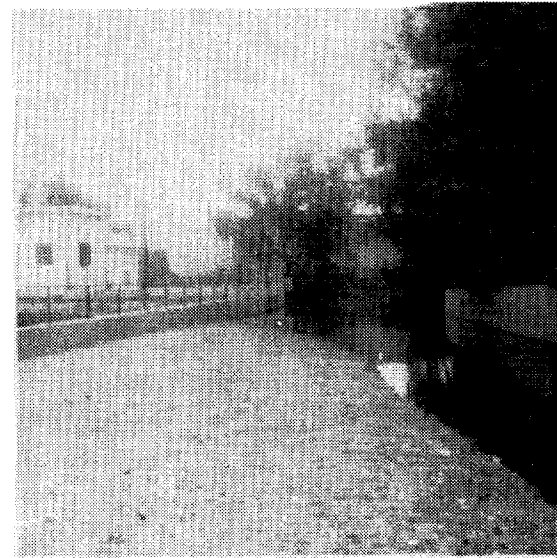
#8 Old stream crossing near Station 18 rendered impassable by normal runoff



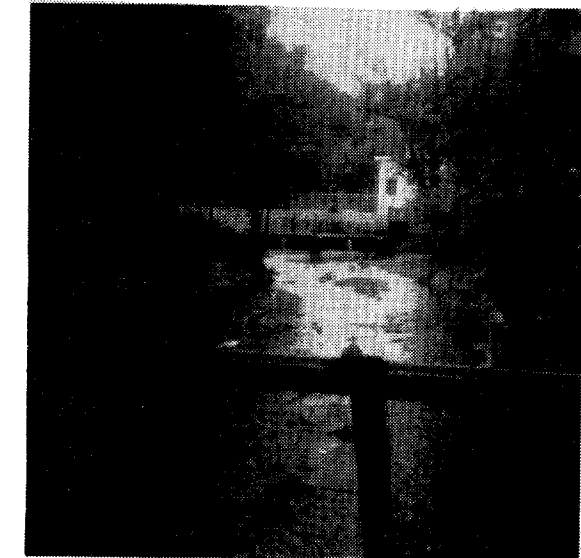
#9 Extremely dense trees near Station 23.



#10 USGS stream gaging station (Parshall Flume) at station 26+68 Sharp curve into water intake in background.



#11 Looking north into water intake near Station 27+50. Pumping Plant to left.



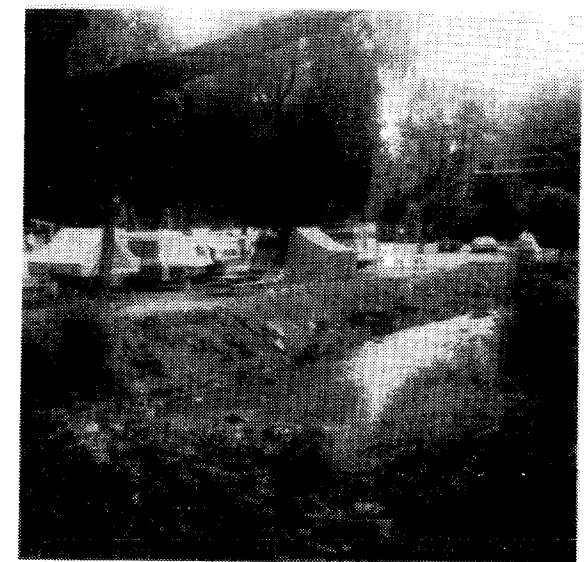
#12 Looking west to pumping Plant and Dam from Red Rock Canyon Mobile Village Access Road Bridge.



#13 Looking west from Station 43 to Red Rock Canyon Shopping Center



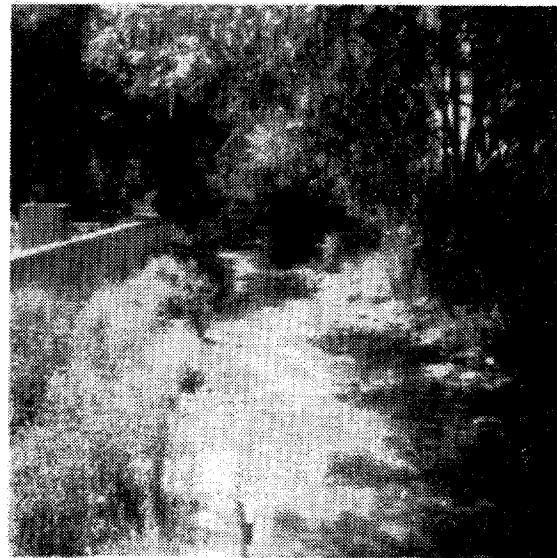
#14 31st Street Bridge from Station 44+50. Camp Creek outfall in foreground.



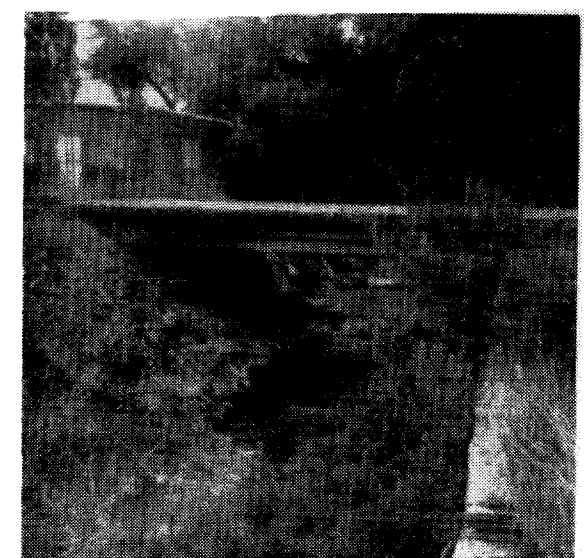
#15 Looking West from Station 53+50 into the Golden Lane Campground.



#16 Looking west from Station 58. Creek is constrained to the left by the Highway 24 fill.



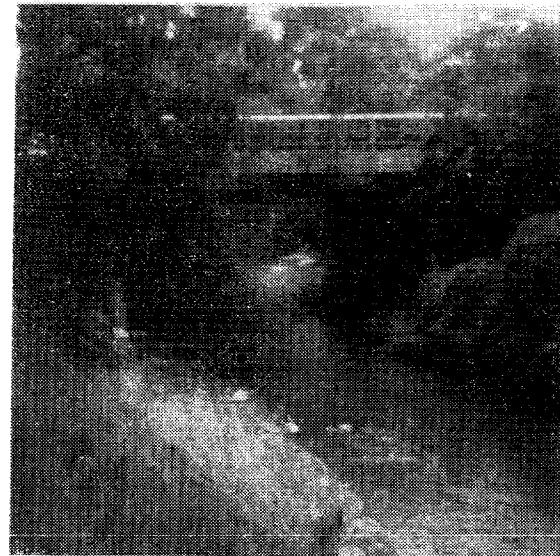
#17 Looking east from station 59. Six foot concrete wall to left built by Mr. Wayne Keller behind his residence to constrain the creek against the Highway 24 fill.



