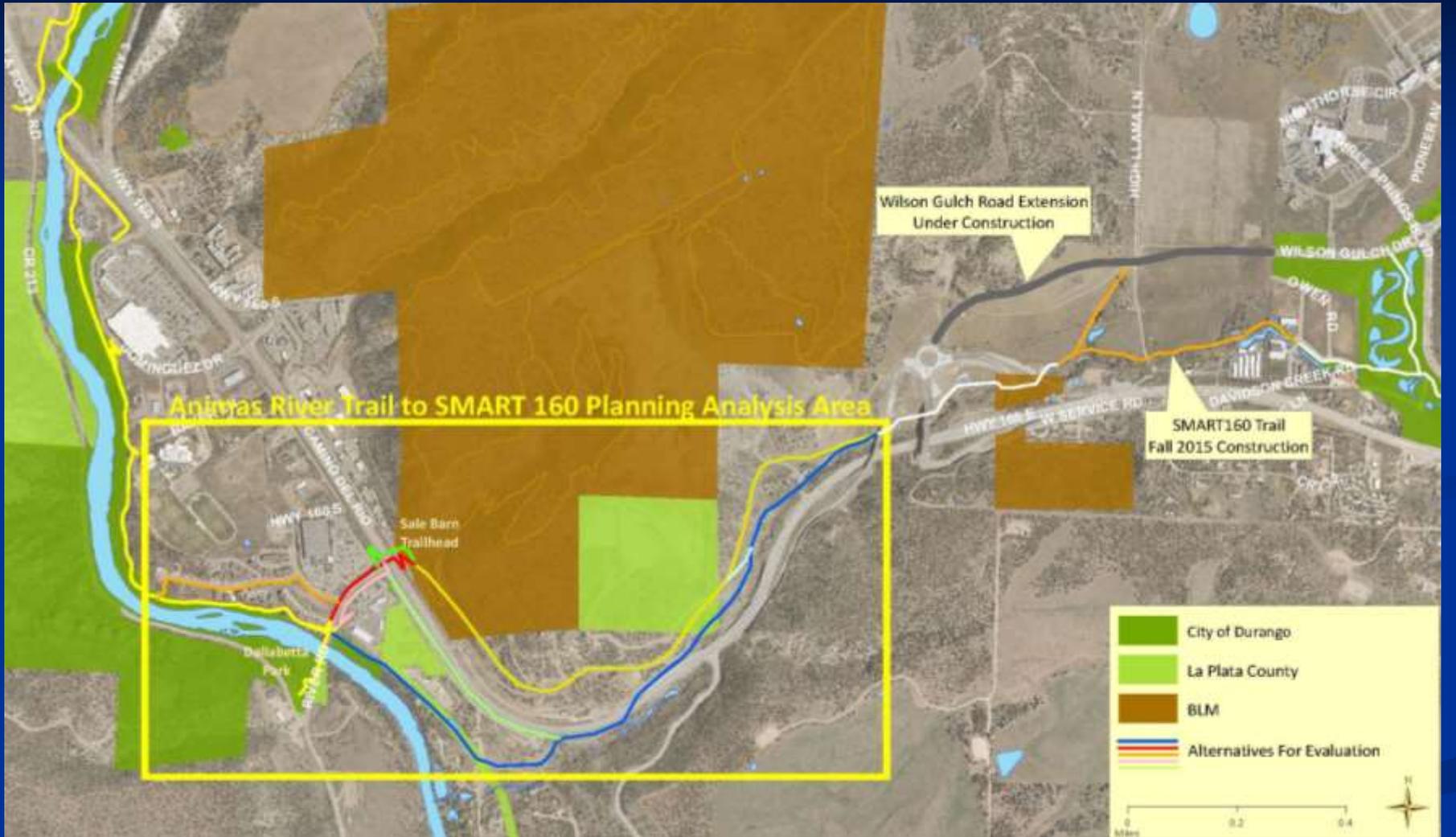
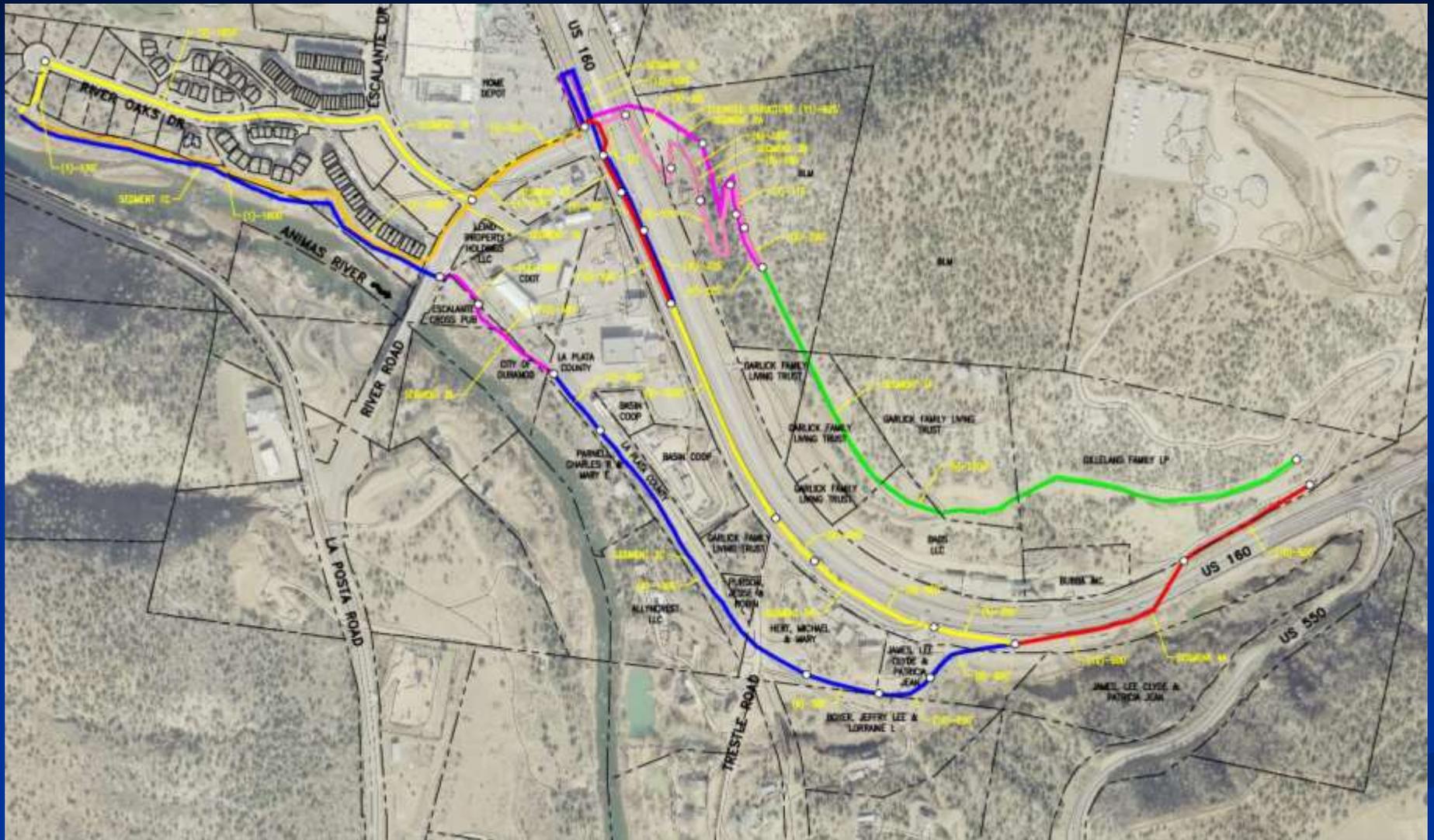
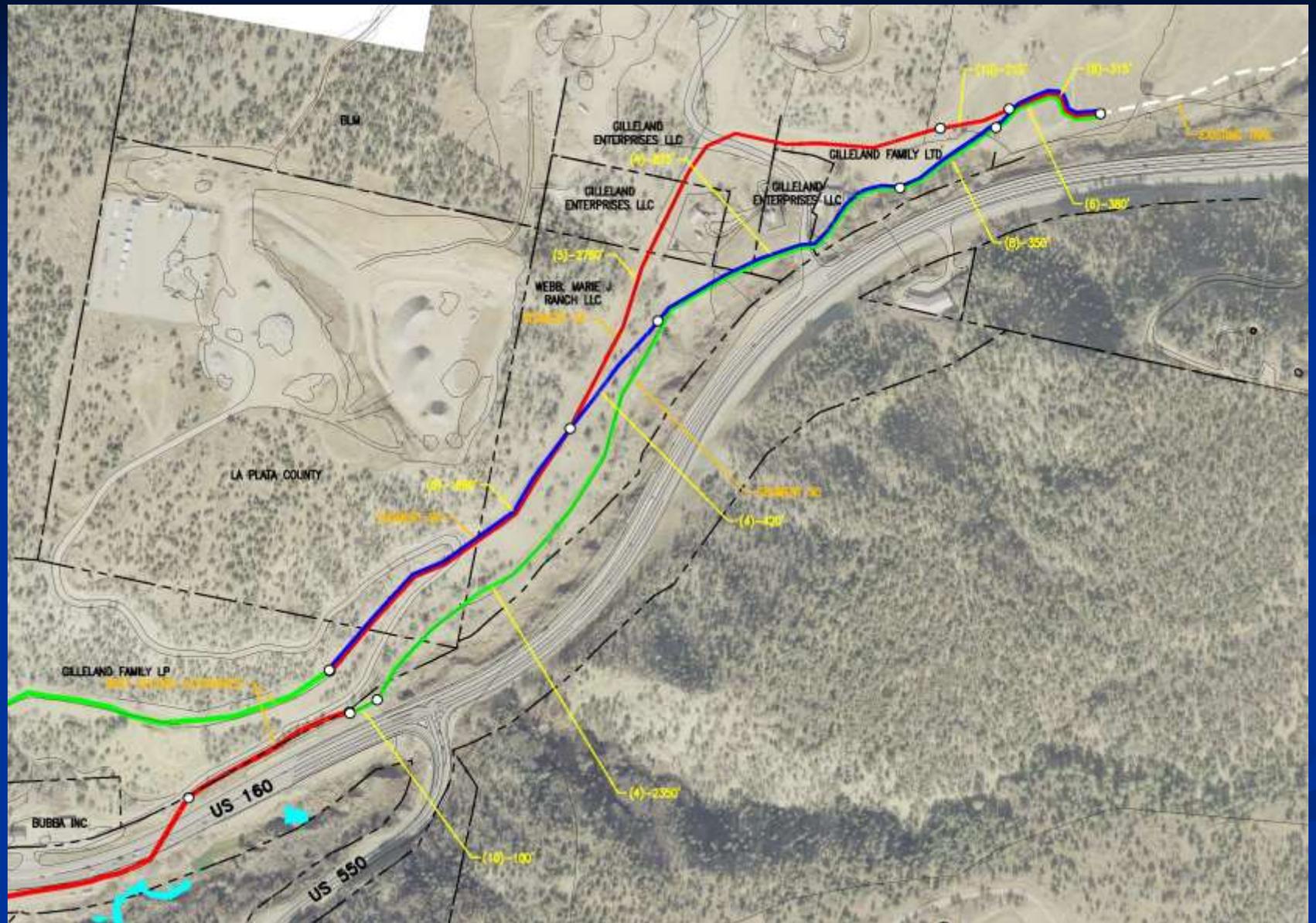


