Section 5: Implementation

Section 5.1 Priorities and Funding Strategies

Implementation of the Uncompahgre Riverway and Trail will be a significant multi-year effort. The total package of improvements for the trail and related amenities is estimated to cost approximately $25 Million in 2011 dollars. (Please see Appendix A: Cost Estimate Spreadsheet). It will require continued planning, right-of-way and land acquisition, preparation of construction documents, permitting, fund-raising, construction and community participation. Right-of-way easements or land acquisition costs are not included because this number is variable, subject to current prices, types of acquisitions, dedications, and other factors. There will also be costs associated with budget management, grant administration and inter-jurisdictional coordination.

Priorities

The sequencing of proposed improvements is important to building momentum that supports continued investment over time. This plan recommends a three-to-five-year initial implementation period for completion of the higher priority projects. The City should consider a dedicated funding source to meet the multiple goals of the plan. These funds can be used for leveraging matching funds for Great Outdoor Colorado support and other grant funding.

Several factors contribute to deciding the sequence to complete improvements including ownership status, access, and ability to acquire. Individual projects or acquisitions should be considered based on their relative contribution to achieving the goals and objectives stated earlier in the plan that emerged from the community process summarized as follows:

- Protection and enhancement of the river ecology health for the river channel and adjacent riparian corridor.
- Continuous trail route and perpendicular connections.
- Economic benefits related to Riverway amenities and activities.
- Recreation potential.
- Whitewater park installation.

The first priority is building improvements that are directly adjacent to existing public properties and highly visible sites. This strategy will achieve quicker recognition, offer expanded opportunities to current and new park users, and increase interest in achieving a longer continuous corridor.

Ecological priorities

Following the inventory and analysis of the corridor, improvements were prioritized to note high quality existing areas that are important to protect and maintain. On the other end of the spectrum, pinch points and critically damaged areas were noted for the potential to direct improvements. Damaged areas included channel segments where the channel bed and banks were previously impacted resulting in instability, erosion is occurring, adjacent buffer is missing, impacts are caused from untreated outfalls, or structures impede the ability for aquatic and terrestrial wildlife to move. The Uncompaghre Riverway Master Plan Riparian Report Card Existing Conditions Ranking Matrix is included in the appendix. More detail regarding the proposed improvements for preservation and restoration is provided in Sections 2.3 and 3.1.

Removal of wildlife impediments

There are currently several locations that block the movement of wildlife with structures including roadway crossings, dams and diversions. While these are significantly expensive structures, their eventual replacement will provide an opportunity for greater wildlife migration, better trail and safer recreation access as described in Section 2, design standards.

Trail extension

Extending trails, providing lateral connections and bridge crossings were consistent requests stated by the public throughout the planning process as important plan priorities. The highest priority extension noted was a trail route extending from Main Street to the north to the future North 9th St and Grand Ave Park site, then next, continuing the trail from the North 9th St and Grand Ave Park site to Taviwach Park. As support to the trail extensions, a secondary improvement that was strongly supported was signage and lateral connections to the trail system.

Economic benefit priorities

Installation of a whitewater park creates a new economic draw with the potential to attract tourist activity and visitation. Additionally, the increased overall activity can heighten general awareness of the larger river corridor within Montrose and build support for additional river corridor improvements. Expanded overall River related activities, including fishing, rafting, picnicking, wildlife viewing and others contribute to the attraction and benefit to the Montrose tourist economy and property values.

The West Main crossing of the Uncompahgre River is a central gateway into the City and has the potential to feature vital commercial activity at this important convergence. While this area was historically more industrial in nature, the growth of the community provides the opportunity to create a pedestrian focused commercial zone that emphasizes views and trail access to the river corridor. This could be achieved through acquisition and development of river adjacent public space and exploration of potential public/private redevelopment partnership.

The south Townsend river crossing is highly visible and has potential to capture visitors as a gateway, building on success of the Ute Museum. With the bend in the highway and views to the river corridor, Chipeta Lake and Ute Museum Park, the opportunity exists to further invite visitation and mark the civic nature of this area as a public access point to the river corridor and gain exposure during from adjacent activities in the vicinity.

Phasing

In addition to evaluating priorities based on meeting the goals and objectives, availability of funding for specific improvements will drive the prioritization of different potential improvements. With the completion of new projects, subsequent priorities may shift.

The individual projects listed within the master plan are described at a preliminary level. The next steps for all improvements include comprehensive design and permitting prior to installation. Future unforeseen opportunities may arise that meet the intent of expanding the benefits of the corridor. These opportunities should be sought and explored. Additionally, related opportunities should be coordinated with the river improvements such as preservation and enhancement of lateral connections, improvements to side drainages, and links to other parks, schools and trail corridors.

Right-of-Way and Land Acquisition

Continued right-of-way acquisition and land acquisition for riparian habitat preservation will be the key step as this plan moves forward. In many cases, right-of-way and/or land acquisition will need to move years ahead of parks, open space and trail construction and restoration. This list should be provided to other parties that may be active in the corridors including: utilities, flood control entities, highway and street entities and wildlife/natural resource protection entities including the Colorado Division of Wildlife. This coordination is important to assure that necessary rights-of-way, critical open space and potential trail uses are not overlooked.

Rights-of-way and land can be acquired through fee simple grants, easements, conservation easements, long-term leases, licenses, developer dedication, transfer or purchase of development rights, or other techniques. As certain properties change use, particularly to new development, trail and greenway dedication— including lands for habitat conservation, floodplain preservation, and access for floodway maintenance purposes—should be a first priority. Where possible, owners should be encouraged to grant rights-of-way in return for the value of trail enhancements, river channel restoration, stabilization, maintenance and other non-cash benefits, though in some cases a cash payment may be required. Right-of-way acquisition will require negotiation, surveys, legal descriptions, conveyance documents, appraisals and environmental investigations where applicable, along with other real estate and legal services. For each project segment, right-of-way should be secured before construction documents are prepared.

Potential Partnerships

As the Uncompahgre Riverway and Trail begins to expand outside the City of Montrose limits, a partnership should be explored between key agencies (City of Montrose, Montrose County, Town of Ridgway, and Town of Olathe). Formation of a partnership and agreement on development standards and river setbacks between the City and Montrose County in the short term will be critical for the City to attain its goal of preserving the river corridor and implementing a contiguous trail system. These partnerships have been established in other communities through an intergovernmental agreement and are comprised of City and County staff as well as community members.

Road and bridge infrastructure projects
There are three major roadway crossings that when replaced have the opportunity to provide a pedestrian crossing above and underpass below:

- Main Street
- Townsend
- La Salle Road

These crossings also provide the opportunity to highlight the river, bringing more emphasis to the visual qualities as well as eventually increasing public access to the river corridor at the crossings. As additional vehicle bridges are proposed, safe pedestrian crossings and trail access should be coordinated with the trail route. Underpasses are desirable to allow for trail continuity and wildlife passage.

As future roadways are planned, the trail can be coordinated as part of the River Corridor system, providing a safe and visible pedestrian and bicycle route. A future alignment of Rio Grand Avenue in particular could accommodate the trail on the west side of the roadway, separated with a tree lawn.

Sanitary sewer system upgrade
Several property owners, realtors and developers noted a desire for a new sanitary sewer line extending along the river corridor in the southern part of Montrose. This would lower area development costs, reduce the use of lift stations to reach the existing system, and provide a potential opportunity to align the trail along the sewer line easement.

Montrose Recreation District
The Montrose Recreation District owns property along the river and manages a number of recreation programs. The potential exists for a partnership to extend segments of the trail to existing and proposed Recreation District facilities. Some of the benefits would include; ease of access to facilities especially for youth and the potential for hosting events that are compatible with the river corridor park-like setting.

Budget Strategies
The key potential public-sector contributors include:

Funding and partnership opportunities
Great Outdoors Colorado (GOCO) — Grant Funding from GOCO applies a portion of the state lottery funds to preserve, protect, enhance and manage Colorado's park, wildlife, river, trails and open space heritage. The Legacy Grant in particular has the potential to provide capital improvement funding extending over several phases to help purchase, develop and manage improvements described in this plan. Refer to www.goco.org for descriptions of grant programs, applications, and schedules. Trail funding from GOCO often comes through the State Trails program that also distributes funds from the U.S. Land and Water Conservation Fund and other sources.
http://www.goco.org/

Local river advocacy groups and other water governing agencies.

Colorado State Parks Colorado State Trails Grant Program
http://parks.state.co.us/Trails/Grants/Pages/Grants.aspx
Paul S. Sarbanes Transit in Parks Program (5320). This program is administered through the BLM and provides substantial planning and construction assistance targeting projects that provide the opportunity for alternative transportation linking communities to public lands.
http://www.fta.dot.gov/funding/grants/grants_financing_6106.html www.westerntransportationinstitute.org

American Trails website for possible funding sources.
http://www.americantrails.org/resources/fedfund/Stimulus-programs-federal-agencies-parks-trails-youth-employment.html

Bicycle Colorado
http://bicyclecolo.org

TEA-21 Funding Application iwith Region 10 and Transportation Plan
www.enhancements.org

Names and contacts by state: www.fhwa.dot.gov/environment/rtpstate.htm. Funding levels and allocations by state: www.fhwa.dot.gov/environment/recfunds.html

Bikes Belong Coalition accepts grant applications up to $10,000 to assist organizations in bicycle facility development. www.bikesbelong.org

Trails and Greenways Clearinghouse- regional specific grant sources and technical assistance
www.trailsandgreenways.org
Rails to trails program
http://www.railstotrails.org/whatwedo/trailbuilding/technicalassistance/toolbox/toolbox_index.html

EPA restoration and watershed targeted funding sources offer grants, low interest loans, and potential partnering with American Recovery and Reinvestment Act (ARRA) funding for projects that improve water quality.
ARRA website: (www.recovery.org) www.epa.gov/otaq

EPA Clean Water State Revolving Fund
http://water.epa.gov/grants_funding/

EPA Five-Star Restoration Program
http://www.epa.gov/owow/wetlands/restore/5star/

EPA Targeted Watersheds Grant Program
http://water.epa.gov/grants_funding/twg/initiative_index.cfm