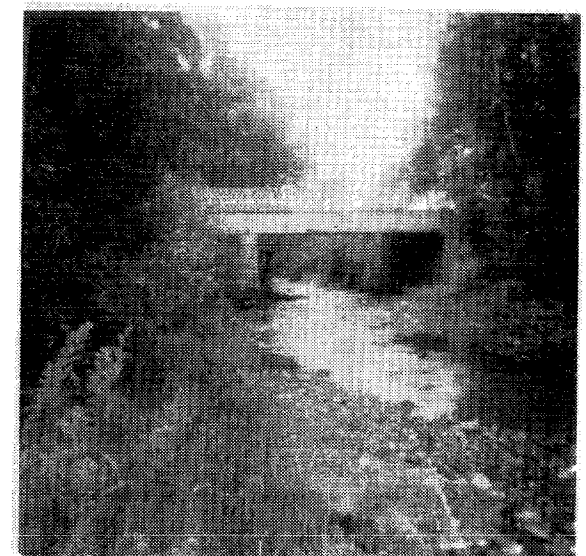
#18 Cutcomp Brothers access road bridge, Station 61+79.



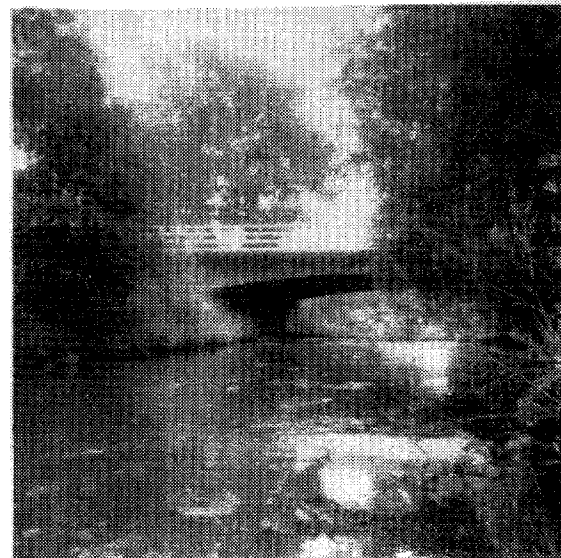
#19 Looking upstream from Station 67+50. Small footbridge across creek in photo.



#20 26th Street Bridge from Station 75.



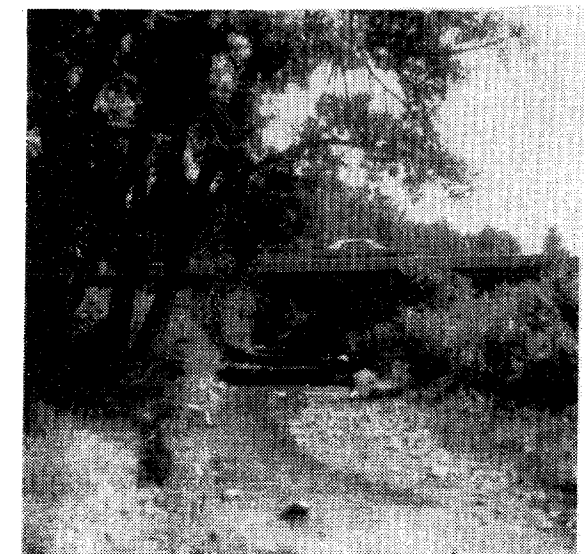
#21 25th Street Bridge from Station 80.



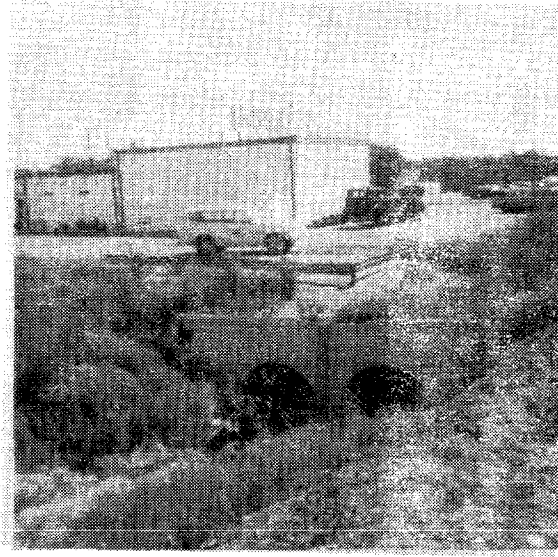
#22 21st Street Bridge from station 102.



#23 Highway 24 bridge from Station 109+50, Looking south.



#24 Highway 24 bridge from Station 113, looking north.



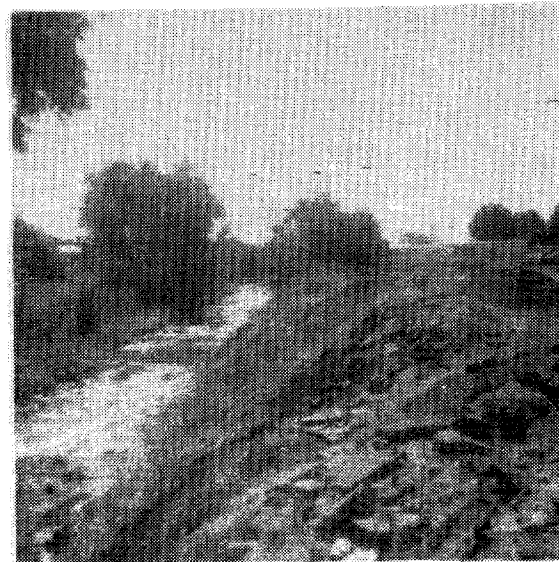
#25 Outfall of 21st Street Drainage Basin west of 21st Street. Two 84-inch CMP's collect trash at entrance.



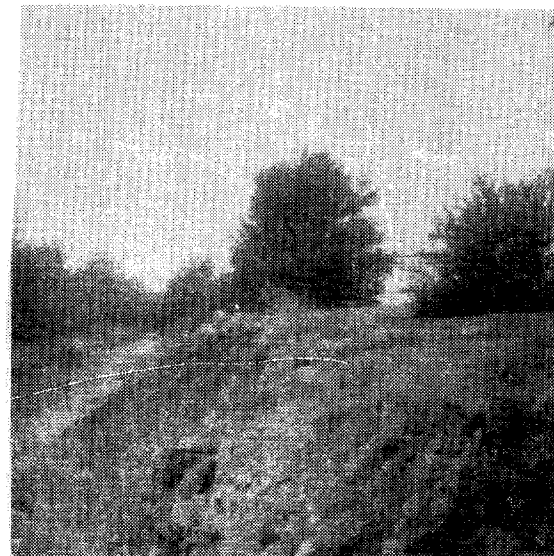
#26 Looking northeast from Station 125. Trees recently cut by Div. of Highways so as not to obstruct creek.



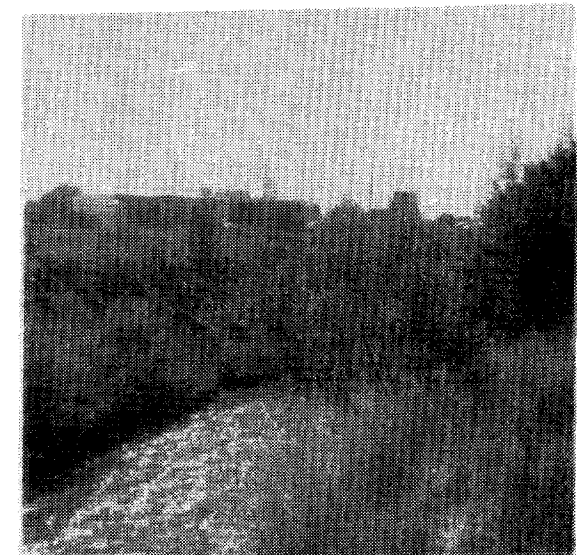
#27 Looking northeast from Station 131 to Highway 24.