ART at River Road
to
SMART 160 at
Farmington Hill

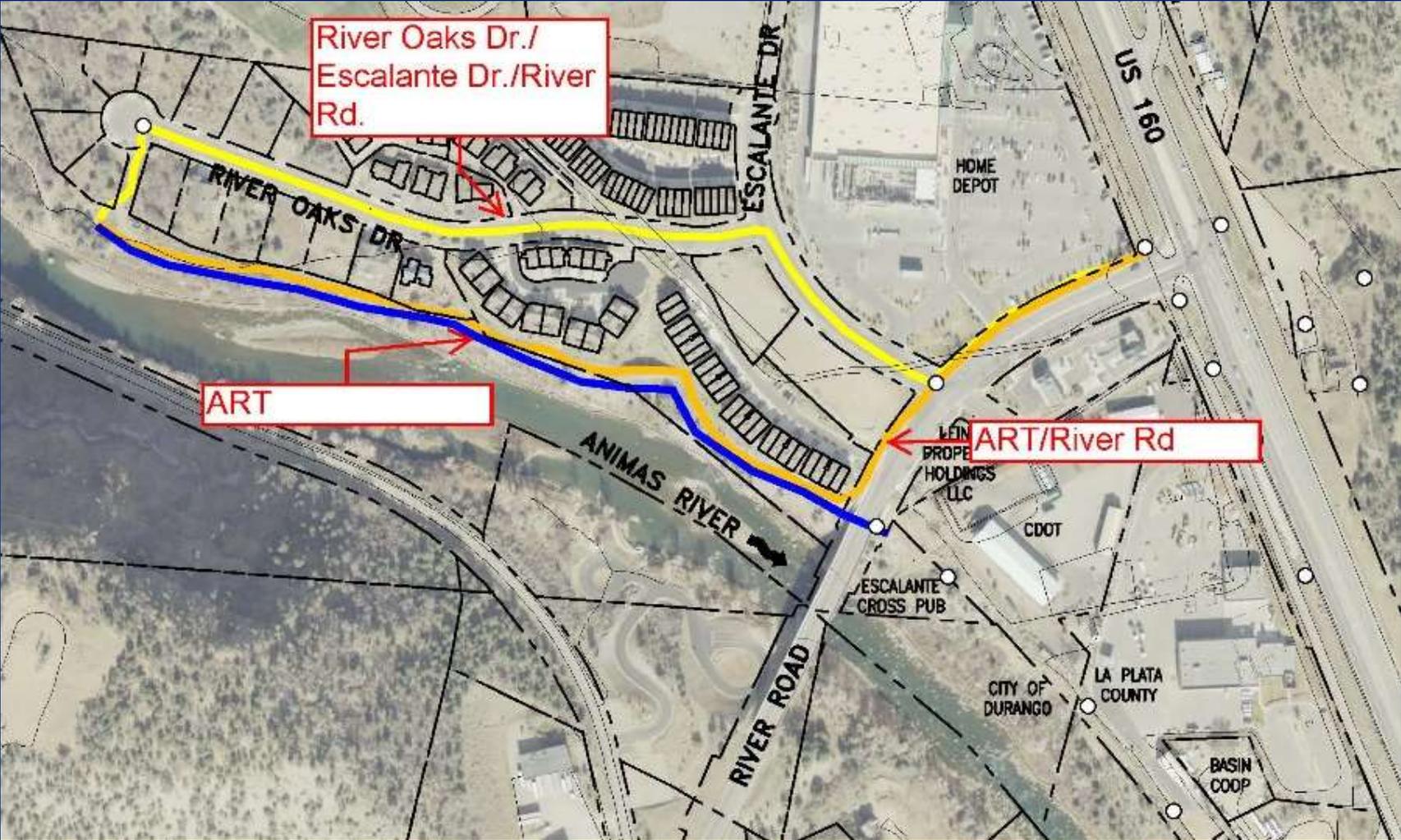






- Trail Length and Grade
- Constructability/Cost
- Environmental Overview
- 2010 Plan Goals
 - Linear Park/Transportation Corridor/Greenway
 - Multiple Uses
 - Efficient and Direct
 - Connections to Public Lands
 - Accessible
 - Blends with Environment
 - Consistent with City Trail Design Standards
 - Impacts to Private Properties
 - Access from Neighborhoods
 - Technical Challenges/Need for Structures