Natural Resources Conservation Service (NRCS) is a federal agency administered though the U.S. Department of Agriculture. The NRCS assists landowners through conservation planning and assistance designed to benefit the soil, water, air, plants, and animals that result in productive lands and healthy ecosystems. Grants are available to assist with projects that offset impacts to the water quality and soils. Improvements that target selenium levels have particular potential to obtain grant funding.
National: www.nrcs.usda.gov
State: NRCS Colorado Environmental Quality Incentive Program (EQIP): http://www.co.nrcs.usda.gov/programs/eqip/eqip.html

Flood hazard reduction and bank stabilization funds including the U.S. Army Corps of Engineers. Federal Emergency Management Agency's Hazard Mitigation Grant Program
http://www.fema.gov/government/grant/hmgp/index.shtm

Federal Transportation Enhancement and Air Quality Improvement funding

Colorado Department of Public Health and Environment (CDPHE) Water Quality Control Division which applies the moneys levied in fines to non-compliant parties who fail to meet stormwater discharge and pollution standards to water quality and stream restoration projects in the area of the violation. Water Quality Control Commission 319 Funding
http://www.npscolorado.com/319guide.htm

Colorado State Conservation Board Salinity Basin States Parallel Program, under the State Department of Agriculture, aimed at rural communities
http://www.colorado.gov/cs/Satellite?c=Page&cid=1178305659177&pagename=Agriculture-Main/CDAGLayout

Contributions and in-kind services including Colorado Division of Wildlife programs such as: "Fishing is Fun"; "Watchable Wildlife"; and conservation land acquisition. The USFWS program has provided assistance in Western Colorado particularly targeting restoration of cottonwood and willow regeneration to support shrinking migrating bird habitat. The following links target migrating birds and native fish programs:

Fish and Wildlife Service North American Wetlands Conservation Act Standard Grant Program
http://www.fws.gov/birdhabitat/grants/NAWCA/Standard

Fish and Wildlife Service North American Wetlands Conservation Act Small Grant Program
http://www.fws.gov/birdhabitat/grants/NAWCA/Small

US Forest Service Bring Back the Natives Grant Program
http://www.fs.fed.us/biology/fish/bring.html

Trout unlimited
http://www.tu.org

Colorado State Forest Service
http://csfs.colostate.edu

Other Federal programs such as Community Development Programs under the Department of Housing and Urban Development. Safe Routes to School has potential for planning and implementation funding.

Energy impact funds might be another source. While trails are not a fundable item under this program, other infrastructure project components might be eligible. This source has been recently suspended this year, but may provide funds to rural communities again in the future.

Consider pursuing a Greenways, Parks, Trails and Open Space Sales, Tourism and/or Property Tax. Sales/Tourism taxes have been very successful in many of Colorado's cities and could raise millions in funding to build and maintain trails and to preserve open space. When sales tax revenues are low as a result of less commercial/retail business, a small mil-levy on property maintains a stream of funding for park, open space and trail projects that continue to serve the public and meet community goals.

The likely major private sector sources include:
Private donations including individuals, philanthropic foundations and corporate donors.

Re-use of mined-out gravel lands in cooperation with willing donors.

Right-of-way dedications and improvements by developers and homeowner associations.

In-kind contributions of land and volunteer labor resources.

Others including service clubs, youth groups, recreational groups and fraternal organizations.

Conservation Land Trust, more specifically Black Canyon Land Trust.

Land and Water Conservation Fund (LWCF)
The Conservation Fund administers the American Greenways Kodak Awards Program, which targets local greenway planning. Up to $2,500 www.conservationfund.org

National 4-H council's Community Tree Planting Grant Program will provide community action grants in the amounts of $200 - $1,000 to stimulate community tree planting and/or reforestation projects with creative youth lead projects.
www.fourhcouncil.edu/programs

The National Tree Trust has tree seedling planting grants with the help of volunteers.
(800) 846-8733 or www.nationaltreetrust.org

Kodak American Greenways Award Program
www.kodak.com

Conservation Fund
www.conservationfund.org

National Geographic Society
www.nationalgeographic.com

Arbor Day Foundation:
http://nationaltreetrust.org

National Fish and Wildlife Foundation
http://www.nfwf.org

The Conservation Fund
http://www.conservationfund.org

The Greenway Foundation
http://www.greenwayfoundation.org

The Tree Council
http://www.treecouncil.org

League of American Bicyclists
http://www.bikeleague.org

The Colorado Watershed Assembly has a Grant Funding Opportunities website that the City can look at for updated info. Once at the main site select the "Private Funding Opportunities" tab:
http://www.coloradowater.org/fundingsources

Open Space dedications which require the development community to dedicate a certain amount of land for each 1000 new residents are also an effective way for the City to meet its land acquisition and preservation goals in addition to taxation strategies. If land in the immediate vicinity of the development does not meet the City's goals, dedication of cash-in-lieu is an effective means to acquire property and critical habitat that does meet its goals. Between 17 and 30 acres of land per 1000 residents is a modest requirement that has been implemented in various conservative communities in Colorado.

Section 5.2 Maintenance

Maintenance Activities and Costs

Based on current maintenance costs for the existing trail segments, this plan anticipates annual maintenance costs of $2,000 to $4,000 per mile for the reaches of the trails and related improvements. This includes routine maintenance of the paved trail and trail segments, maintenance of unpaved or soft surface trails, care of fixtures and amenities, management of trail-associated landscaping (indigenous trees, shrubs and ground covers, not formal turf grass areas) and upkeep of the associated riverbanks and channels. The higher maintenance figure for example reflects more intensive amenity improvement in the more urban areas. It does not include major remedial maintenance such as replacement of a pedestrian bridge or maintenance of active parks and facilities not directly tied to the trail or waterways.

Actual cost will depend on the level of maintenance desired and the level of trail use. Volunteers and community businesses could also provide some services and assistance including potential "Adopt-a-Trail" programs for litter pick-up, minor sweeping and reporting maintenance problems.

The City should play a key role in fostering and coordinating quality maintenance, as well as promoting the stewardship of the rivers and riparian areas. These objectives can be accomplished through advocacy by promoting and coordinating volunteer projects and events, fund-raising, and oversight of activities along the river corridors.

Successful oversight should include review of all proposed development and other activities affecting the corridor by reviewing plans and monitoring the rivers through a network of volunteers, trail users and other friends of the rivers. Enhancing the current City website to include the proposed trails could establish a very useful information "gathering place" to report activities, solicit commentary and engage the public in the care of the river.

An important ongoing management activity is the promotion of user safety and risk management. A procedure should be established to review all plans to assure they address user safety. Mile markers should be prominently displayed every quarter mile on the trails —along with street names at cross streets and overpasses (to orient users to their location). These measures should help both maintenance and rescue personal quickly locate problems and respond to emergencies.

The local police and sheriff departments should patrol their respective segments to the degree possible, and there should be a coordination plan among the jurisdictions to promote better user safety and security. This could define strategies for crime reduction, patrol, and rescue. There should be a plan in place to locate and document in the jurisdictional GIS databases all reported accidents, crimes and other incidents in order to remedy any problem areas.

A trail ranger program with a horse or bicycle-mounted patrol (with wireless communication capability) would also greatly help with light maintenance, reporting problems, trail user relations and security. The ranger patrol should be consistent with rangers trained in first aid as well as maintenance and safety/security procedures.

Table 4.2: Key Maintenance Tasks & Estimated Annual Costs

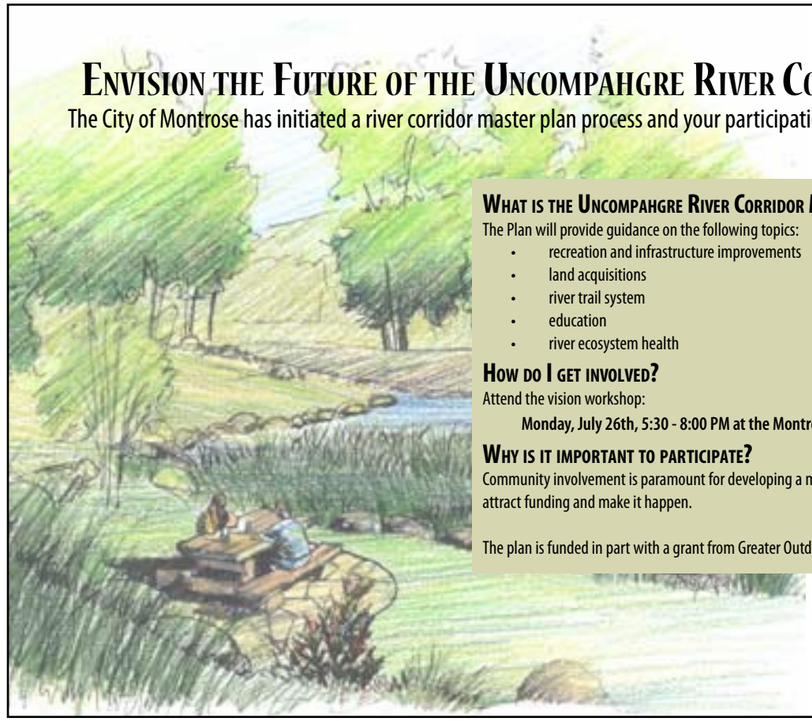
Maintenance Function	Frequency	Per Mile Cost
Routine Maintenance		$5,000-$10,000
Trail Sweeping	Bi-Weekly	
Possible Plowing in Winter	As Needed	
Litter and Debris Pick-up	Bi-Weekly	
Weed/Vegetation Trimming	2 per year	
Minor Repair/Graffiti Removal	As Required	
Stream Channel Maintenance	As Required	
Patrol	Daily	
Remedial Maintenance		
Major Remedial Repairs (50 to 100-year Life) *Capital Item - Not an annual cost*	50-100 Years	Capital Cost
Gravel/Soft Trail Maintenance		$1,000-$2,000
Erosion Repair	As-Required	
Litter and Debris Pick-Up	Bi-Weekly	
Weed/Vegetation Trimming	2 per Year	
Patrol	Daily	

Appendix

Includes:
Postcard
Flyer
Work Group Notes
Online Questionnaire Comment Summary
Key Pad Polling Results: July 26, 2010
Vision Workshop Comment Summary
Key Pad Polling Results: November 3, 2010
Habitat Assessment Map
Habitat Assessment Grading
Cost: North 9th St and Grand Ave Park
Cost: Taviwach Park
Cost: Riverway per Reach and Overall

Envision the Future of the Uncompahgre River Corridor

The City of Montrose has initiated a river corridor master plan process and your participation is essential.



What is the Uncompahgre River Corridor Master Plan?