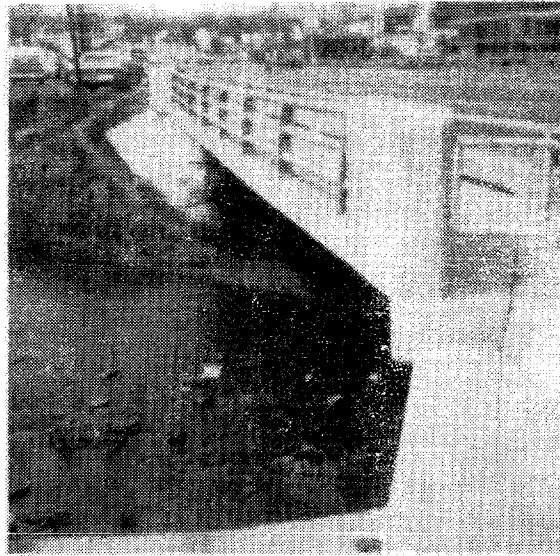
#28 Looking east from Station 147 Mobile Home Park to right.



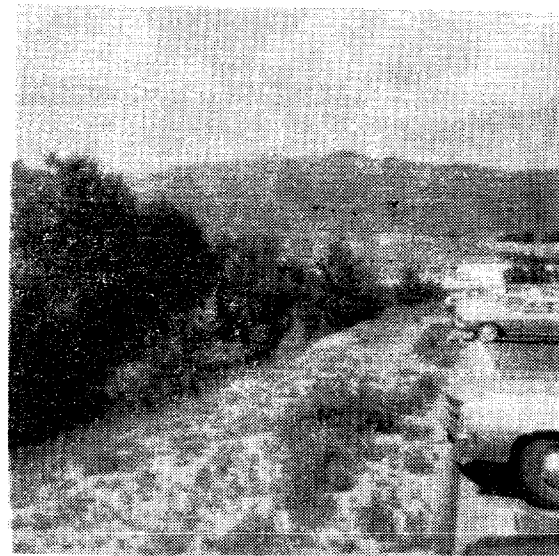
#29 Looking east from station 150. Mobile Home Park to right.



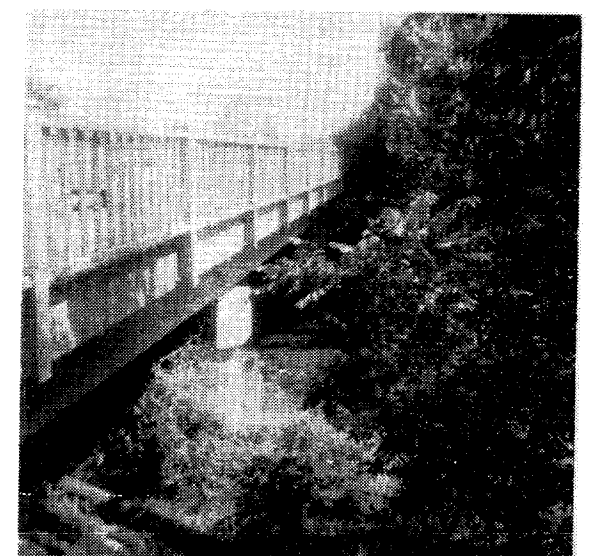
#30 Looking east across Creek from Station 167.



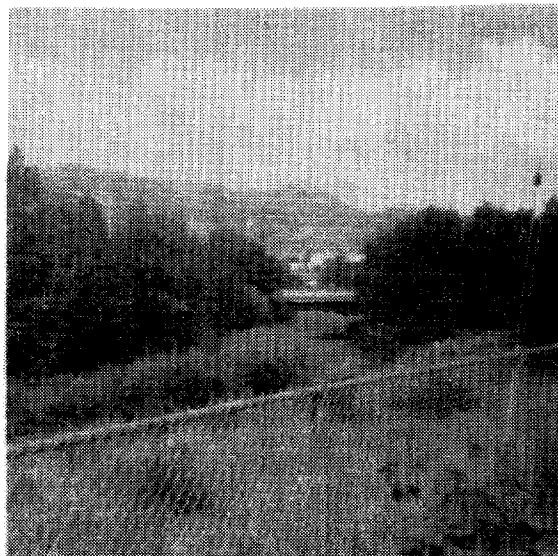
#31 Eighth Street Bridge, Station 173+70, looking north.



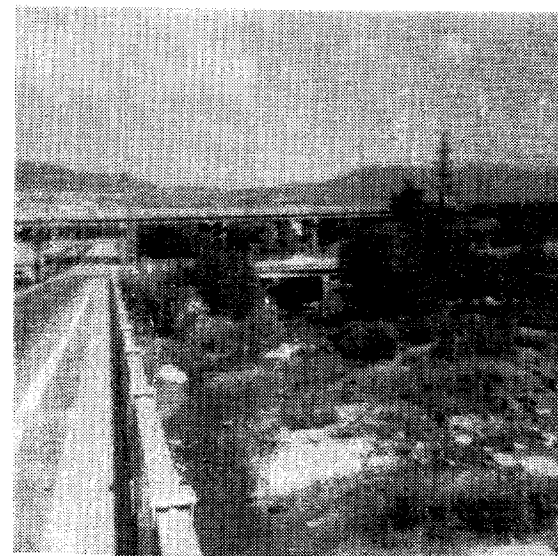
#32 Looking west from Station 179. Holiday Inn Parking lot to right.



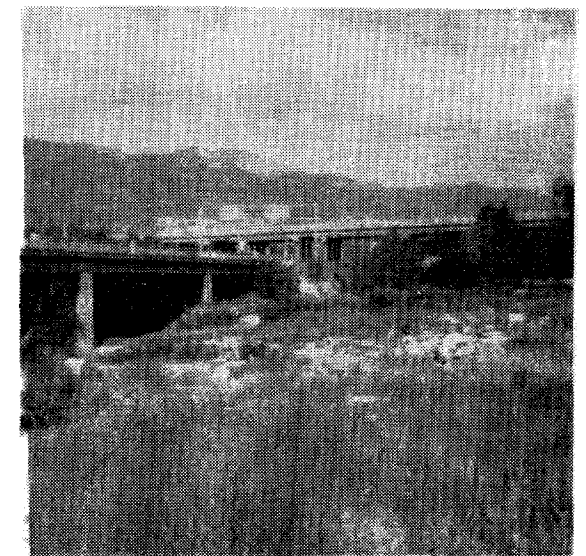
#33 Highway 24 Bridge from station 181+70. Exposed 8" sewer in foreground to be relocated.