Section 1











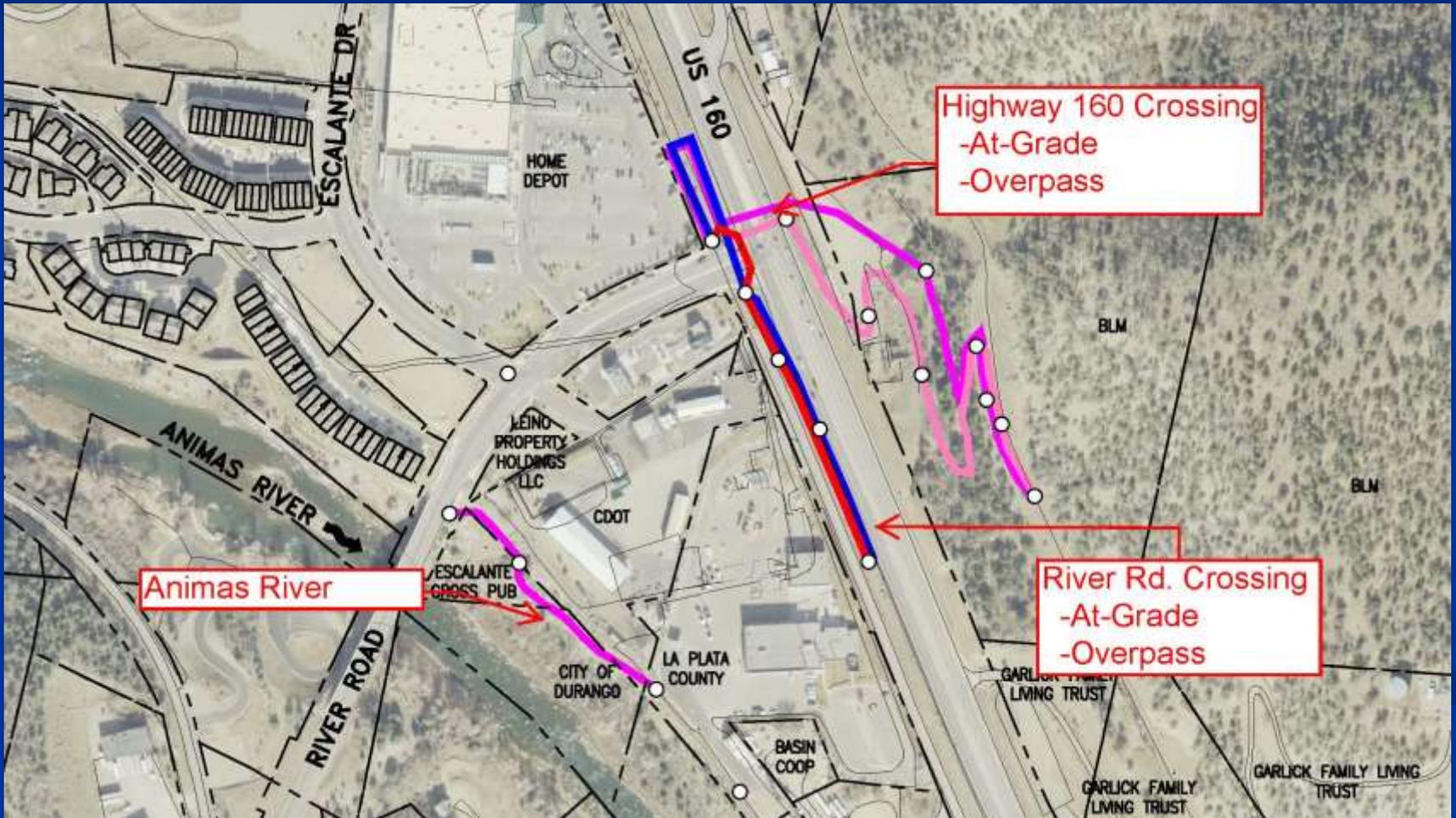








Section 2















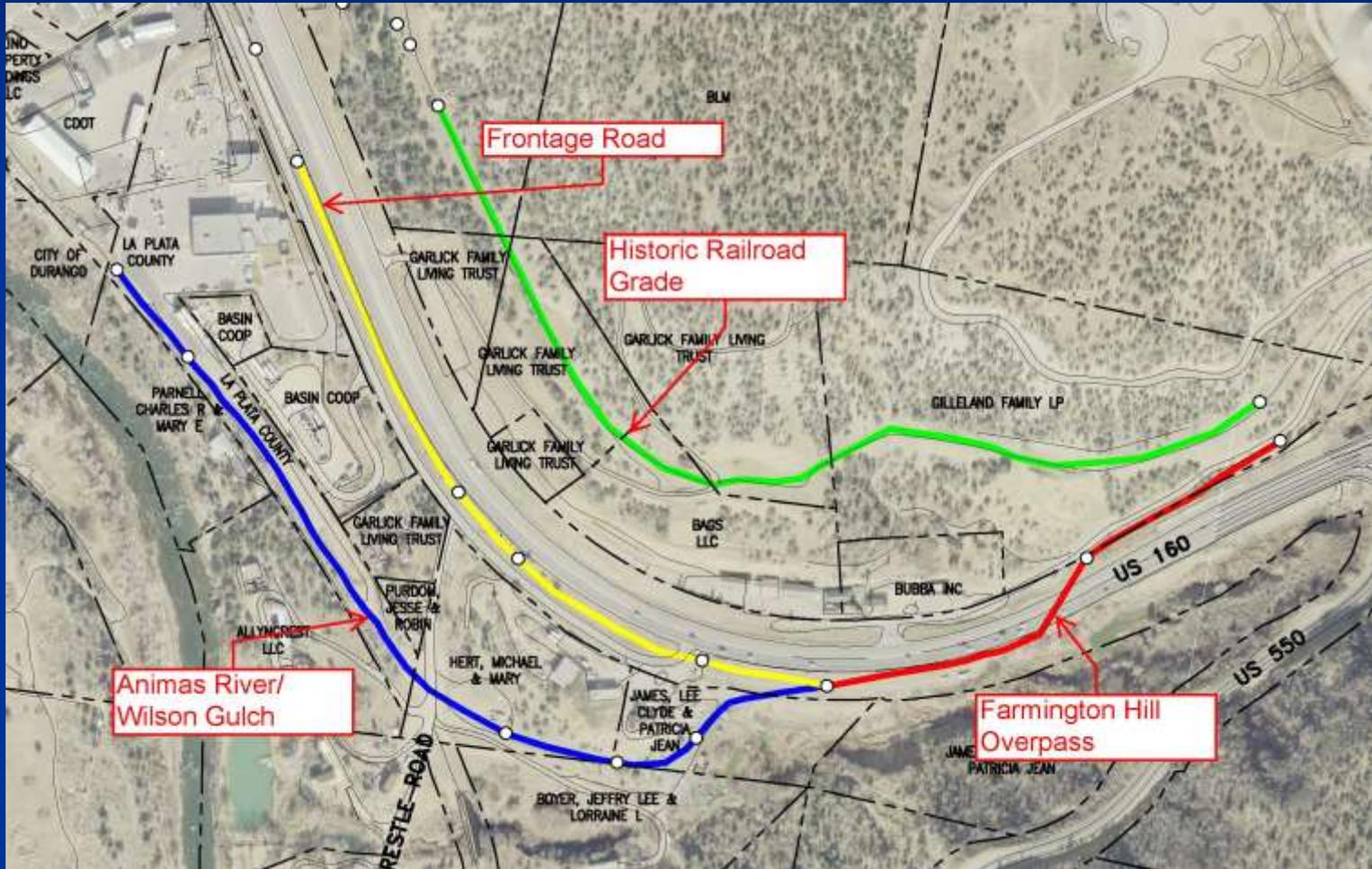




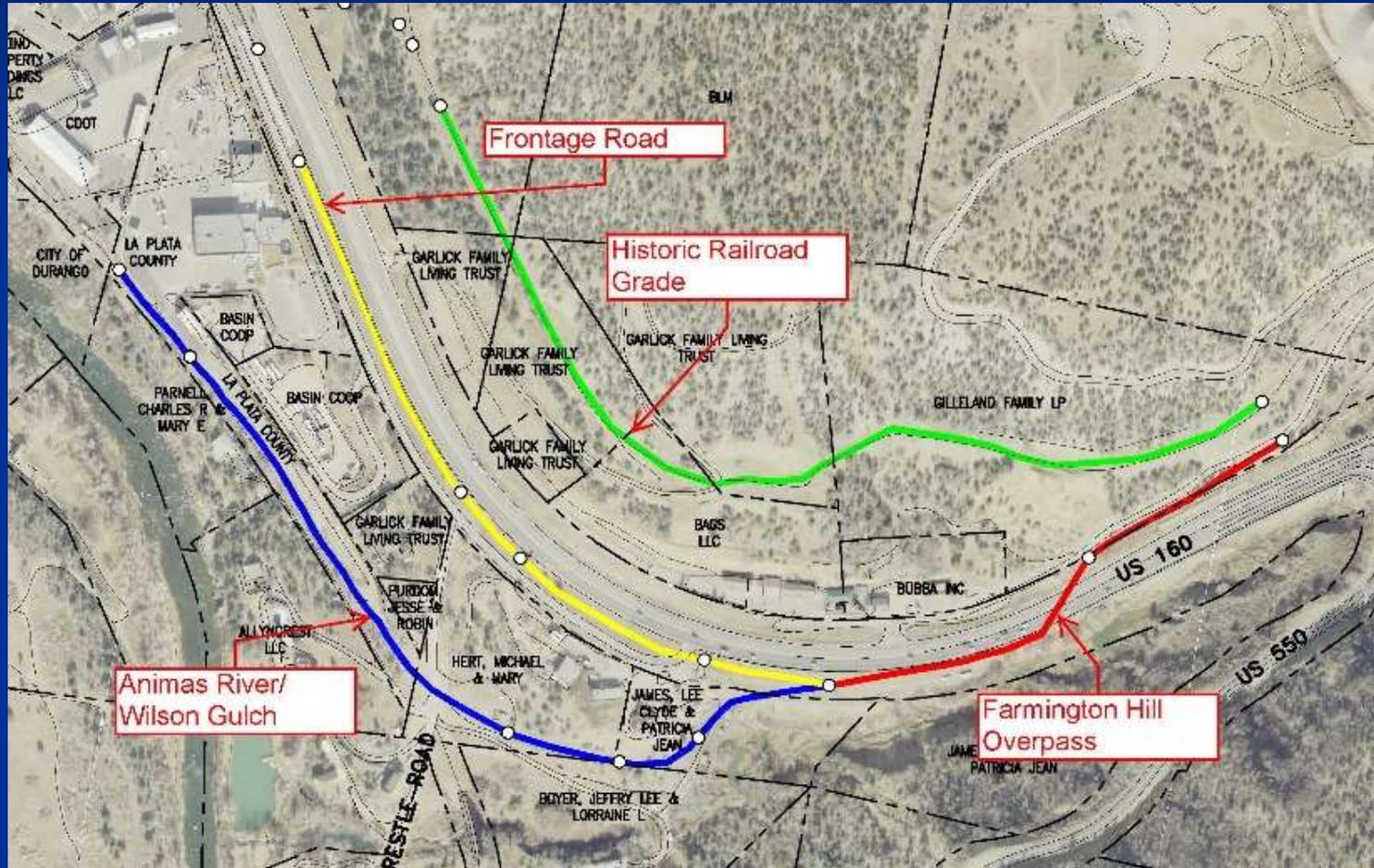




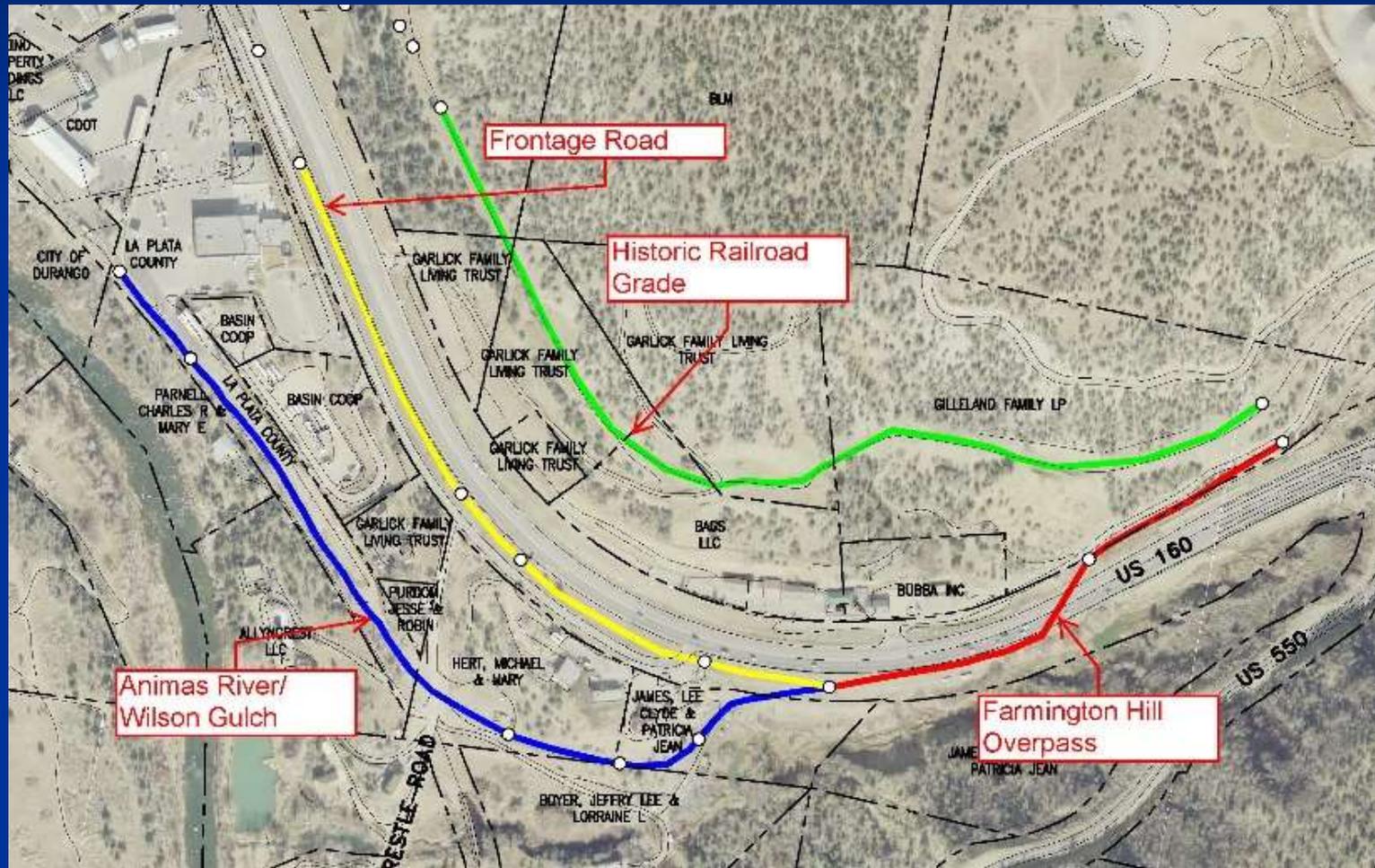
Sections 3 and 4