The Plan will provide guidance on the following topics:

- recreation and infrastructure improvements
- land acquisitions
- river trail system
- education
- river ecosystem health

How do I get involved?

Attend the vision workshop:

Monday, July 26th, 5:30 - 8:00 PM at the Montrose Pavilion

Why is it important to participate?

Community involvement is paramount for developing a master plan to attract funding and make it happen.

The plan is funded in part with a grant from Greater Outdoor Colorado.

MONTROSE

Can't make it to the event?

Please answer these questions and mail this back or drop it off at the front desk of Elks Civic Building between 7:30 AM and 4:30 PM, Monday - Friday.
Or answer these questions on our website:
www.cityofmontrose.org/river

- What do you treasure and want to preserve in the river corridor?

- What ideas and priorities do you have for improvements?

- What are your concerns?

DHM Design
1309 E. 3rd Ave, Room 11
Durango, CO 81301

Envision the Future of the Uncompahgre River Corridor

The City of Montrose has initiated a river corridor master plan process and your participation is essential.

What is the Uncompahgre River Corridor Master Plan?

The plan will provide guidance for recreation, a continuous river trail system, infrastructure improvements, land acquisition, and signs for educational/interpretive enhancements. It will also recommend how to best preserve elements of the river corridor that are particularly important to the river ecosystem. The plan is funded in part with a grant from Greater Outdoor Colorado.

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• *What do you treasure and want to preserve in the river corridor?*

• *What ideas and priorities do you have for improvements?*

• *What are your concerns?*

Please mail back to: DHM Design, 1309 E. 3rd Ave, Room 11, Durango, CO 81301 or for further information call Gabe Preston at (970) 382-9886

Pensar del futuro de la orilla del río del Río Uncompahgre

La Ciudad de Montrose ha empezado el proceso de hacer un Plan por la orilla del río y quiere su participacion.

¿Que es el Plan la orilla del río del Río Uncompahgre (Unchompahgre River Corridor Master Plan)?

El Plan dará guía por recreación, por una sistema de trochas, por mejoramientos a las estructuras, por compramientos de tierra, y por signos educacionales. El Plan recomendará las mejores maneras de preservar elementos de la orilla del río que son importante por el ecosistema del río. Este Plan tiene el apoyo del grupo "Greater Outdoors Colorado Grant funding."

¿Cómo participar?

Asiste el encuento:

el Lunes, 26 de Julio 5:30-8:00 pm al Montrose Pavillion

¿Por que es importante participar?

Participación de la comunidad es importante para hacer un Plan completo y para recibir fondos necesarios.

¿No se puede asistir el encuento el 26 de Julio?

Por favor, responde a estas preguntas y mandenlas, o traiganlas, al Elks Civic Building entre 7:30am y 4:30pm Lunes a Viernes. O se puede responder a las preguntas en nuestra cita de internet a www.cityofmontrose.org/river.

• *¿Cuales aspectos de la orilla del río son importante para usted, cuales quiere preserver?*

• *¿ Que ideas tiene usted por mejorar la orilla del río?*

• *¿Que son sus preocupaciones?*

Por favor, mande esto a DMH Design 1309 E. Third Avenue, Room 11, Durango, CO, 81301 o llama a Gabe Preston (970)382-9886 por más información.

Uncompahgre River Corridor Master Plan

MEETING NOTES

River Corridor Work Group
June 24, 2010

Attendees:
Staff/consultants:
City of Montrose
Dennis L. Erickson
Kerwin Jensen
Garry Baker
Scott Shine
Gabe Preston, RPI
Ann Christensen, DHM

Work Group:
Diann Fulks
Rob Brethouwer
Shawn Lund
Bill Gleason
Elizabeth Roscoe

Guest:
Sue McIntosh

This meeting introduced the Master Planning process and consultant team to the Work Group. Ann Christensen with DHM gave a presentation describing the process and included references to goals from related City reports, examples from other river corridor master plans, and precedent examples of potential improvements from other Colorado communities including Salida, Breckenridge, Estes Park and Durango.

Gabe Preston with RPI facilitated input on the primary topics to be addressed in the plan.

Provisional Topics:
Park Development
Recreational Opportunities
- Along corridor
- Instream

Recreation Trails and Access
- Signage
- Routes

River Ecology
Education
Stormwater
- Water quality
- Floodplain
- Greenscape for stormwater

Development Standards
- Regulatory
- Incentives
- Design guidance

Implementation
- Timing/phasing
- Management and maintenance

Draft goal for parks development:
The parks system along the river spans a spectrum of uses that integrate with a healthy river ecosystem.

Discussion:
Enhance Montrose with knowledge of and use of the river corridor.
Balance access with impacts.
Balance recreation with ecology.
Recreation improvements include boating access and in-stream improvements for both fishing and boating.
Distinguish integrity of river channel and surroundings landscape

Elizabeth Roscoe brought a guest and requested that the City consider adding her as another member to the work group as Elizabeth's alternate for the meetings she has to miss. Dennis said changes to the composition of the work group all need to go through City Council.

Near the end of the meeting, Gabe asked the group if they were comfortable with this "blank sheet of paper" approach. Several work group members spoke up to advocate for having the consultant team prepare plan content for them to react to in the future.

Recommendations for the plan:

Address maintenance and management
Provide images of successful stormwater management features/techniques
Note areas that should be left undisturbed
Clarify and increase access to the river and trails.
Address appropriate levels of lighting in the Riverway
Address motorized versus un-motorized use.
Emphasize walkability and non-motorized access
Emphasize uses in new parks that have uses related and/or complementary to the river

DENVER 1390 LAWRENCE STREET #100 DENVER, CO 80204 TEL 303.892.5566 FAX 303.892.4984
CARBONDALE 311 MAIN STREET #102 CARBONDALE, CO 81623 TEL 970.963.6520 FAX 970.963.6522
DURANGO 1309 E 3RD AVENUE RM #11 DURANGO, CO 81301 TEL 970.385.4219 FAX 970.385.4286

Purpose

The purpose of this document is to summarize the comments contained in the 60 online questionnaires that were returned to the consulting team concerning the City of Montrose Uncompahgre River Corridor Master Plan. The online questionnaire was developed so that individuals who could not make it to the July 7 river corridor vision event would have a way to express their vision for the river corridor.
The comments are organized by vision question and grouped into themes.

- What do you treasure and want to preserve in the river corridor?
- What ideas and priorities do you have for improvements?
- What are your concerns?

The numbers in the parentheses (3) indicate the number of individual comments collected at the workshop that were the same or similar to that particular comment or topic.

What do you treasure and want to preserve in the river corridor?

River Use- paddling (9), fishing (6)

Access to recreational opportunities (10)

Natural beauty of area (17)-Water quality (3), Open space (5), Wildlife Habitat (8), Riparian habitat (7)

Recreational Amenities- Walking and bike paths/trails (10), Riverside picnic areas/parks (6)

Private Property Rights (2)

Intricate ecosystem that does not include trails

The way it is (2)

What ideas and priorities do you have for improvements?

Develop Recreational Amenities

Whitewater slalom course/ whitewater play park (21)

- Well designed river park- unlike Ridgway which had to be redone 4 times

Improve/Extend/expand bike paths/trail network (14)

- soft surface trails
- improve existing trails
- connect bike trials over Sunset Mesa from Spring Creek
- more trails north of Main Street and south past Chipeta Lake
- widen trails

Well developed put-ins and take-outs (access points) (8)

Fish habitat (4) - regular stocking

Interpretive signs

Camping/picnicking/festival locations (3)

Dog park along river

Do not over develop recreational amenities

Improve Natural Setting of River Corridor

Clean up river (3)

- remove trees that are hanging in river
- remove debris from pylons and river adjacent properties
- eliminate contaminating discharges into river
- clean up banks (2)
- improve water quality (2)
- get rid of noxious weeds/non-native vegetation (3)

Environmentally friendly methods used to improve the area

- bank stabilization
- enhanced groundwater recharge
- restore native vegetation (2)

Move Recla Metals (2)

Increase Public Access

Public access for entire length of river in city (5)

- secure open space in corridor
- land between southern commercial developments and Ute Museum/Hanging Tree should be purchased and preserved
- Purchase land to extend public access

Development Patterns

Allow mixed use development in corridor (6)

- restaurants/shopping (4)
- do not prohibit development
- examine development in Salida, Glenwood (2)
- development should be appropriate for river corridor

No commercial building with 100 feet of river centerline (3)

Leave river corridor as it is (2)

- maintain mix of public and private ownership
- Limit development in corridor

Miscellaneous

Preserve private property rights

Address safety concerns

Eliminate dangerous diversion dams (2)

What are your concerns?

Development Concerns

Development needs to be aesthetically pleasing and appropriate for river corridor (8)

- should take advantage of the natural setting and proximity to river
- should not detract from natural setting
- Big Box development in river corridor (2)
- Multi-story development in river corridor
- Development will occur within 100 feet of river banks (2)
- Development should not "box out river"- river should be focal point (2)
- cluster development if it must occur

Fragmentation of river corridor (2)
Lack of connection to downtown
Commercial development will not be allowed
Improvements are going to take a long time (2)
Road extension over river (2)

Ownership Concerns

Private ownership and control over certain stretches of river (4)
Paths/corridor development does not run the length of the city

- City is not purchasing property in river corridor

Diminishing property rights, (3)

- Fair and adequate compensation for private landowners

Ecological Concerns

Loss of riparian area
Pollution (6)
Ecological improvements should be prioritized over recreation improvements (2)
Gravel mining in area
Sewer system stinks and attracts bugs
Increased public access could lead to increased damage to river corridor (2)
The presence of non-native vegetation (3)

Recreational Concerns

No whitewater park
Safety (2)
Unleashed dogs

Uncompahgre River Corridor Master Plan September 2010 Online Questionnaire Comment Summary

Miscellaneous

Politicians/businesses do not fully appreciate the value of river
Where is the money going to come from? Taxes and grants are not the answer (2)

- government control will lead to higher taxes or eminent domain abuse

Plan will take too much time

How Much Public Involvement Went Into Developing the Master Plan?

The public involvement process drew over 300 participants to events and other venues over the course of six months. The process was also well documented in the press, with featured articles reaching an audience of over 15,000 households, not including those who read the news online.