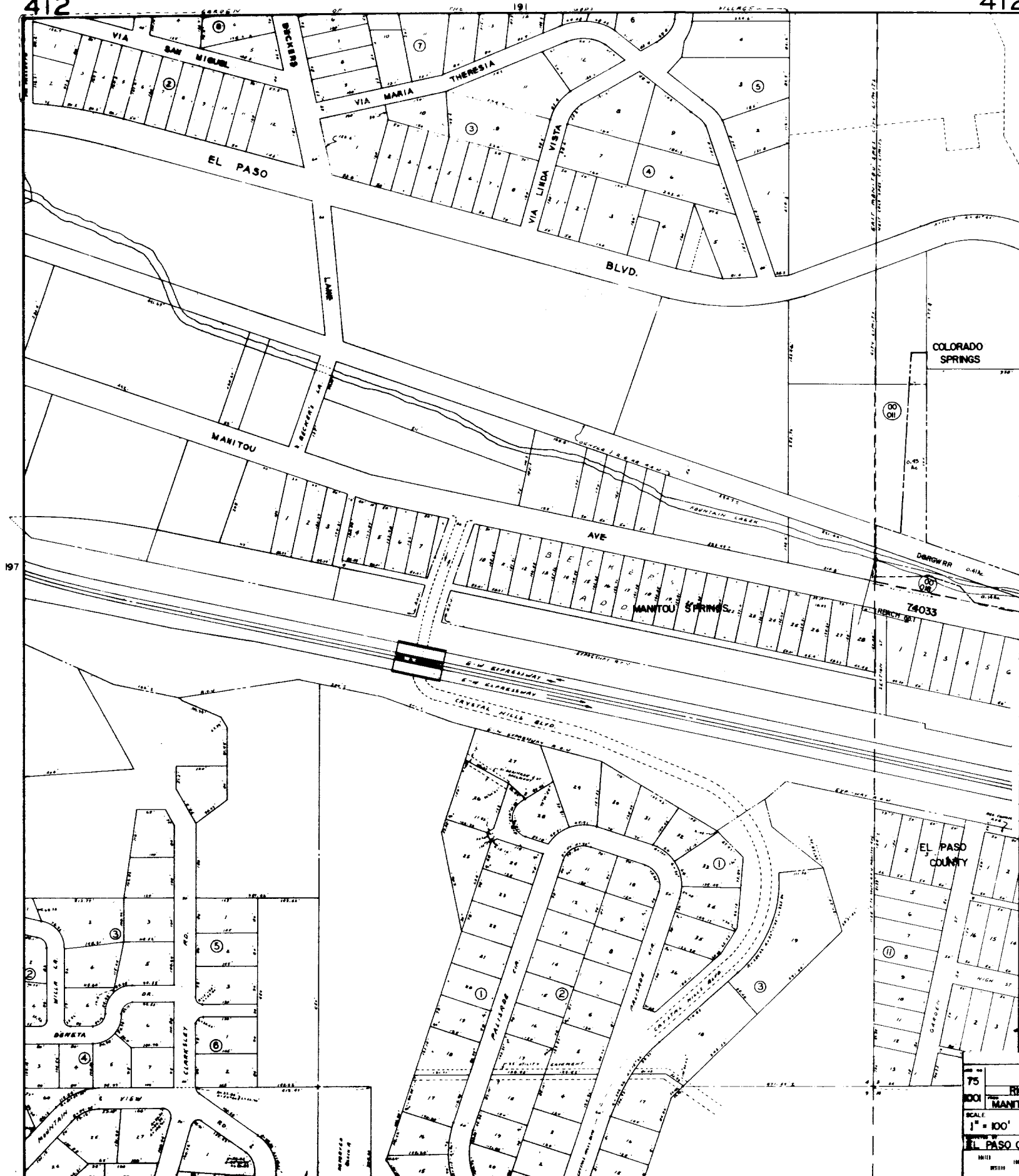
#34 Looking towards Pikes Peak across the Highway 24 bridge from south Chestnut Street.



#35 I-25 bridges from the bridge on Cimarron Street. Fountain and Monument Creeks Merge.



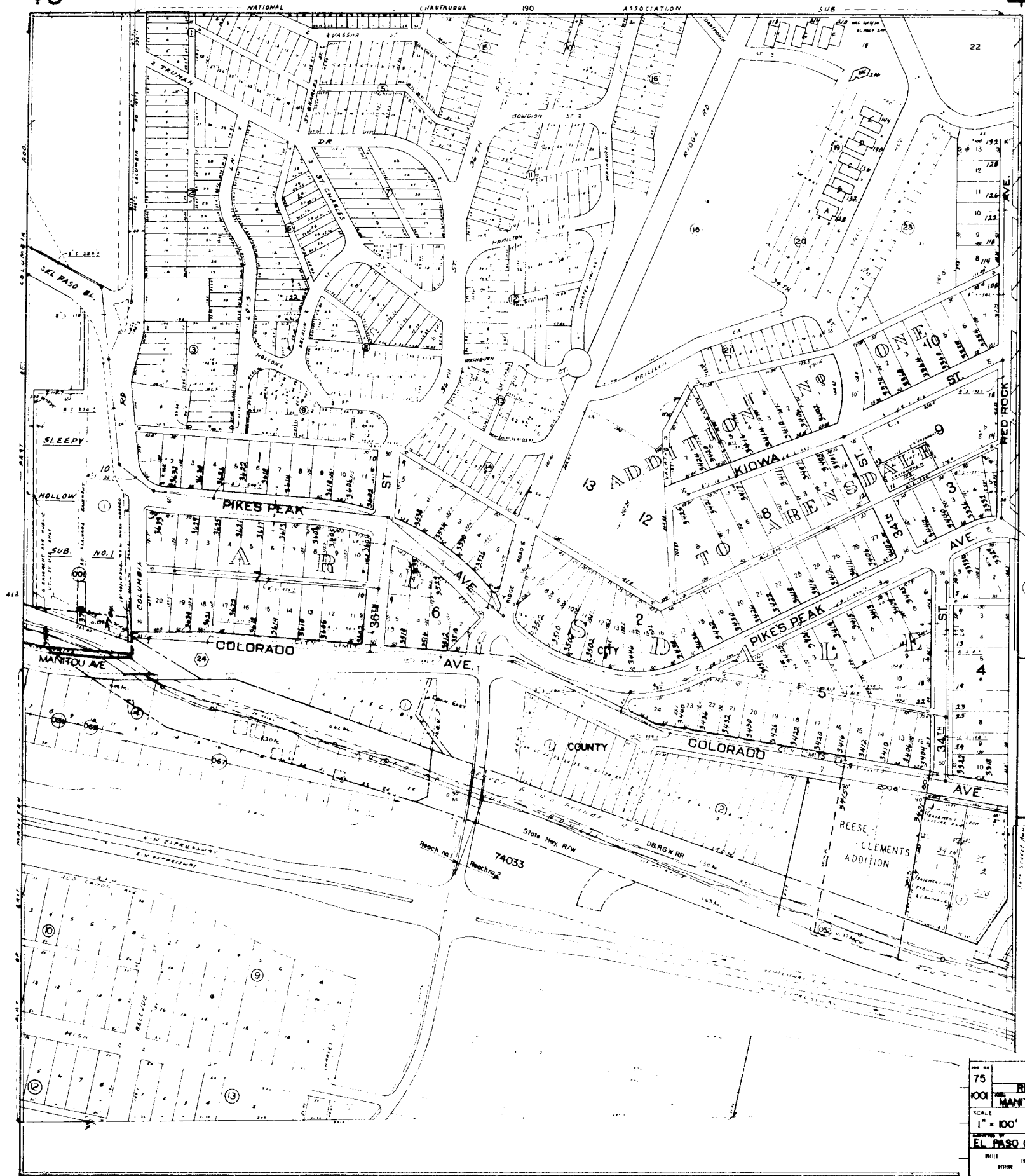
#36 Looking to Pikes Peak from merger of Fountain and Monument Creeks.