Historic Railroad Grade



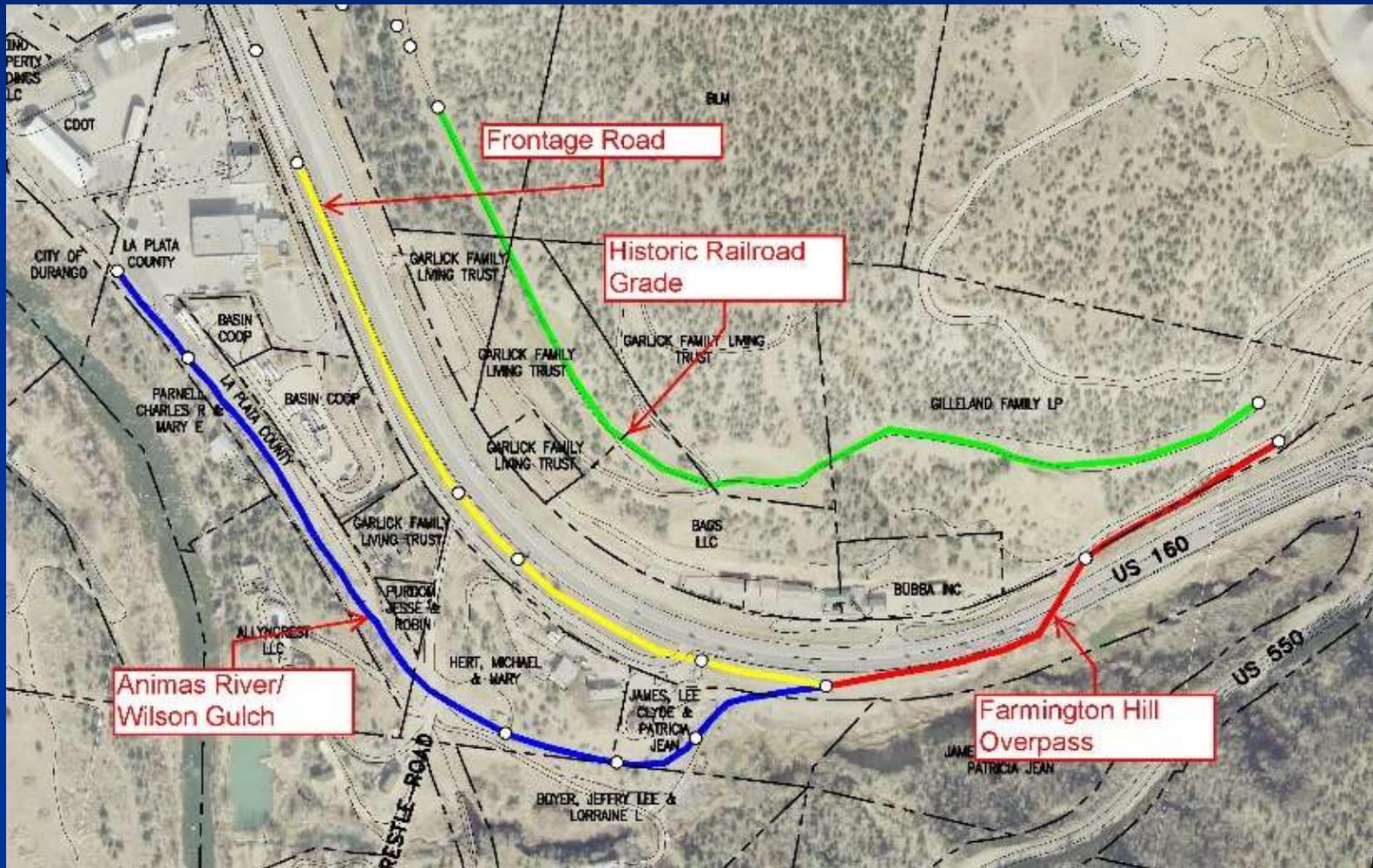
Frontage Rd./Farmington Hill Overpass







Animas River/Wilson Gulch/Farmington Hill Overpass



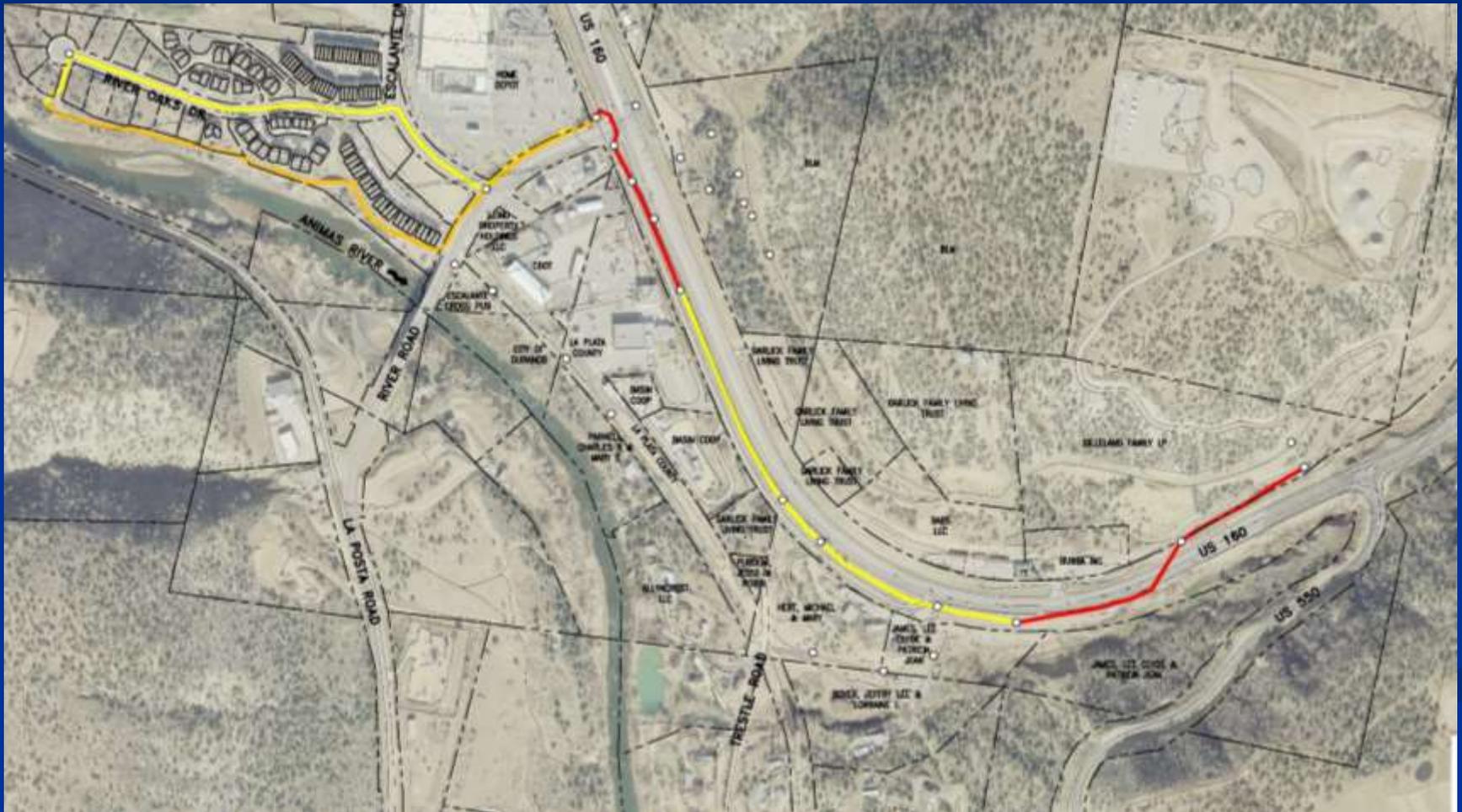






- River Rd. At-Grade Crossing/Frontage Rd. Farmington Hill Overpass
- River Rd. Overpass/Frontage Rd./Farmington Hill Overpass
- Hwy 160 At-Grade Crossing/Historic RR Corridor
- Hwy 160 Overpass/Historic RR Corridor
- Animas River/Wilson Gulch/Farmington Hill Overpass