Venue	Participation
Vision Workshop/Key-Pad Polling	120 Participants
Vision Questionnaire	60 Responses
Open House/Key-Pad Polling	50 Participants
Outreach to Organizations/Groups	3 Groups, Attendance Total = 20
Property Owners Open Houses	50 Participants
River Corridor Working Group	11 Members
City Council and Planning Commission	Numerous Updates
Montrose Daily Press: Two Feature Articles, Two Display Ads	Circulation= 5,000-6,000
The Watch: Feature Article	Circulation=10,000

How Well Do the Keypad Polling Results Represent the Community?

Keypad polling is similar to a survey because polling questions are posed to a group of individuals who may answer anonymously. One difference between keypad polling and conducting a survey is that the participants in a survey are usually selected using statistical sampling methodology. On the other hand, a keypad polling session occurs within a group of people who attend the live event. Questions asked during keypad polling sessions can be more complex than would be acceptable in a typical survey. Polling session questions are asked by a professional in-person who can clarify the question, give examples, and communicate with participants so that they can understand the questions and the range of responses available.

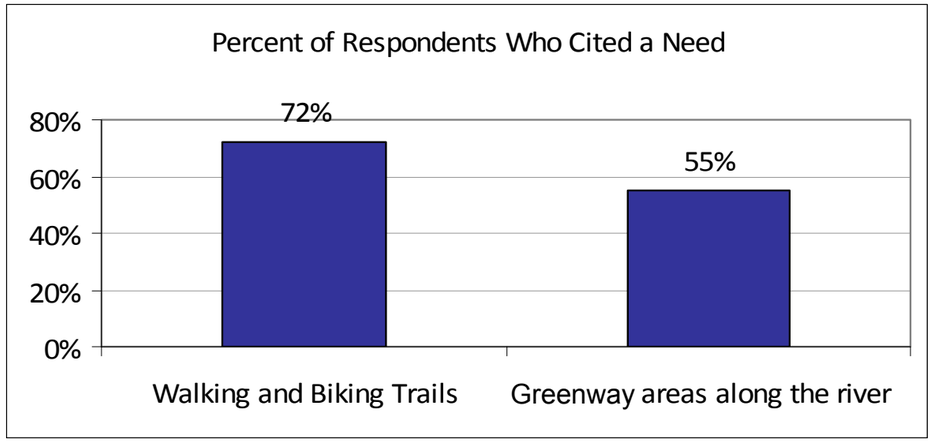
One hundred and twenty participants attended the Vision Workshop keypad polling event. Fifty participants attended the November 3, 2010 open house/priority verification keypad polling session, making for an aggregate attendance of one-hundred-seventy participants. One way to check the keypad polling results in relation to opinions of the community is to compare the polling results to the *City of Montrose and Montrose Recreation District Citizen Survey (2005, Leisure Vision, Green Play)*, a survey that was administered using statistical survey methodology. The statistical methods used in this survey are summarized below:

Instrument– mail and phone survey
Sample– random sample of 2500 households located in the recreation district
Response– 658 surveys completed, 26% response rate
Confidence– 95% confidence interval
Margin or error— plus or minus 3.9%

General Support for Developing the River Corridor for Recreation

The 2005 survey yielded some results that are relevant to the river corridor master plan. According to the results of the survey, sixty-five percent of the community thinks that improving the Uncompahgre River Corridor is an improvement they think is important. Additionally, fifty-five percent think that a "greenway along the river" is an existing recreation need in the community.

Figure x - Parks and Recreation District Survey Question Result



Visitation to the Uncompahgre River Corridor

The Vision Workshop key-pad polling session and the 2005 Montrose Recreation District survey both reflect significant recreational use of the river corridor. Eighty six percent of the key pad polling respondents said they had visited the river corridor in the past six months. The survey shows that seventy-two percent of respondents had visited Riverbottom park alone, and thirty eight percent had used the river trail over the course of a year. While these results do not afford a direct comparison, the general conclusion that the river corridor is already well-used by the community holds true for both the key-pad polling session and the survey.

Figure x - Parks and Recreation District Survey Question Result: Visitation

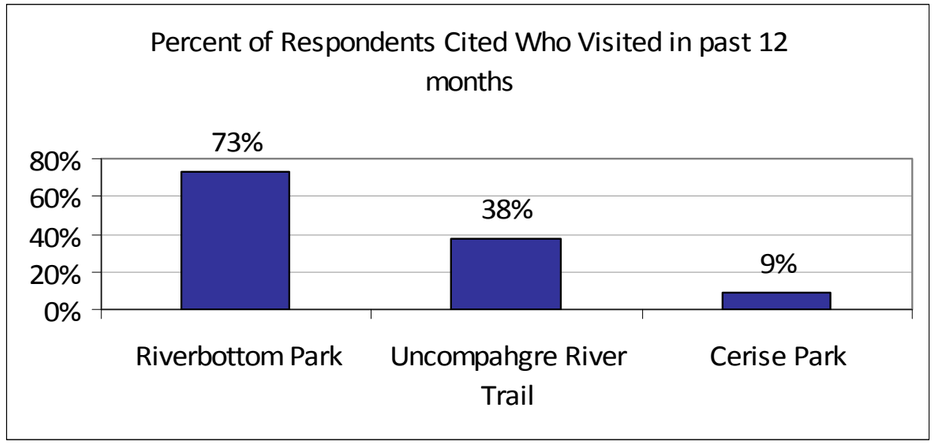
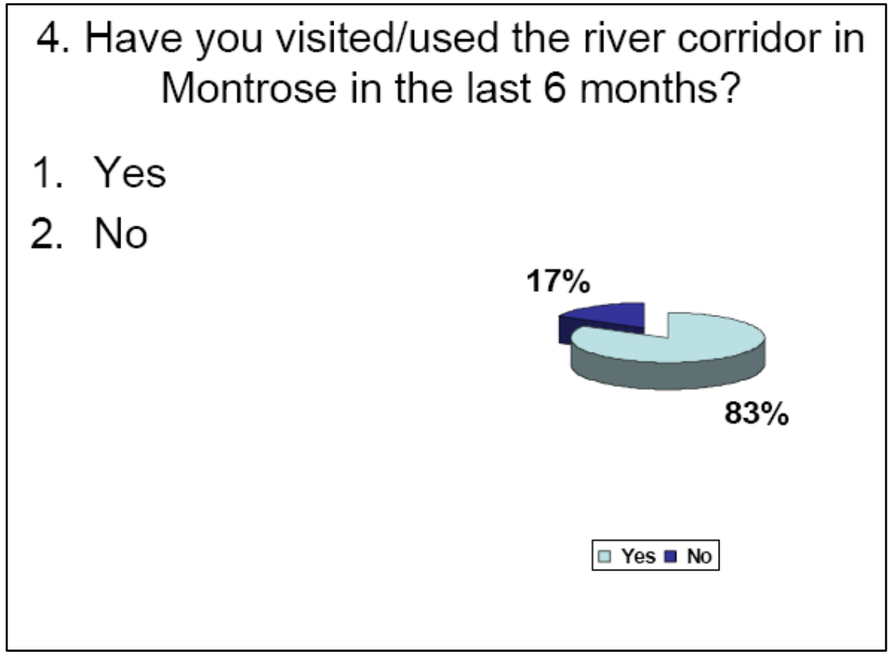


Figure x - Vision Workshop Key Pad Polling Result - Visitation



The Need for Trails and Other River Access

One theme that emerged from the diverse venues for public involvement leading to the river corridor master plan is that the community wants trails by the river more than any other type of improvement. This is reflected by Montrose Recreation District survey results showing that seventy-eight percent of respondents support trail improvements while seventy-two percent see trail improvements as an existing recreation need in the Montrose Recreation District. The vision workshop keypad polling results also show that trails are the most important type of improvement in the river corridor. Polling session participants ranked trail improvements and other river access higher than any other type of improvement in the river corridor when asked to choose their 'top-3' improvements.

Figure x - Parks and Recreation District Survey Question Result

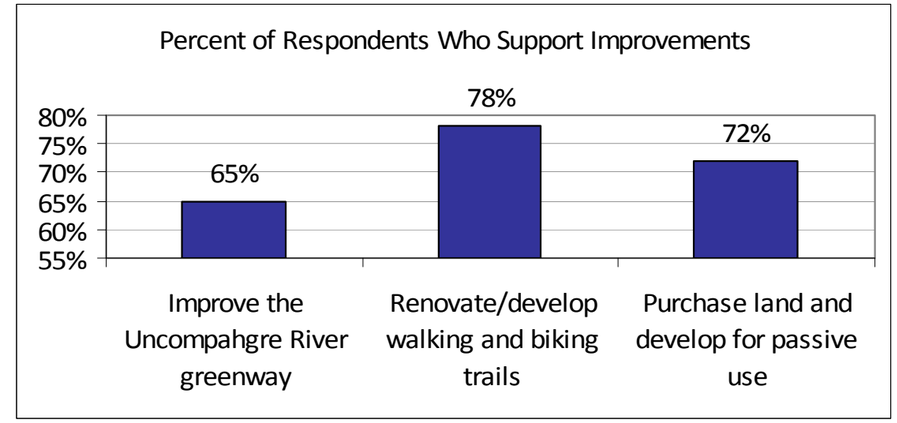


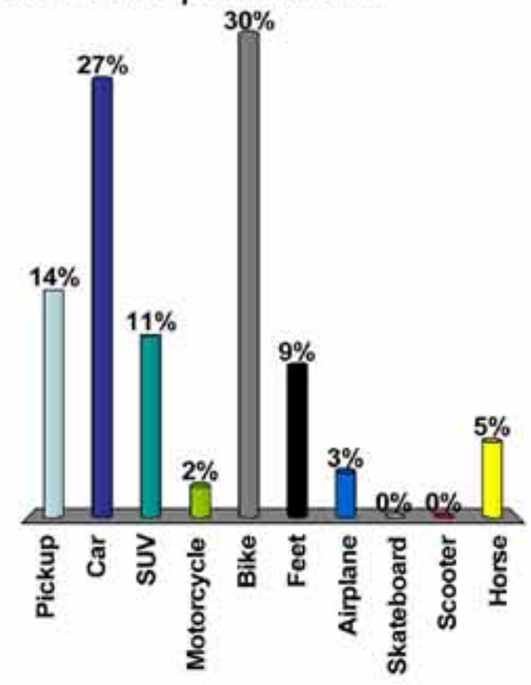
Figure x - Vision Workshop Key Pad Polling Result - Trails and River Access

Summary

Where the 2005 recreation survey results aligned with the questions asked in the Vision Workshop keypad polling session, the results were also in general alignment. The survey demonstrated support for improving the river corridor. Both the survey and the key-pad polling results demonstrate significant use of the river corridor for recreation. The survey shows that trails and access are a top priority for the community while the key-pad polling results show strong support for trails and access along the river corridor.