LEGEND

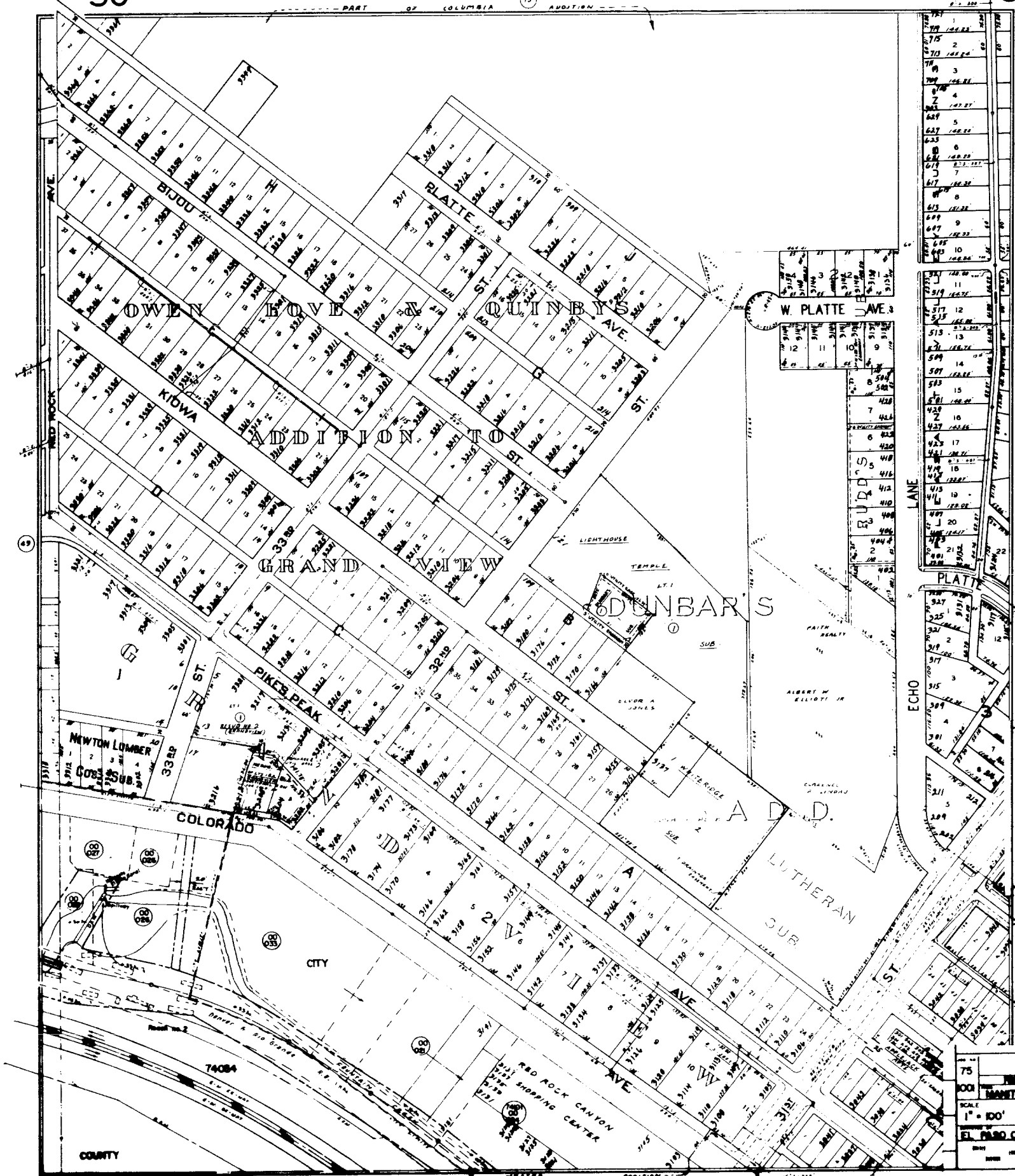
- CENTERLINE
- RIGHT OF WAY
- PROPERTY LINE
- CITY LIMIT
- 74033 PAGE NUMBER
- (24) BLOCK NUMBER
- (32) PARCEL NUMBER
- 74033-24-032 FULL IDENTIFICATION NUMBER (EL PASO COUNTY)

75 FOUNTAIN CREEK
RIGHTS OF WAY - PRELIMINARY
MANITOU SPRINGS - MONUMENT CREEK
SCALE 1" = 100'
DATE 10/2/83
BY J. L. BROWN
CHECKED BY J. L. BROWN
EL PASO COUNTY
UNITED WESTERN ENGINEERS
3708 E. Platte Ave.
Colorado Springs, Colorado
12



LEGEND	
—	CENTERLINE
- - -	RIGHT OF WAY
- - -	PROPERTY LINE
- - -	CITY LIMIT
74033	PAGE NUMBER
(24)	BLOCK NUMBER
(100)	PARCEL NUMBER
74033-24-032	FULL IDENTIFICATION NUMBER (EL PASO COUNTY)