River Rd. At-Grade Crossing/ Frontage Rd./Overpass



■ Pros

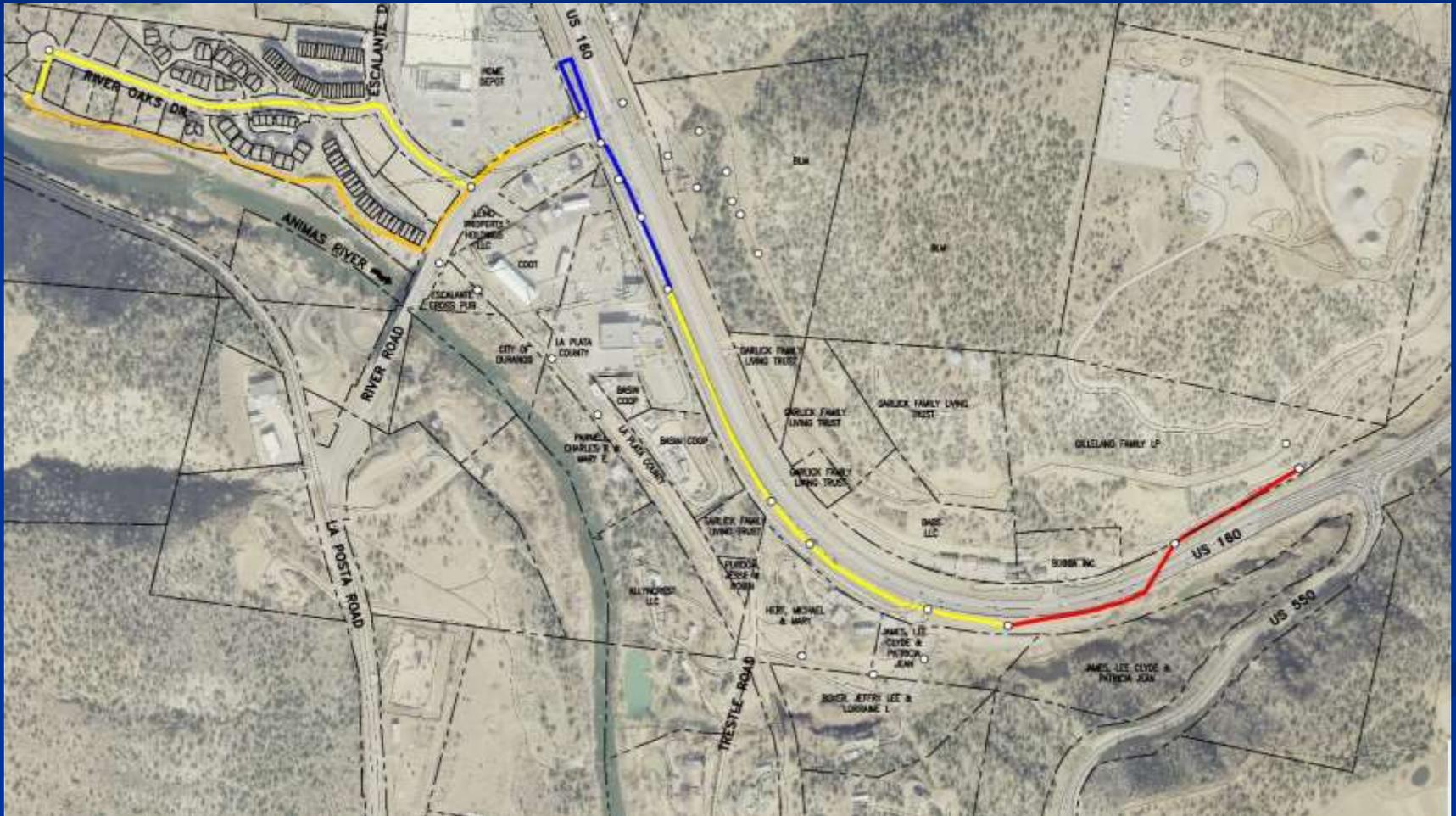
- Majority of alignment within CDOT or City right-of-way. Minimal conflicts with private property.

■ Cons

- On road route not as efficient or direct as multi-use trail.
- Does not meet accessibility requirements.
- Does not meet City trail design standards.
- At-grade crossing of River Road.
- At-grade crossing of access to Frontage Road.
- Trail directly adjacent to Highway.
- With at-grade crossing of River Road still has cost of overpass of Highway 160.

- Approximate Cost: \$5.6 Million

River Rd. Overpass/Frontage Rd./Overpass



■ Pros

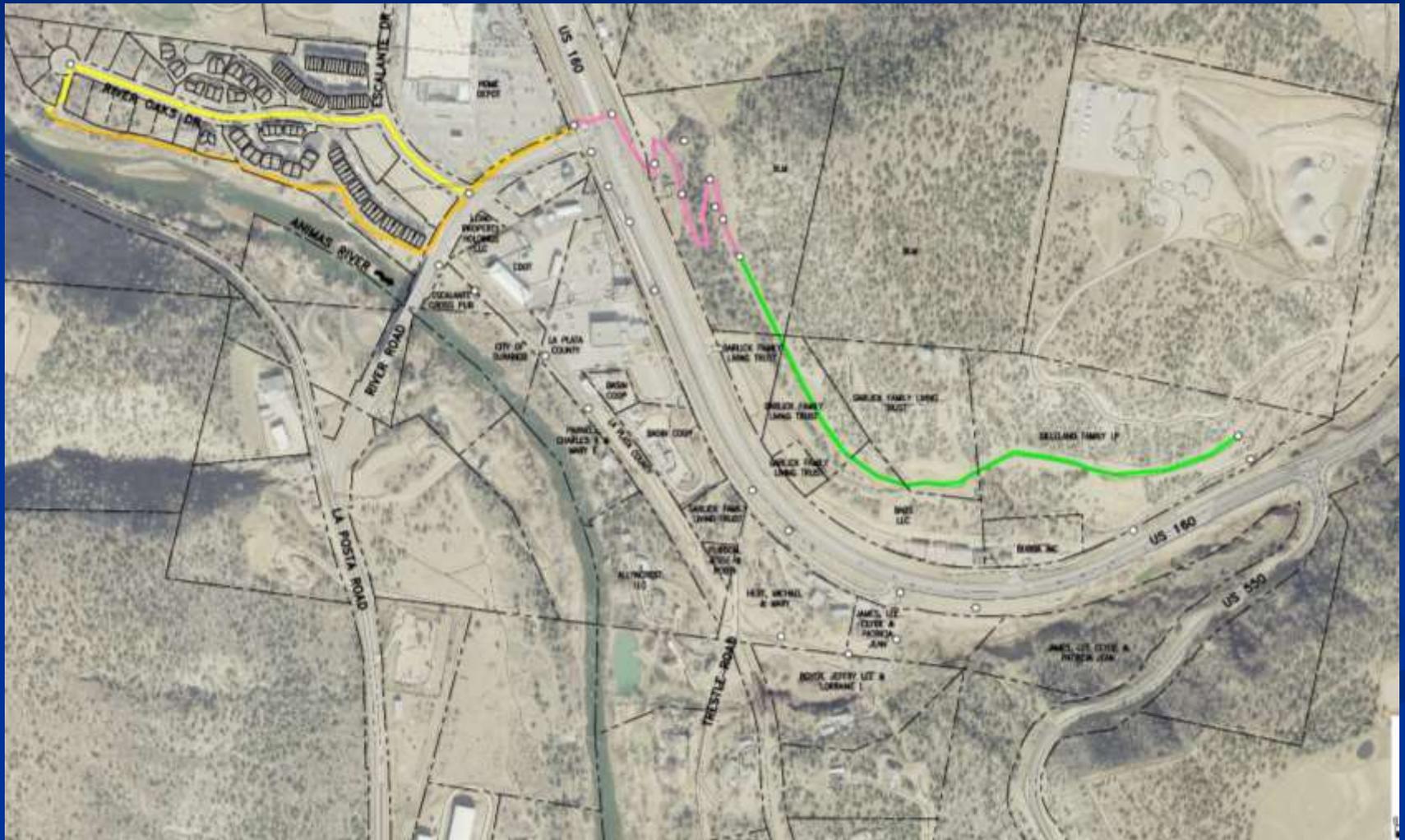
- Majority of alignment within CDOT or City right-of-way. Minimal conflicts with private property.