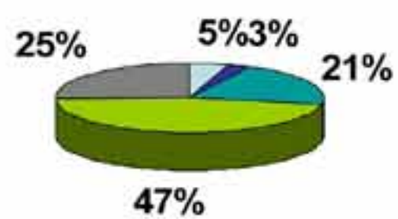
What is your preferred transportation?

1. Pickup
2. Car
3. SUV
4. Motorcycle
5. Bike
6. Feet
7. Airplane
8. Skateboard
9. Scooter
10. Horse



1. What is your age

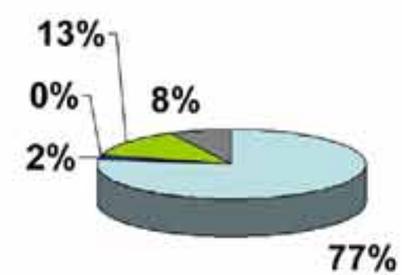
1. Under 18
2. 19-29 years
3. 30-44 years
4. 45-65 years
5. Over 65 years



Under 18 | 19-29 years | 30-44 years | 45-65 years | Over 65 years

2. Where do you live?

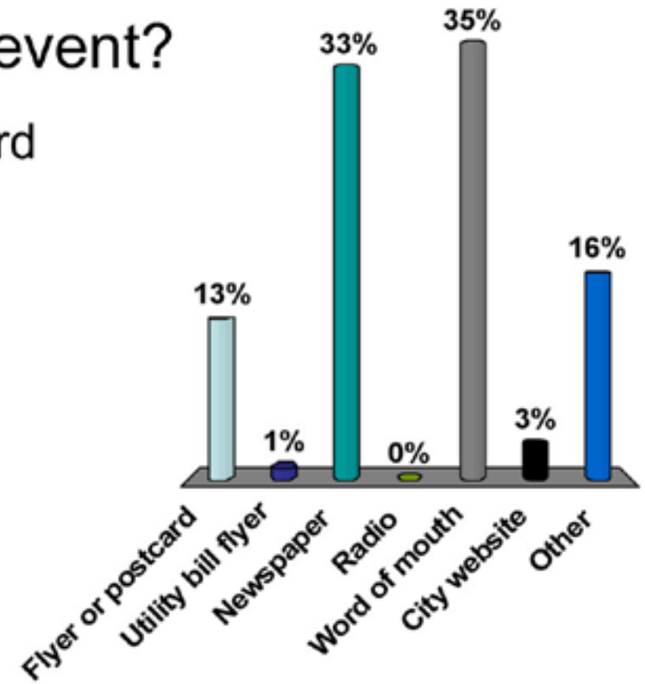
1. Montrose
2. Colona
3. Olathe
4. In the county
5. Other



Montrose | Colona | Olathe | In the county | Other

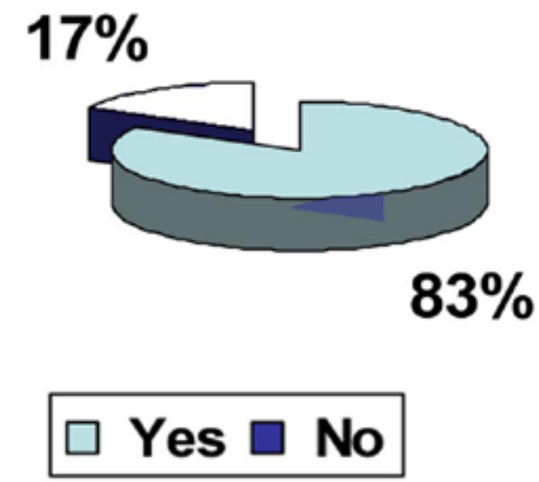
3. How did you learn out about this event?

1. Flyer or postcard
2. Utility bill flyer
3. Newspaper
4. Radio
5. Word of mouth
6. City website
7. Other



4. Have you visited/used the river corridor in Montrose in the last 6 months?

1. Yes
2. No



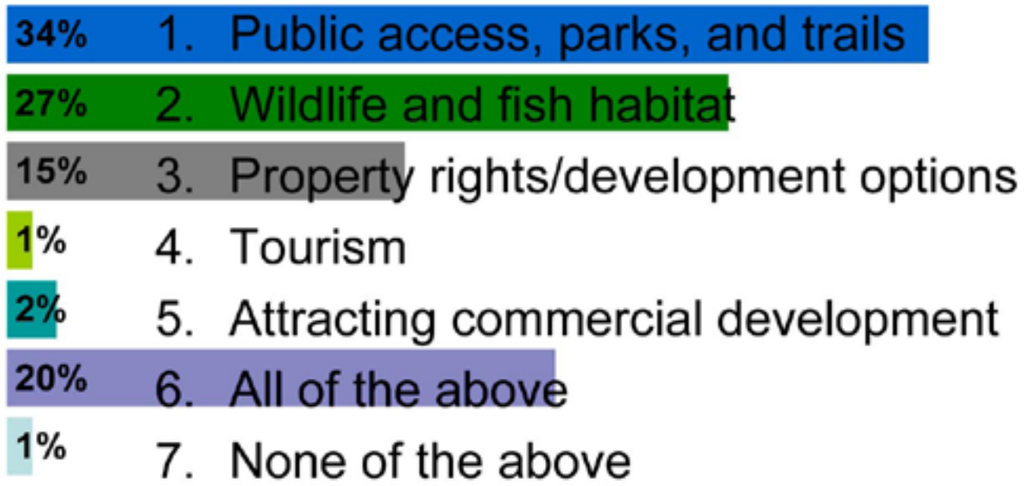
5. What activities do you participate in regularly along the river corridor (pick up to 3)?

11%	1. Use trails: walking, running, biking
2%	2. Exercise pet
8%	3. Use playgrounds, grass turf, skate park
6%	4. Fishing
18%	5. Nature observation/study
17%	6. Social gatherings: picnics, parties, cookouts
16%	7. Swimming/wading, boating, tubing
6%	8. Eat lunch/take a break
9%	9. Live/work there
7%	10. None

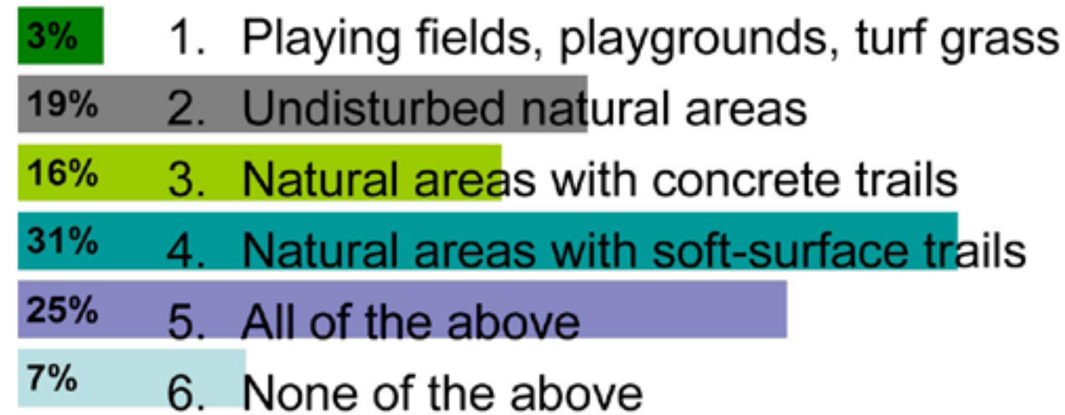
6. Top 3 river corridor improvements that you would use if built/acquired:

24%	1. Trails and pedestrian bridges
14%	2. River access
9%	3. Parks
4%	4. Sports fields, playgrounds, active uses
9%	5. Open space
11%	6. Whitewater park
10%	7. Fishing habitat improvements
11%	8. Habitat restoration
2%	9. Vehicle access/parking
5%	10. Commercial development