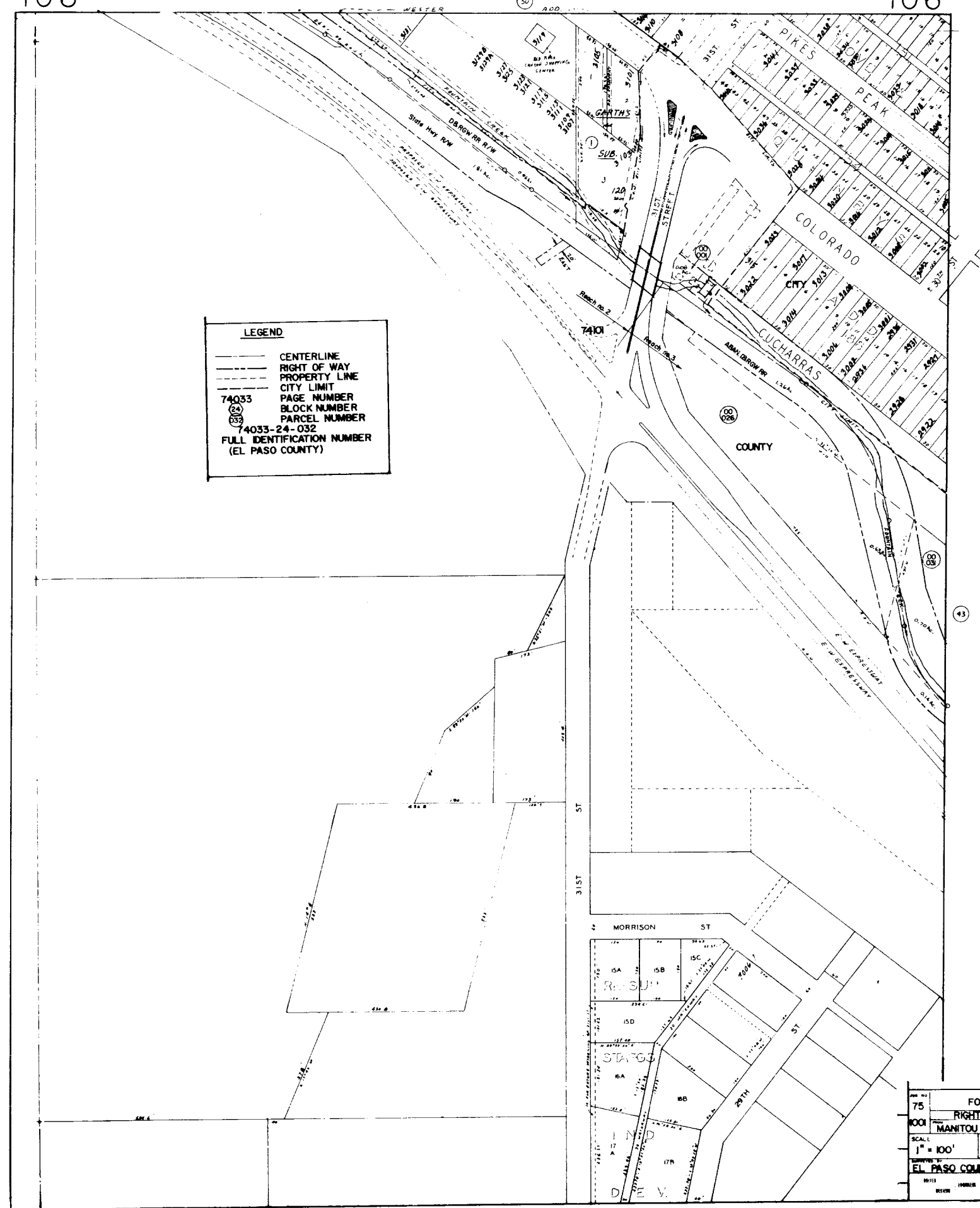
75	FOUNTAIN CREEK
100	RIGHTS OF WAY - PRELIMINARY
100	MANITOU SPRINGS - MONUMENT CREEK
SCALE	1" = 100'
EL PASO COUNTY	OEW
UNITED WESTERN ENGINEERS	2
3700 E. Platte Ave.	12
Colorado Springs, Colorado	

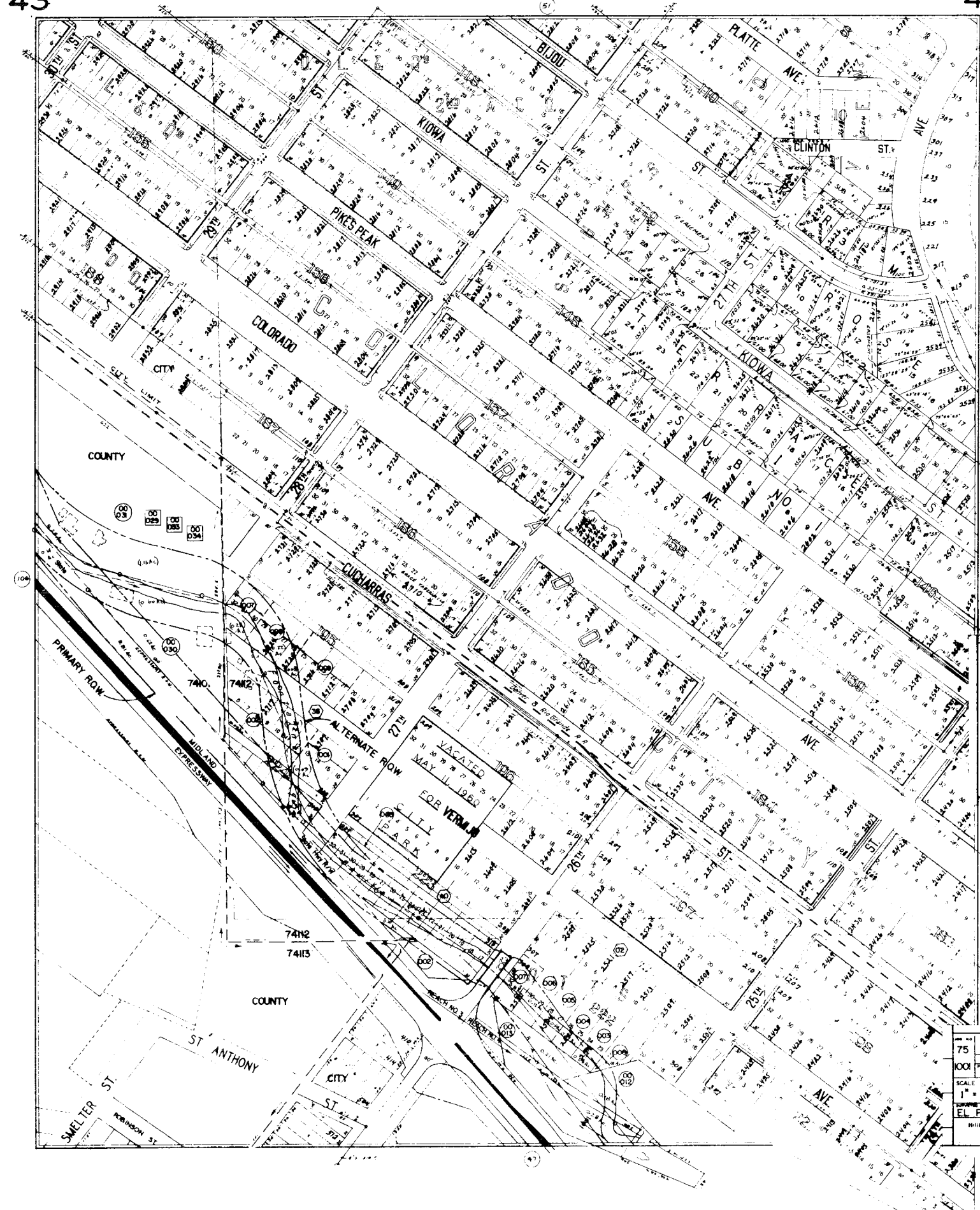


LEGEND

- CENTERLINE
- RIGHT OF WAY
- PROPERTY LINE
- CITY LIMIT
- 74033 PAGE NUMBER
- (24) BLOCK NUMBER
- (63) PARCEL NUMBER
- 74033-24-032 FULL IDENTIFICATION NUMBER (EL PASO COUNTY)

75	FOUNTAIN CREEK	
100	RIGHTS OF WAY - PRELIMINARY	
100	HAMILTON CREEK - MONUMENT CREEK	
SCALE	1" = 100'	DEW
EL PASO COUNTY	UNITED WESTERN ENGINEERS	
3	12	





LEGEND

- CENTERLINE
- RIGHT OF WAY
- PROPERTY LINE
- CITY LIMIT
- 74033 PAGE NUMBER
- 24 BLOCK NUMBER
- 033 PARCEL NUMBER
- 74033-24-032 FULL IDENTIFICATION NUMBER (EL PASO COUNTY)
- 00 STRUCTURES ONLY
- 025

