Why are we here?

Community driven vision for **no at-grade crossings** of the Animas River Trail was established in 2001 in the Parks, Open Space, Trails Master Plan.

93% of Durango residents use the Animas River Trail according to the most recent statistically valid survey (2018).

Since the voter approved dedicated sales tax in 1999, the City has invested over **$22 million** on the Animas River Trail.
Why is the ART North Extension important?

Allows community trail connection between parks and north neighborhoods to central Durango separate from streets.
Animas River Trail North Project Timeline

2008 – 2011: 17 public meetings to vet trail alignment alternatives

2017 – 2020: 5 public meetings on approved project alignment in addition to monthly Board meetings and City Council meetings discussing the project
Considerations to achieve a balanced design solution:

Feasibility: How does the solution impact existing conditions, utilities, etc.? How much physical challenge exists to implement the solution?

Cost: What are the comprehensive project costs associated with the solution?

ART Goals: How does the solution align with the goals of the Animas River Trail development?

Aesthetic: What is the solution’s appearance relative to the surrounding neighborhood and river corridor context?

Animas River Trail – North Extension
Animas River Trail – North Extension

- Typical 12 regular train trips (crossings) per day during the summer
- Public Utilities Commission (PUC) has established no new trail at-grade railroad track crossings
Vehicular Traffic on E. 32nd Street

- Average Daily Traffic at E. 32nd Street = 7,800 to 10,700 vehicles

Animas River Trail – North Extension
Animas River Flow

- Spring Runoff conditions trigger bridging versus underpass solutions
Sample of Multiple Alignment Options explored:

- Recreation Center-East 2\textsuperscript{nd} Avenue Alignment with overpass crossing of East 32\textsuperscript{nd} Street

- Pedestrian bridge crossing of East 32\textsuperscript{nd} Street only; use of vehicular bridge for river crossing, at-grade railroad crossing

- Parallel South Pedestrian Bridge over river, West Side Underpass, at-grade railroad track crossing.

- Parallel North Pedestrian Bridge over river, East Side Underpass, at-grade railroad track crossing.

- Diagonal pedestrian bridge crossing over East 32\textsuperscript{nd} Street vehicular bridge

- Partial East 2\textsuperscript{nd} Avenue with river pedestrian bridge between East 31\textsuperscript{st} St. and East 30\textsuperscript{th} St. and overpass crossing of railroad tracks

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Recreation Center-East 2\textsuperscript{nd} Avenue Alignment with overpass crossing of East 32\textsuperscript{nd} Street:

- Requires modification of existing East 2\textsuperscript{nd} Avenue sidewalk into a 10' wide trail;
- Loss of on-street parking on east side of East 2\textsuperscript{nd} Avenue to accommodate trail width;
- Alignment duplicates existing 10' wide trail alignment at Memorial Park/East 3\textsuperscript{rd} Avenue;
- Significant (costly) retaining walls or elevated structure between Recreation Center and East 30\textsuperscript{th} Street due to private property, steep slopes and constrained space between railroad tracks and East 2\textsuperscript{nd} Avenue;
- Conflict with sanitary sewer main trunk line (costly modifications);
- Most expensive option of alternatives evaluated in 2011.
Pedestrian bridge crossing of East 32nd Street only; use of vehicular bridge for river crossing, at-grade railroad crossing alignment:

- At-grade railroad track crossing at existing East 32nd Street crossing location;
- River crossing via existing 5' wide vehicular bridge sidewalks, no 10' wide multi-use trail connectivity between Memorial Park and Animas City Park;
- Solution does not meet Animas River Trail standards;
- Indirect route for ART users and for access from intersection of 32nd Street and E 2nd Avenue: Grade separated crossing of East 32nd Street requires ‘double back’ movement to cross river and/or street.
- Poor Feasibility.
Parallel North Pedestrian Bridge over river, East Side Underpass, at-grade railroad track crossing.

- Underpass of East 32nd Street vehicular bridge was analyzed in 2011 and determined to be unusable during high water.

- Private Property acquisition/purchase required at market values; Private property owner was unwilling to sell in 2010-2011 and City was not willing to condemn private property.

- Poor Feasibility
Parallel South Pedestrian Bridge over river, underpass of East 32nd Street alignment, Grade separated railroad track crossing:

- Underpass of E. 32nd Street vehicular bridge was analyzed in 2011 and determined to be unusable during high water;
- Indirect route for ART users and for access from intersection of 32nd Street and E 2nd Avenue: Grade separated crossing of East 32nd Street requires ‘double back’ movement to cross river and/or street;
- Significant impact to existing mature tree canopy and river edge from alignment/west side landing & abutment;
- Significant grade challenges to align trail under East 32nd Street and over railroad tracks; large/high abutment necessary on river side of railroad tracks.
- Poor Feasibility.

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Diagonal Pedestrian Bridge over East 32nd Street vehicular bridge alignment:

- Elimination of grade separated access of East 32nd Street from the southwest/East 2nd Avenue area;
- Longer individual bridge spans (higher cost per lineal foot);
- Greater impact to existing mature tree canopy at Animas City Park and Memorial Park;
- River views from vehicular bridge are preserved;
- Greater visual impacts to properties on East 3rd Avenue and East 2nd Avenue, north of East 32nd Street;
- Significant additional design costs & time required;
- Future constraints to repair/replacement of East 32nd Street vehicular bridge;
- Fewer trail – neighborhood connections than developed option.