7. What aspect of the river corridor is most important?

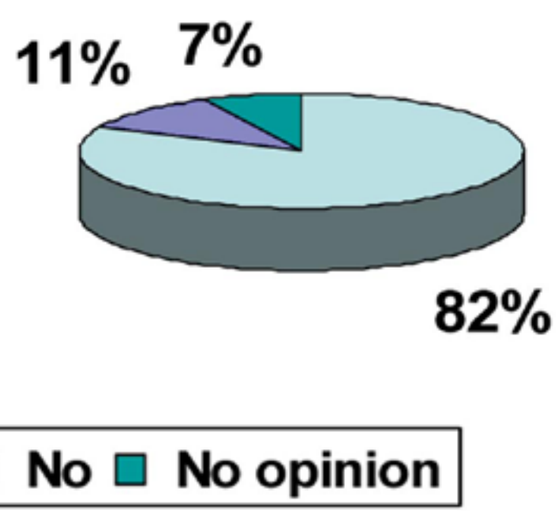


8. What types of park improvements are you most interested in?

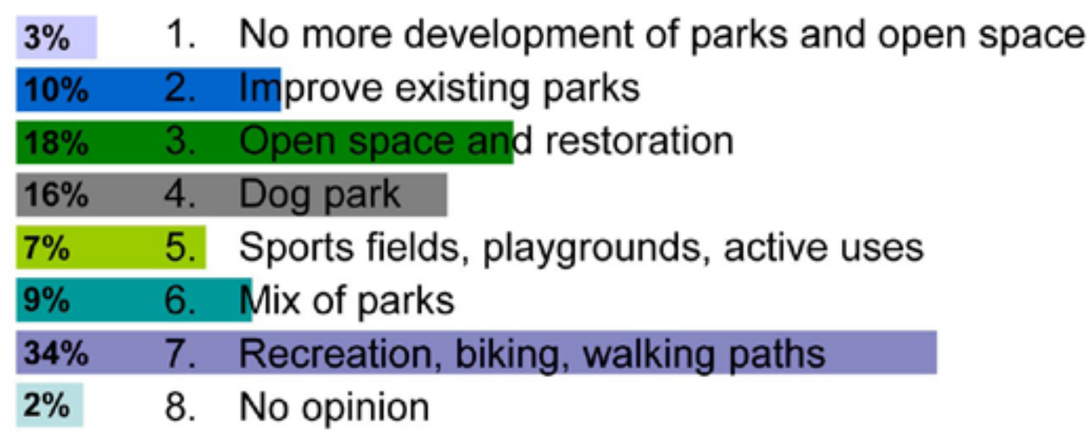


9. Do you support the development of more parks and open space in the river corridor?

1. Yes
2. No
3. No opinion

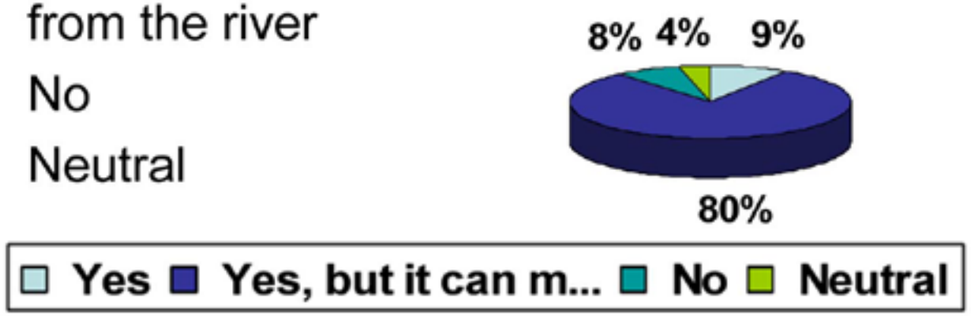


10. Top 2 park improvements in the river corridor?



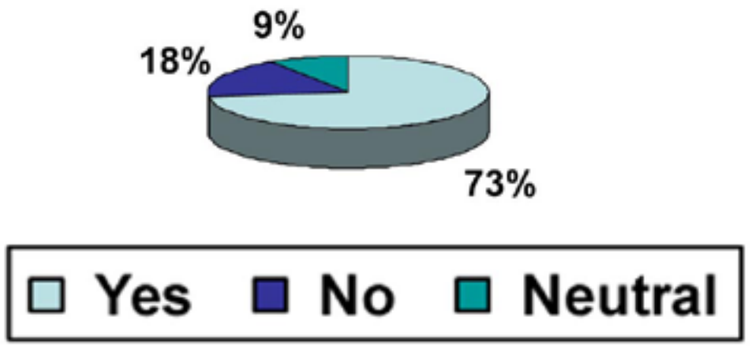
11. Do you support a bike/pedestrian trail along the length of the river through Montrose?

1. Yes
2. Yes, but it can meander away from the river
3. No
4. Neutral



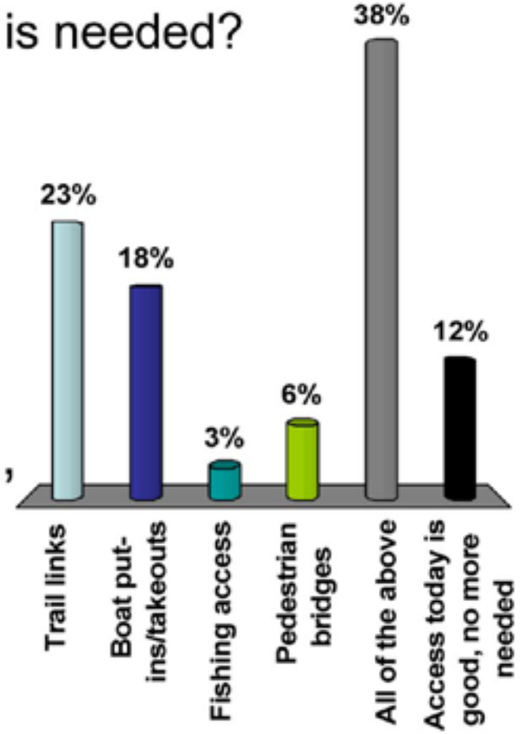
12. Do you support the city purchasing more permanent open space/natural areas in the river corridor?

1. Yes
2. No
3. Neutral



13. What type (if any) of additional access to the river corridor is needed?

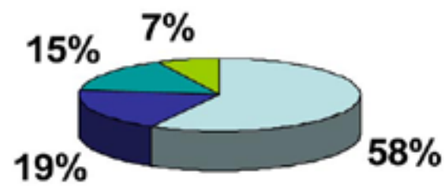
1. Trail links
2. Boat put-ins/takeouts
3. Fishing access
4. Pedestrian bridges
5. All of the above
6. Access today is good , no more needed



14. Which of these improvements are you most willing to fund with tax dollars? (up to 3)

15. Do you want the river corridor to be more of an asset for economic development in Montrose?

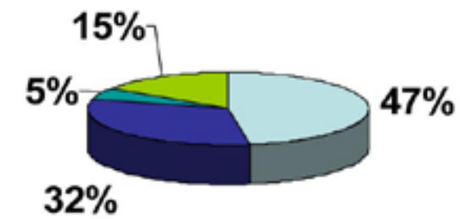
1. Yes
2. No, but I can live with it
3. No
4. No opinion



Yes | No, but I can liv... | No | No opinion

16. Well-planned commercial/residential development integrated into the river corridor could enhance it.

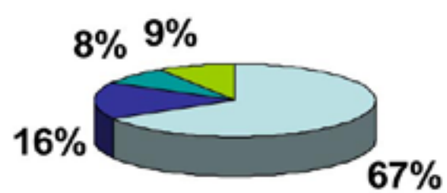
1. Agree
2. Sort-of agree
3. Neutral
4. Don't agree



Agree | Sort-of agree | Neutral | Don't agree

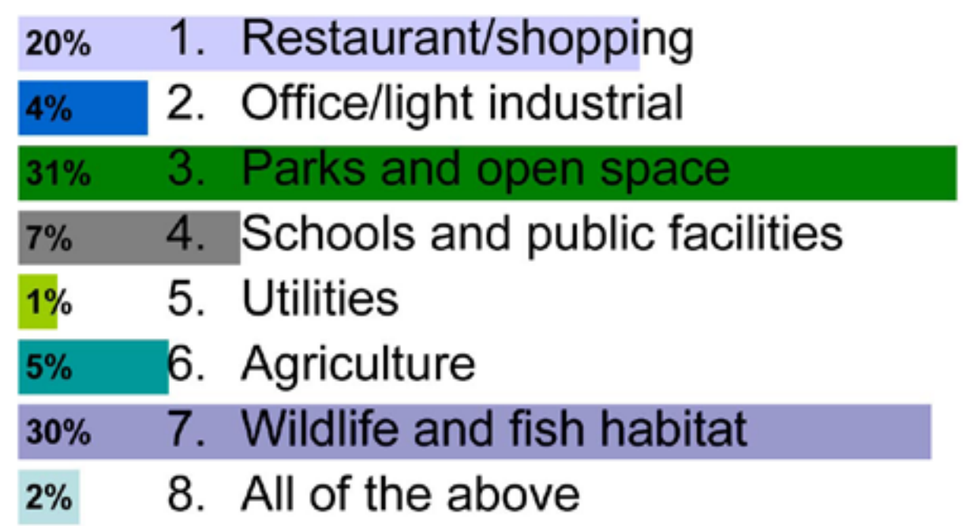
17. A well-planned river corridor would enhance property values.

1. Agree
2. Sort-of agree
3. Neutral
4. Don't agree



Agree | Sort-of agree | Neutral | Don't agree

18. Which of these uses would you like to see more of in the river corridor? (pick up to 3)



PURPOSE AND BACKGROUND

The purpose of this document is to summarize the comments collected on post-it notes and site-specific comments at the July 26 Uncompahgre River Corridor Maser Plan Vision Workshop in Montrose.

The City of Montrose hosted a vision workshop on July 26 with over one hundred and twenty community members in attendance. The workshop included a presentation by DHM Design about initial plan concepts and the approach to creating river corridor master plan as well as a key pad opinion polling session by RPI Consulting. Participants were then encouraged to submit site specific and general comments in response to the plan concepts posters displayed throughout the meeting space.

The comments are grouped into themes. The numbers in the parentheses indicate the number of individual comments collected at the workshop that were the same or similar to that particular comment or topic.

This synthesis of the visioning workshop comments is organized according to the master plan topics:

1. Parks and open space
2. Trails
3. River ecological systems - wildlife
4. Stormwater management
5. River adjacent commercial and economic benefits
6. Recreation
7. Education

Because recreation is a topic underlying most of the comments, it is addressed throughout the summary, but does not have its own section. There were no comments specifically about education/interpretive elements of the river corridor, so while this continues to be a plan topic, it does not appear in this summary. Because river ecology and stormwater management were interrelated for most participants, this summary combines comments about those topics.

The results of the key pad polling are posted on the master plan website along with other information generated during the planning process:

http://www.cityofmontrose.org/river

PARKS AND OPEN SPACE

Types of Parks Envisioned for the River Corridor:

Whitewater Park(14):

- Strong desire for whitewater park located in Riverbottom Park
- Development of whitewater park would have positive impacts for local quality of life and tourism
- Whitewater park should be designed to be ecologically healthy, incorporate native species plants, blend in with the surrounding environment and ensure high water quality
- Whitewater park design should respect of private property rights
- Support for soft surface, natural river put-in/takeout

Dog Park (18):

- Located away from river to minimize wildlife conflict (2)
- Located near Taviwach Park
- Expand trail network to connect parks

Additional Facilities at Existing Parks

- Construct swim beach at large pond in Taviwach Park (3),
- Dog park and swim pond at smaller pond at Taviwach park,
- Boardwalk and bird watching areas at Taviwach,
- Outdoor Amphitheatre (4)

Park Aesthetics and General Design

- Balance natural areas with developed park spaces (6),
- Balance parks development against fiscal realities, respect wildlife and natural beauty of the area (4),
- Group similar types of park development together

TRAILS

Trail Network Extension

- Extend/ Improve existing trail network (4)
- Link existing trail with regional trail systems (2)
- Construct trails to encourage and provide access to surrounding public lands
- Do not connect all portions of trail, consider natural beauty (2)
- Incorporate a whitewater park into current trail access

Trail Surface

- Pave trails (2),

- Construct only soft surface trails (1),
- Combine soft and hard surface designs(1),

Trail Improvements

- Construct pedestrian overpass at South Townsend
- Construct Car Bridge at Ogden to Sunset Mesa Road
- Do not connect Rio Grande Ave stretch- protect natural beauty of area
- Create river access near home depot
- Extend bike trail to Ouray and Grand Junction

Trail Development Considerations

- Construct fence between river and trail,
- Relocate scrap metal adjacent to trail system,
- Respect private property rights,
- Create park only accessible by trail,
- Manage wildlife an human interaction, manage livestock and human interactions .