■ Cons

- On road route not as efficient or direct as multi-use trail.
- Does not meet accessibility requirements.
- Does not meet City design standards.
- Switchback type ramp to overpass not efficient. May not be used by all.
- Trail directly adjacent to Highway.
- At-grade crossing of access to Frontage Road.
- Significant structures. Two overpasses.
- Significantly higher construction cost.

- Approximate Cost: \$7.7 million

Hwy 160 At-Grade Crossing/Historic RR Corridor



■ Pros

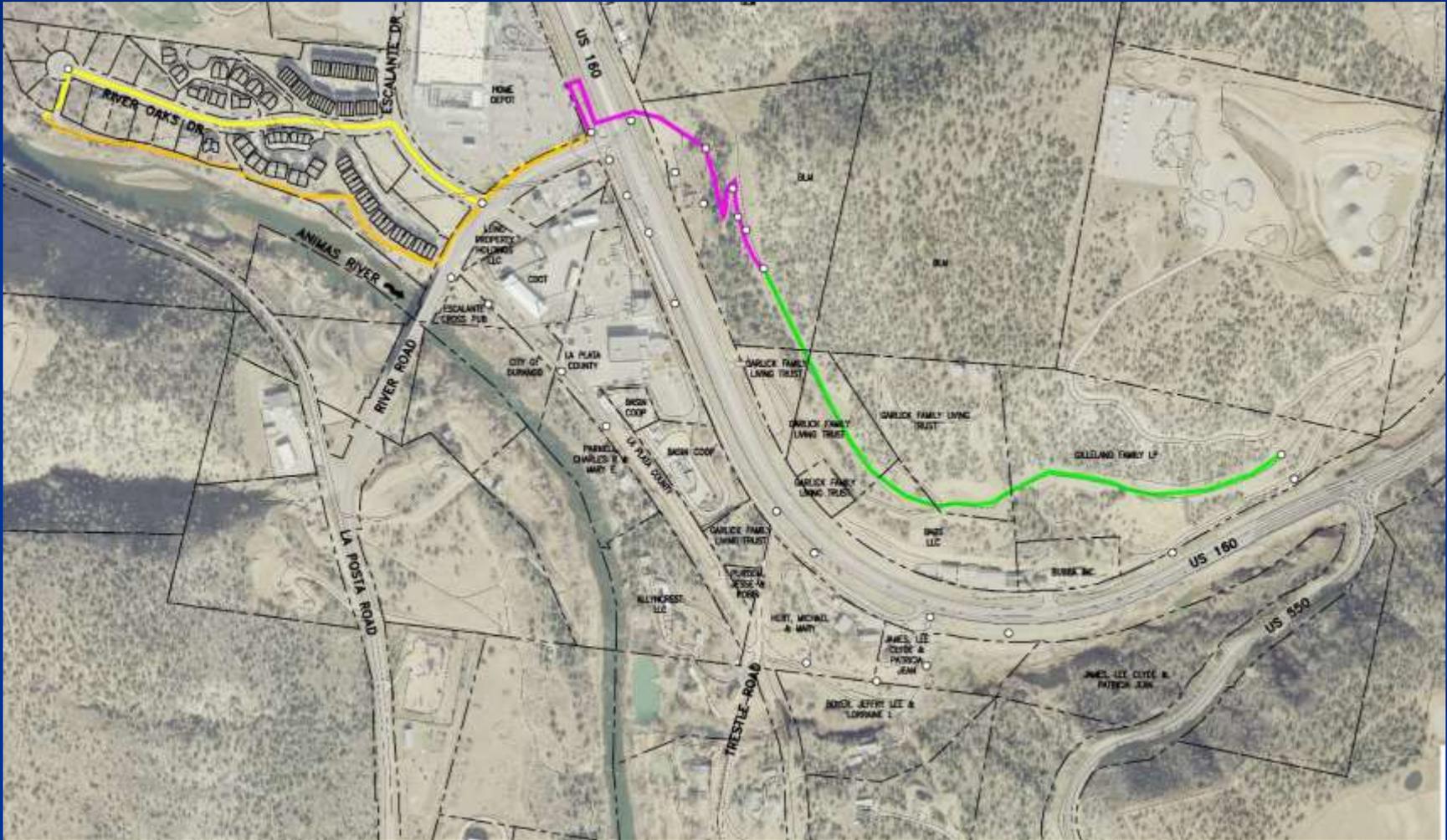
- Provides connection to Sale Barn Trailhead.
- Less structure required for section 3 & 4 compared to Frontage Rd or Animas River alternatives.
- Significantly lower construction cost.

■ Cons

- On road route not as efficient or direct as multi-use trail.
- Does not meet accessibility requirements.
- Does not meet City design standards.
- *At-grade crossing of Highway 160.*
- Switchbacks to obtain grade on east side of Highway.
- Intersects multiple private properties.

■ Approximate Cost: \$1.9 Million

Hwy 160 Overpass/Historic RR Corridor



■ Pros

- Provides connection to Sale Barn Trailhead.
- Less structure required for section 3 & 4 compared to Frontage Rd or Animas River alternatives.
- No at-grade crossing of the Highway.

■ Cons

- On road route not as efficient or direct as multi-use trail.
 - Does not meet accessibility requirements.
 - Does not meet City design standards.
 - Switchback type ramp to overpass not efficient. May not be used by all.
 - Switchbacks to obtain grade on east side of Highway.
 - Significant structures.
 - Intersects multiple private properties.
- Approximate Cost: \$3.9 Million

■ Pros

- Efficient and direct route.
- Can be designed and built to meet accessibility requirements.
- Can be design and built to meet trail standards.
- Better trail experience. Majority of trail along Animas or Wilson Gulch. Buffer from Highway.