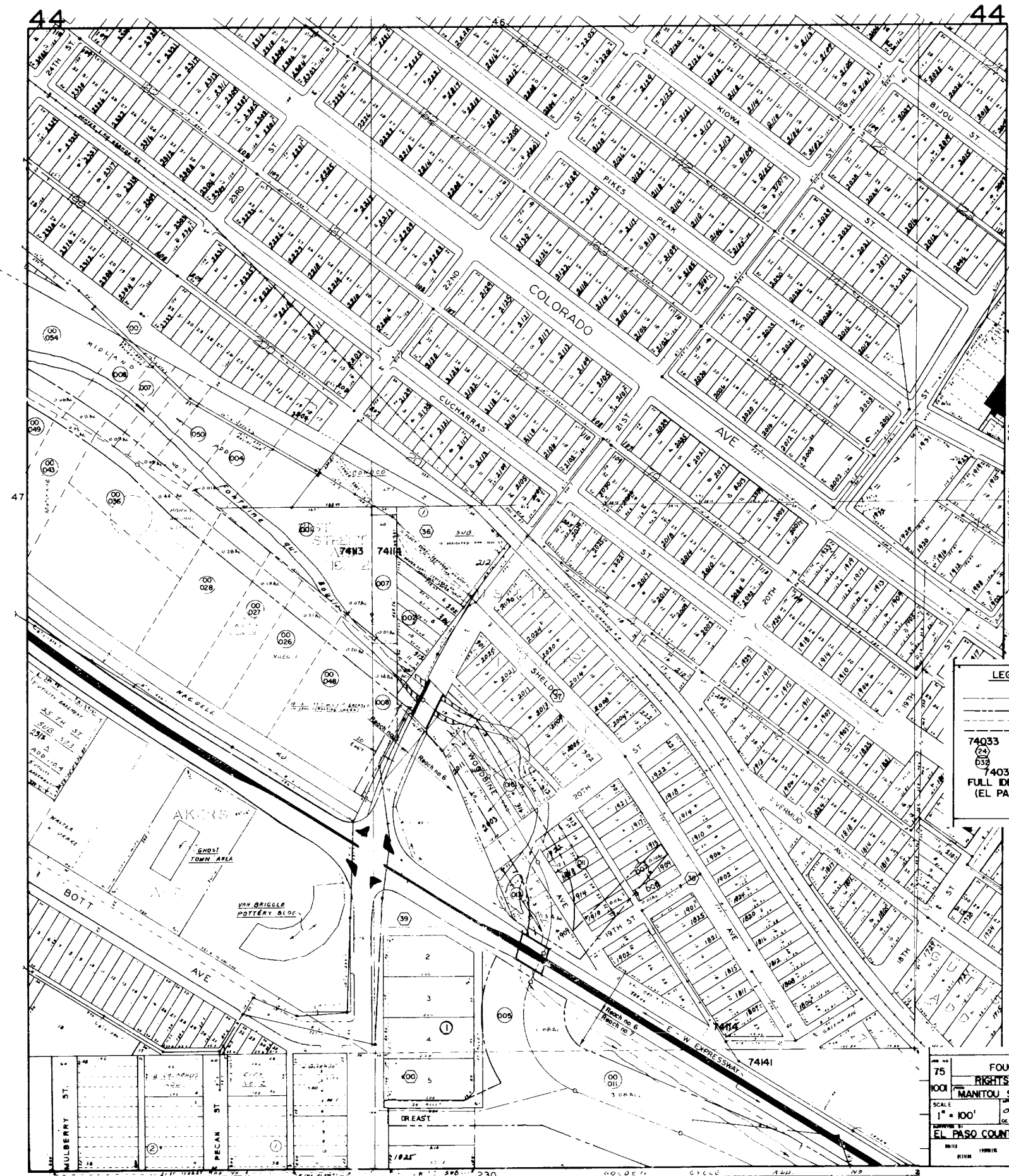
75	FOUNTAIN CREEK	
100	RIGHTS OF WAY - PRELIMINARY	
100	MANITOU SPRINGS - MONUMENT CREEK	
SCALE	1" = 100'	SCALE
EL PASO COUNTY	UNITED WESTERN ENGINEERS	5
3708 E. Pierre Ave.	Colorado Springs, Colorado	12



LEGEND

- CENTERLINE
- RIGHT OF WAY
- PROPERTY LINE
- CITY LIMIT
- 74033 PAGE NUMBER
- 24 BLOCK NUMBER
- 032 PARCEL NUMBER
- 74033-24-032 FULL IDENTIFICATION NUMBER (EL PASO COUNTY)

75	FOUNTAIN CREEK	
100	RIGHTS OF WAY - PRELIMINARY	
SCALE	1" = 100'	DATE 10-1-1910
EL PASO COUNTY	UNITED WESTERN ENGINEERS	6
ST. & P. Ave. Colorado Springs, Colorado		12