Animas River Trail – North Extension
Partial East 2nd Avenue Alignment with river pedestrian bridge:

- Requires modification of existing East 2nd Avenue sidewalk into a 10’ wide trail;
- Alignment duplicates existing 10’ wide trail alignment at Memorial Park/East 3rd Avenue;
- Four (4) abutments are necessary (higher cost than three (3) abutments): grade separated railroad crossing between East 31st St. and East 30th St., grade separated street crossing at East 32nd Street;
- Up/down travel on trail alignment with separated bridges;
- Large bridge structure necessary (240’ span, +/- 35’ height arch) to clear river channel;
- Smaller east side river bridge abutment and lower east river bank temporary impacts;
- Abutment and structures directly across East 2nd Avenue residences near E. 31st Street—approximate 9’ above existing grade;
- Higher cost option with additional length of trail along East 2nd Avenue, larger, heavier structure over river;
What would a different 240’ span over the Animas River look like? (Current proposed pedestrian bridge span is 178’ over the Animas River)

Mary Carter Greenway Bridge Example – 210’ span, 35’ arch height
South Denver--Platte River

Animas River Trail – North Extension
Combined Diagonal Pedestrian Bridge over river, railroad tracks and East 32nd Street vehicular bridge alignment:

- Grade separated multi-use trail connectivity between Memorial Park and Animas City Park is achieved;
- ART connectivity to East 2nd Avenue and East 3rd Avenue neighborhoods achieved;
- Two (2) abutments are necessary for primary connection, one (1) additional abutment necessary for connection to East 2nd Avenue;
- Tallest portion of structure sited east of City Market building mass;
- Abutments and approaches are sited in consideration of existing tree canopy at Memorial Park and Animas City Park;
- Temporary impacts/revegetation required following crane placement of bridge structures;
- Close proximity to E. 32nd Street vehicular bridge.
- Balanced solution for feasibility, cost, aesthetics.

Animas River Trail – North Extension
Animas River Trail – North Extension: Proposed Alignment
What would the bridges look like?

High Bridge – Animas River Trail

Animas River Trail – North Extension
What would the bridges look like?

Wilson Gulch Bridge – SMART 160 Trail, Three Springs

Animas River Trail – North Extension
What would the bridges look like?

Iris-Schneider Park Bridge – Animas River Trail - riparian vegetated river corridor

Animas River Trail – North Extension
What would the bridges look like?

Hwy 160 Pedestrian Bridge – Bridge + mountain view

Animas River Trail – North Extension
Animas River Trail – North Extension: Proposed Alignment
What does a 5% trail gradient look like?
(The proposed bridge structures have a 4.9% gradient)

ART-behind Walmart –
5% trail gradient

ART-south end of Memorial Park @ 29th –
5% trail gradient

Animas River Trail – North Extension
Animas River Trail – North Extension: Pedestrian View SW
Animas River Trail – North Extension: View NE
Animas River Trail – North Extension: Trail User View NW
What is the cost of the ART North Extension between Animas City Park and Memorial Park?

Comprehensive scope of work is currently being solicited for construction bid proposals, due to the City on March 24, 2020.

Animas River Trail – North Extension
How will the ART North Extension between Animas City Park and Memorial Park be paid for?

The approved 2020 Budget includes $3.4 million for the pedestrian bridge connection using funds from the 2005 Open Space, Parks and Trails Fund; 2015 Half Cent Tax; and Great Outdoors Colorado (GOCO) grant funds.
What is the construction progress of the ART North Extension to Oxbow Park?

- The ART North Extension from Animas City Park to Oxbow Park is approximately 65% complete with a scheduled completion mid summer 2020.

- The Oxbow Park River Access is approximately 64% complete with a scheduled completion mid summer 2020.

- Comprehensive project is tracking on time and within budget with conservative contingencies maintained.

- Contingency allows additional street tree plantings and 44” high wire fencing between trail and private property north of Silverton Street.
New trail platform south of Oxbow Park, view south

New retaining walls & fence north of Animas City Park

Ongoing construction of trail between Animas City Park and Oxbow Park: February 2020

Animas River Trail – North Extension: Current
New trail north of Silverton Street, view north

New trail north of Silverton Street, view south

Ongoing construction of trail between Animas City Park and Oxbow Park: February 2020

Animas River Trail – North Extension: Current
Animas River Trail – North Extension to Oxbow Park: Current

Oxbow Park site plan

New river bank access, picnic areas

Oxbow Park Construction Progress
Next Steps:

- Complete bid solicitation process (underway) for construction bids.
- Evaluate bid proposals following receipt on March 24.
- Establish a construction contract for pedestrian bridge linking Memorial Park to Animas City Park for 2020 construction.
- Open complete Animas River Trail North Extension from Memorial Park to Oxbow Park to public use by late 2020.
Thank you

Animas River Trail – North Extension
Memorial Park to Animas City Park