Location Specific Comments

Comment	River Reach
Use maps to show easements, bridge permits, and exact road locations	Trudell
Do not connect Rio Grande Ave stretch, protect natural beauty of river corridor	Trudell
Construct Whitewater park	Upper Cerise Park
Construct overpass for pedestrians (South Townsend)	Ute Mountain Museum
Construct a car bridge at Ogden to Sunset Mesa Rd	Trudell
Concerned about cow/human interaction on bike trail along river	Upstream Ag
Construct a whitewater park similar to Salida	Upper Cerise Park
Connect existing trail systems	Trudell/ Dry Cedar Creek
Encourage connectivity with BLM lands between Montrose and Delta	Downstream
Encourage families and children to take advantage of public lands	Downstream
Support trail connectivity between Montrose and Ridgway	Up Stream Ag
Purchasing this piece of property should be a high priority	McManus
Find a place to move Recla Metal	Lower Cerise Park

See existing conditions maps on master plan website for reaches- http://www.cityofmontrose.org/river

River Ecological Systems and Stormwater Management

Management and Rehabilitation

- Preserve and improve wildlife habitat
- Manage Selenium in ponds
- Reconstruct stable flood plains
- Control bank erosion

- Rehabilitate once forested areas
- Control noxious weeds/non-native species (2),
- Preserve open space/wildlife habitat and corridors
- Encourage ecological health (2)

Soften design to include natural elements instead of concrete and stone (i.e. soft surface trails, and allowing for natural movement of river) (5)

Respect private property rights and work with local landowners to achieve ecological goals (3)

Location Specific Comments

Comment	Zone
Dog park at lake	Taviwach
Continuous soft surface trail along river	McManus
Wildlife observed- running out of places to go	N. 9th St.
Widen bike trail, extend to Ouray/Durango/Grand Junction	Upstream

See existing conditions maps on master plan website for reaches- http://www.cityofmontrose.org/river

River Adjacent Commercial and Economic benefits

Development Types

Encourage small, local businesses(10)

- Allow small businesses (cafes, restaurants, etc) to build close to river
- Encourage businesses that cater to whitewater/ river use (2)

Discourage further development of “Big Box” stores (8)

- Too large for river setting
- Do not blend in with natural setting
- Development should face river not highway
- Large development needs large buffer from river

Impacts of Development

- Development should blend in with natural surroundings (4),
- Development should be buffered from river (5),
- Buffer too rigid, allow businesses to take advantage of natural surroundings(2),
- More consistent approach to planning (2),
- Encourage development to occur where forest is already removed, remove junk/metal along river corridor

Development Projects

- At Branscome (by Sunset Mesa) abandon easement for east traffic flow,
- Vehicle Bridge on Rio Grande

Meeting Summary

Uncompahgre River Corridor Master Plan Work Group Meeting #2, August 26, 2010

Attendees

Staff/Consultants:

Ann Christensen (DHM Design)
Gabe Preston (RPI Consulting)
Dennis Erickson (City)
Scott Shine (City)
Gary Baker (City)

Work Group:

Judy Kittson
Elizabeth Roscoe
Ben Tisdel
Jason Wilson
Diann Fulks
Ray Jantzen
Rob Brethouwer

Guests:

Ralph Files (USFS)
Sue McIntosh

Discussion:

Ann Christensen began the meeting with an overview of the progress on the master plan to date, a summary of master plan concepts and principles, and a list of next steps. Following this introduction, Gabe Preston gave a summary of the July 26 Vision Workshop attendance, key-pad polling results and poster comments. Ann then lead a reach-by-reach summary and open discussion of the concept plan developed by the consulting team. The following comments were collected during this reach-by-reach discussion:

Ecology/Habitat

- Leave wildlife corridors through the river corridor so that wildlife can cross the city. Ann responded to this comment by noting that there are various pinch points where the remaining habitat is limited and in these spots the plan will call for underpasses, acquisitions of high quality habitat, and other strategies to enhance the movement of wildlife through the river corridor.
- Disturbance of existing fish habitat improvements will require additional process and mitigation, so should be avoided if possible. The existing fish habitat improvements should be layered into the plan.
- There are already many invasive species in the river corridor, especially Russian Olive.
- It would be useful if the final product of the master plan contain various options for using conservation easements to implement certain elements of the master plan.

Private Land Development

- It would be advantageous to move the existing business to a less central location and utilize the Recla Metals property as an asset for the river corridor.
- How inter-related are the businesses in the neighborhood to the activities at Recla Metals? The businesses are interrelated but it is questionable whether close proximity to Recla Metals is essential for the vitality of the neighborhood.
- This master plan will enjoy some success if at the end of the process, property owners know where they stand with respect to development potential and other regulations. The uncertainty in the existing system is a big problem for land owners. Dennis Erickson responded that because this is a master plan, there must be flexibility which means the master plan may not fully eliminate uncertainty. There are always tradeoffs between flexibility and certainty in planning.
- Planning the river corridor on the south end of town is very important because it is a gateway. Gary Baker noted that many of the development applications that they have seen for the properties on the south end are oriented towards the highway, not the river corridor.

Trails

- On the Trudell property, the plan should place hard surface trail parallel to the Rio Grande street soft surface trail elsewhere that avoid wetlands.
- On the Trudell property, connect hard surface trail to the existing trail behind Target.
- One interim strategy for trail connectivity is to tie trail segments together using street-side bike lanes.

Boating/private property

- Need to be more direct about calling out improvements that are intended to be used as boating access.
- Can we put river access for boating in the plan now and include a statement about doing the legal analysis in the design/permitting/construction phase for each river access?
- Dennis responded saying that the current position of the City is to not advocate for boating through private property.
- One thing the plan could do is identify in-stream hazards for boaters/swimmers.

Park Improvements

- Need a dog park, but need one closer than 5 miles away (referring to Taviwach).
- The dog park doesn't necessarily need to be in the river corridor and we may need more than one. Options for a dog park: Niagra road park properties, near Russell Stovers, grassy area at McNeil Fields

Priorities

- General support for the prioritization, Ann presented because it builds from the existing improvements.

Uncompahgre River Corridor Master Plan Work Group Meeting #3, September 15, 2010

Note: Work Group notes for the September meetings were recorded directly on the plans.

Attendees:

Staff/Consultants:	Work Group:
Ann Christensen (DHM Design)	Rob Brethouwer
Gabe Preston (RPI Consulting)	Ben Tisdel
Dennis Erickson (City)	Diann Fulks
Gary Baker (City)	Bill Gleason
	Shawn Lund

Students, plan to attend a FREE presentation for the

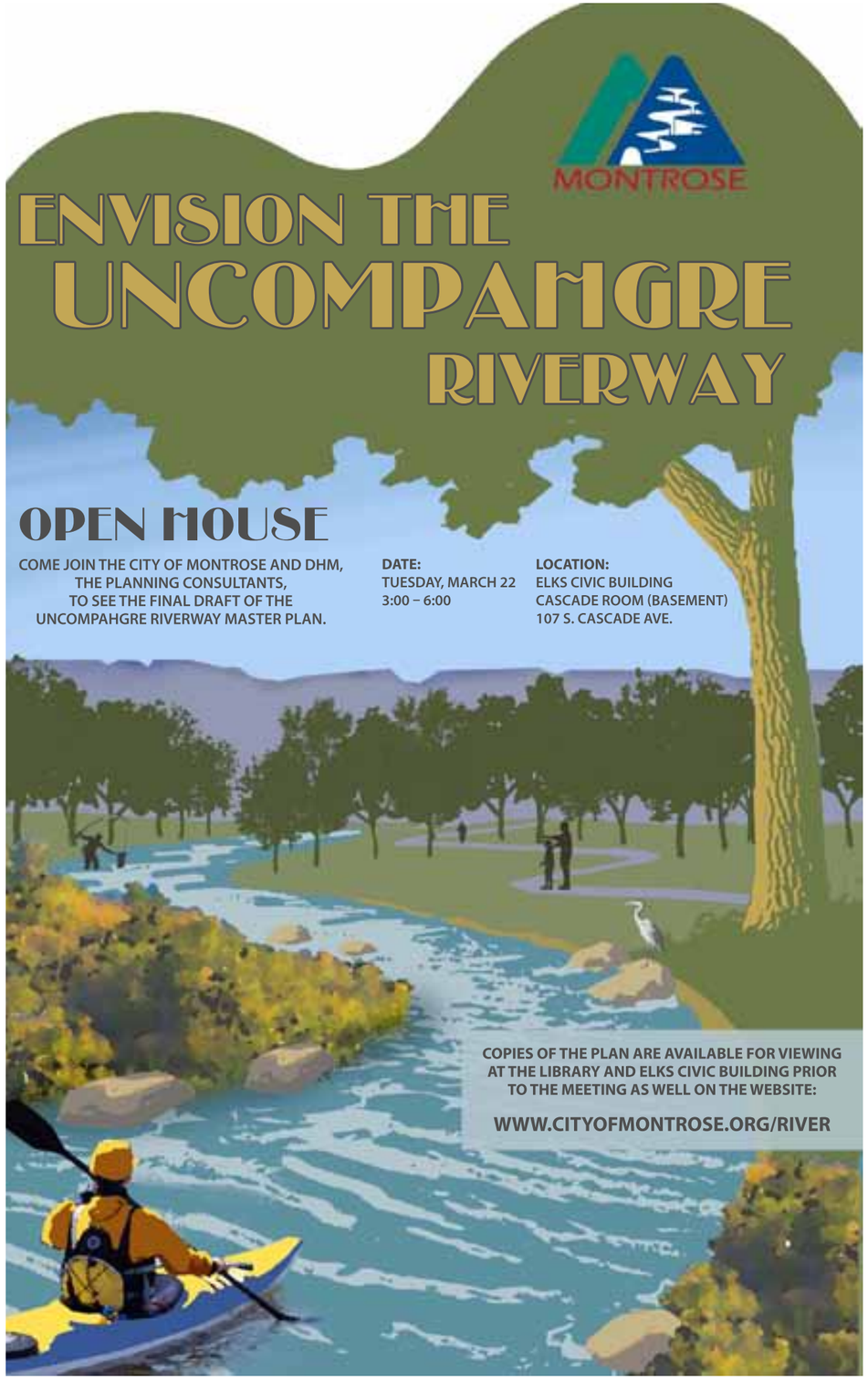
Uncompahgre River Corridor Master Plan

MONTROSE

Wednesday, November 3
5:30 p.m.
Montrose Pavilion

Come see Olympic kayaker, Scott Shipley, give a presentation about the potential for a whitewater park in Montrose.