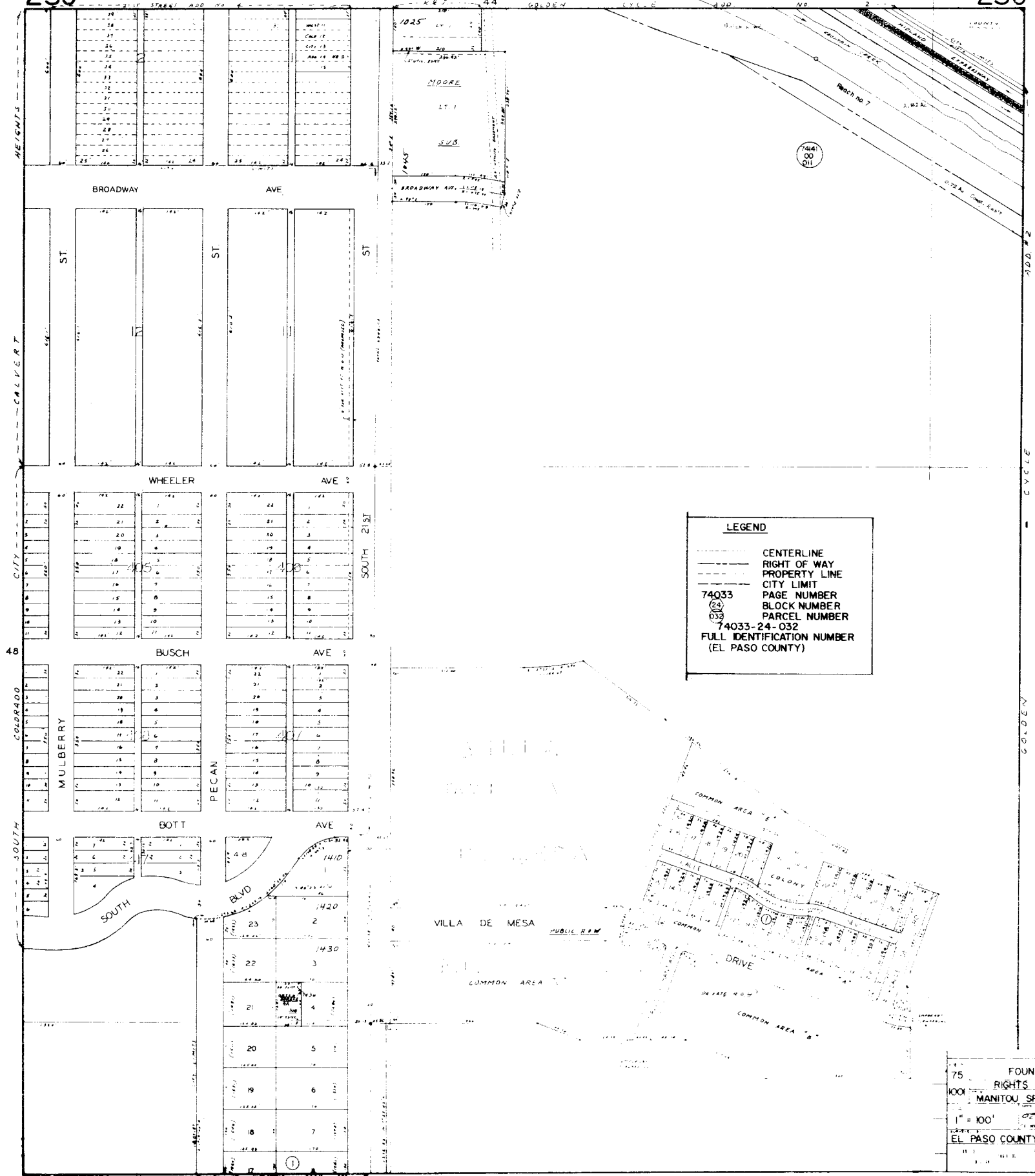
LEGEND

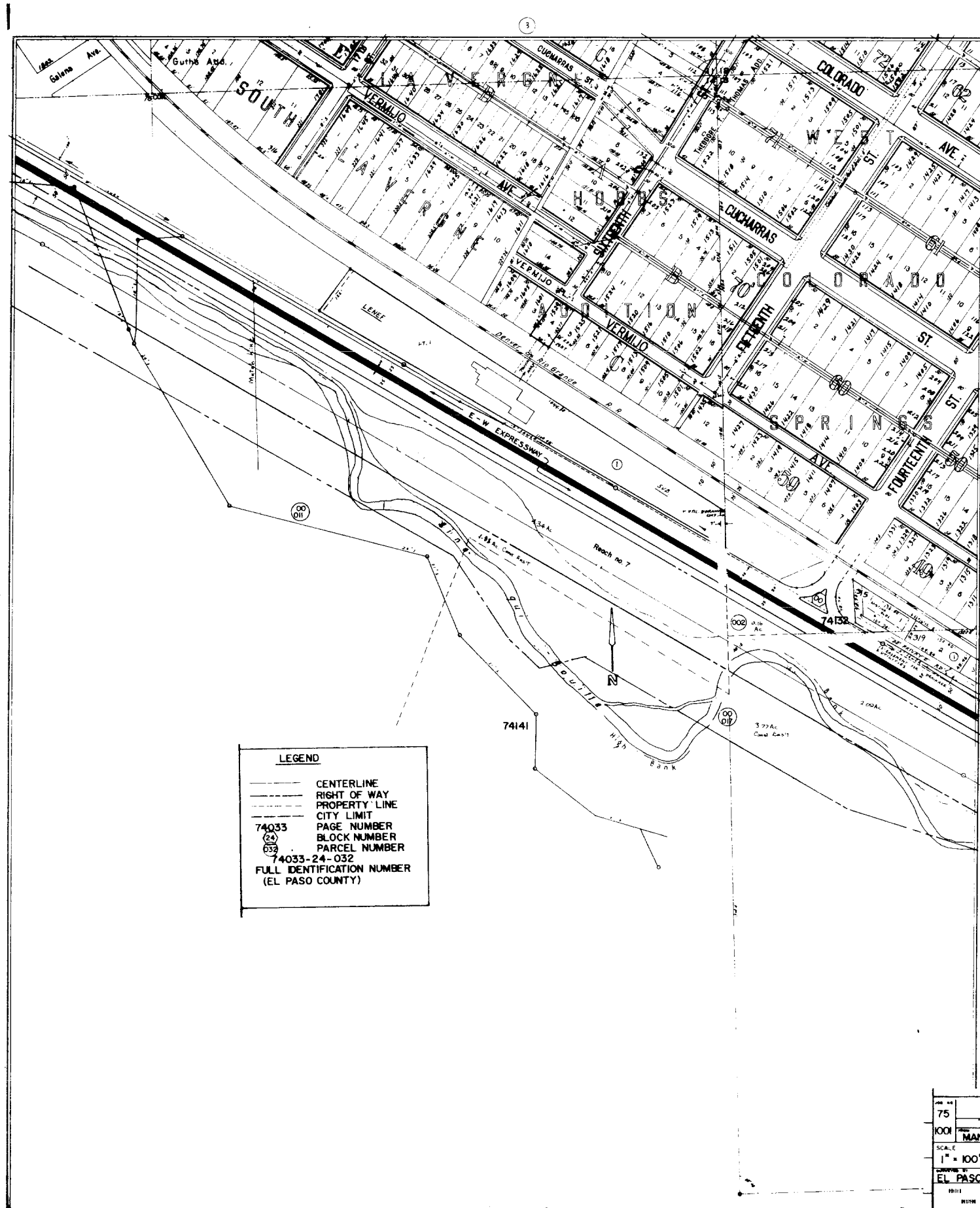
- CENTERLINE
- RIGHT OF WAY
- PROPERTY LINE
- CITY LIMIT
- 74033 PAGE NUMBER
- 74033-24-032 BLOCK NUMBER
- 74033-24-032 PARCEL NUMBER
- 74033-24-032 FULL IDENTIFICATION NUMBER (EL PASO COUNTY)

75	FOUNTAIN CREEK	
1001	RIGHTS OF WAY - PRELIMINARY	
MANITOU SPRINGS - MONUMENT CREEK		
SCALE	1" = 100'	02 74033
EL PASO COUNTY		02 74033
UNITED WESTERN ENGINEERS		7
3905 E. Pike Ave.		12
Colorado Springs, Colorado		

230

230





LEGEND

- CENTERLINE
- RIGHT OF WAY
- PROPERTY LINE
- CITY LIMIT
- 74033 PAGE NUMBER
- (24) BLOCK NUMBER
- 032 PARCEL NUMBER
- 74033-24-032 FULL IDENTIFICATION NUMBER (EL PASO COUNTY)

75 FOUNTAIN CREEK	
RIGHTS OF WAY - PRELIMINARY	
1001 MANITOU SPRINGS - MONUMENT CREEK	
SCALE	1" = 100'
DESIGNED BY	UNITED WESTERN ENGINEERS
DRAWN BY	3700 E. Platte Ave.
CHECKED BY	Colorado Springs, Colorado
DATE	1980/12
PROJECT	12



LEGEND

- CENTERLINE
- RIGHT OF WAY
- PROPERTY LINE
- CITY LIMIT
- 74033 PAGE NUMBER
- (24) BLOCK NUMBER
- 032 PARCEL NUMBER
- 74033-24-032 FULL IDENTIFICATION NUMBER (EL PASO COUNTY)

75 FOUNTAIN CREEK	
RIGHTS OF WAY - PRELIMINARY	
MANITOU SPRINGS - MONUMENT CREEK	
1" = 100'	OF MATTS PL-L-3-8553
EL PASO COUNTY	UNITED WESTERN ENGINEERS
	3709 E Platte Ave.
	Colorado Springs, Colorado
10	12