■ Cons

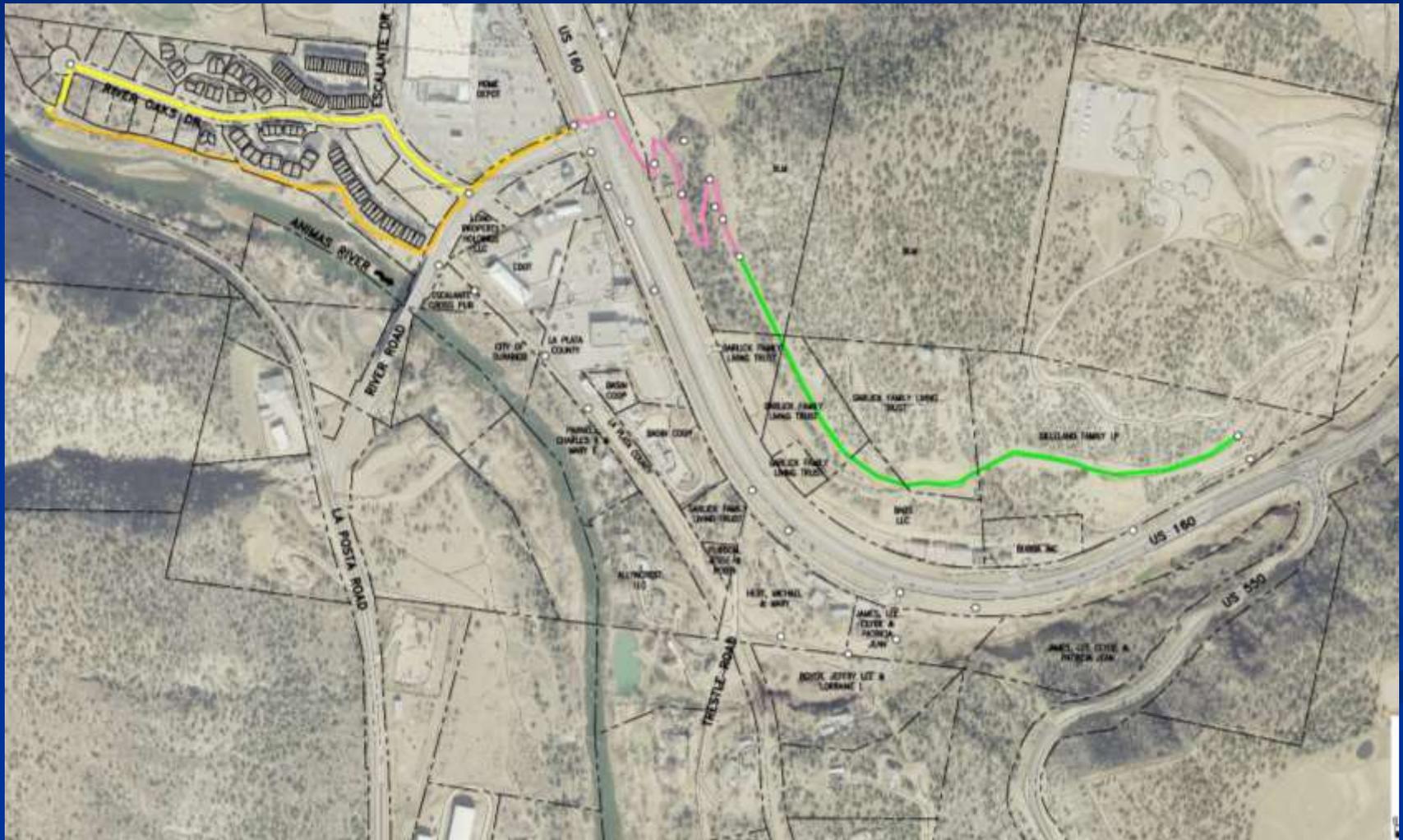
- Intersects private properties.
- Significant structures.
- At-grade crossing of Trestle Lane.

■ Approximate Cost: \$5.8 Million

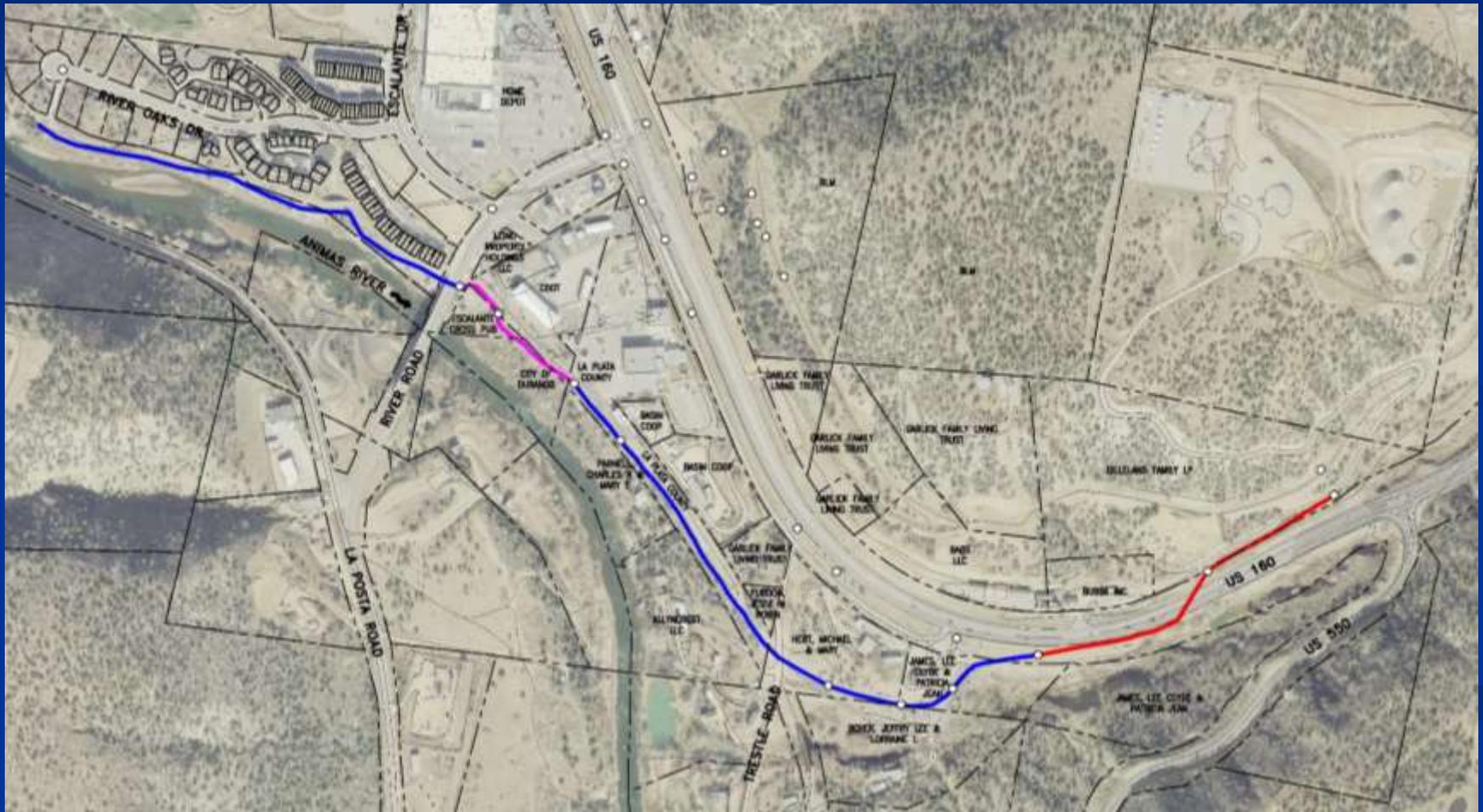
Alternatives between River Rd. and Farmington Hill

	River Rd. at-grade crossing/Frontage Rd./Farmington Hill Overpass	River Rd. Overpass/Frontage Rd./Farmington Hill/Overpass	Hwy. 160 at-grade crossing/Historic RR Corridor	Hwy. 160 Overpass/Historic RR Corridor	Animas River/Farmington Hill Overpass
Trail Length:	6685'	7069'	6910'	6943'	6136'
Average Grade:	2.4%	2.2%	3.2%	3.2%	2.6%
Maximum Grade:	6% River Oaks 8% ART Spur	6% River Oaks 8% ART Spur	6% River Oaks 8% ART Spur	6% River Oaks 8% ART Spur	5%
Length over 5%:	500' River Oaks 400' ART Spur	500' River Oaks 400' ART Spur	500' River Oaks 400' ART Spur	500' River Oaks 400' ART Spur	0'
Total Climbing:	167'	187'	213'	218'	174'
At-Grade Crossings:	Escalante Drive River Road Frontage Road	Escalante Drive Frontage Road	Escalante Drive Highway 160	Escalante Drive	Trestle Lane
Can Meet Accessibility Requirements:	Yes-River Oaks No-ART Spur	Yes-River Oaks No-ART Spur	Yes-River Oaks No-ART Spur	Yes-River Oaks No-ART Spur	Yes-Mainline No-Spur connection to River Rd.
Meets Trail Standards:	No	No	No	No	Yes
Constructability/Estimated Cost:	\$5.6 Million	\$7.7 Million	\$1.9 Million	\$3.9 Million	\$5.8 Million
*Trail development from Farmington Hill to CDOT Interchange – Estimate based on conceptual design: \$1.2 Million					

Hwy 160 At-Grade Crossing/Historic RR Corridor



Animas River/Wilson Gulch Overpass



Questions or Comments:

Email to

Scott.McClain@durangogov.org