For further information visit
www.cityofmontrose.org/river
or call Dennis Erickson (City of Montrose) at 240-1481
or Ann Christensen (DHM Design) at (970) 385-4219



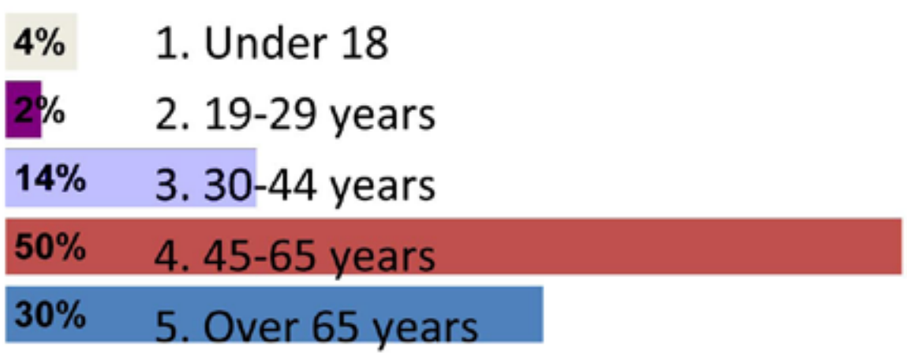
Keypad Polling: Priority Verification

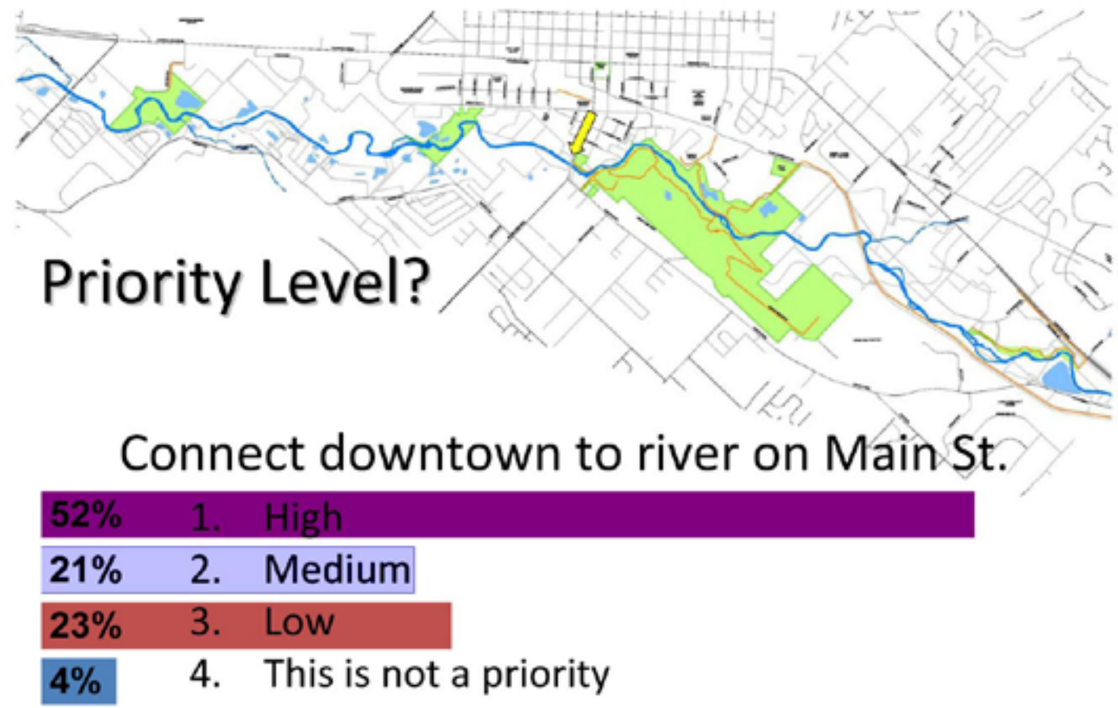
City of Montrose Uncompahgre River Corridor Master Plan

November 3, 2010

Did you participate in the July 26th polling?

What is your age





Develop N. 9th and Grand Park

31%	1.	High
58%	2.	Medium
6%	3.	Low
4%	4.	This is not a priority

Trail connecting W. Main to N. 9th Park

48%	1.	High
40%	2.	Medium
10%	3.	Low
2%	4.	This is not a priority

Develop Taviwach park including a ped bridge & trail connection to Marine Dr.

19%	1.	High
48%	2.	Medium
29%	3.	Low
4%	4.	This is not a priority

Trail connecting Taviwach to N. 9th & Grand

32%	1.	High
32%	2.	Medium
32%	3.	Low
4%	4.	This is not a priority

Trail connection from the RR bridge to River Landing

37%	1.	High
18%	2.	Medium
39%	3.	Low
6%	4.	This is not a priority

Ped bridge and trail connection at Ogden

40%	1.	High
23%	2.	Medium
29%	3.	Low
8%	4.	This is not a priority

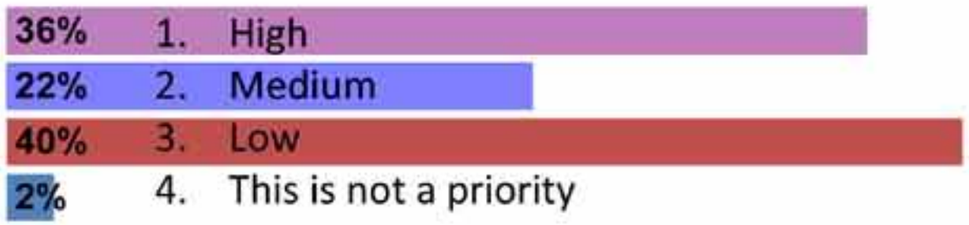
Ped bridge and trail connection to Chipeta Lake

33%	1.	High
31%	2.	Medium
29%	3.	Low
6%	4.	This is not a priority

Ecological protection and enhancements per the plan

73%	1.	High
24%	2.	Medium
4%	3.	Low
0%	4.	This is not a priority

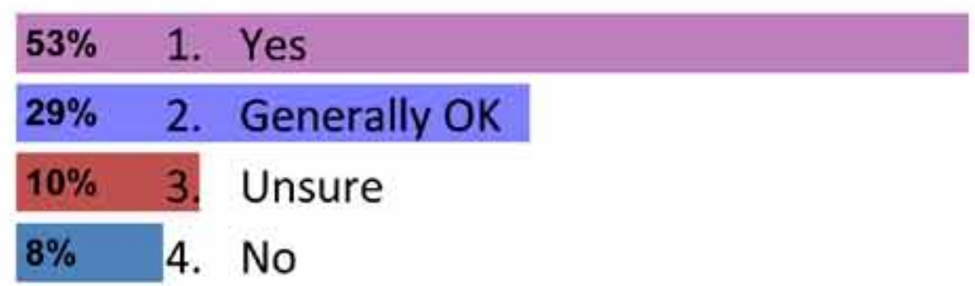
Acquire property for new parks and open space



Whitewater park

Based on what you know, is the plan headed in the right direction?

Do you think the planning team has effectively gathered and integrated community input?



Property Owners Open House Summary

There were two property owners open houses. Personal invitations were extended to property owners via US mail or personal phone calls. One hundred seventy-five invitations were mailed to City of Montrose and Montrose County river corridor property owners for the second property owners open house. During these open houses, the planning team displayed maps and other plan materials and initiated group discussions and one-on-one conversations with property owners. The first of these open houses was early in the plan development to surface concerns and provide information early in the process and the second was later, after the vision event as the plan was taking shape. In all, the planning team had conversations with about 50 river corridor property owners.

Here are some of the themes that emerged from the conversations at the property owners open houses:

Maintenance and Operations of River Corridor

If the City makes improvements to the river corridor it has to maintain them as well as the land.

In the past, funding for maintenance has been weaker than funding for improvements, the City tends to expand its facilities further than its maintenance capacity.

More improvements means more people down along the river, so there will be a need for augmented law enforcement.

One solution is to build facilities that are low-maintenance.

Property Owner Liability

Will landowners be liable for recreational activities? Who will be responsible for damages, injuries, or crimes along the river corridor?

Implementing the River Corridor Master Plan

Often, the City uses what are supposed to be advisory plans as rules in decision making. It is important to frame this plan as advisory only.

The master plan should not be used as a vehicle for justifying open-ended negotiations with developers. Part of the reason that Montrose has seen less development is that developers are worried about uncertainty in the development review process.

If property owners dedicate the land, the City/public should pay for the improvements.

When implementing the plan, start with something straightforward that has low-impact.

If the plan is too regulatory, requiring too much of landowners/developers, then it becomes out-of-reach for Montrose. Keep this plan within reach of Montrose.

Wildlife

Need more evidence that developing the river corridor is not going to adversely affect wildlife.

Wildlife habitat concerns are different depending on whether the river corridor is steep and narrow vs. wide and flat.

River Buffer Ordinance

The 100 foot setback is too rigid.

The river buffer ordinance reduced development potential on my property by 1/3.

Uncompahgre River Corridor Master Plan
Riparian Report Card
Existing Conditions Ranking Matrix

Reach	Name	River Corridor Condition					Riparian Vegetation			Wildlife Habitat			Water Quality	Overall Condition				Reach	Name
		Bed	Bank		Overbank		Width	Strata	Diversity	Terrestrial Movement	Terrestrial Habitat	Fishery		Total Score	Average Score	Grade	Rank		
			Left	Right	Left	Right													
K	Ogden Road	4	5	5	5	5	5	5	5	5	5	4.75	4	57.75	4.8	A	1	F	Ogden Road
H	Upper Cerise Park	4.75	4.75	4.75	4.75	4	5	5	5	5	5	4.75	4	56.75	4.7	A	2	I	Upper Cerise Park
E	North 9th	3	3	3	5	5.25	5.25	5.25	5.25	5	5.25	5	4	54.25	4.5	B	3	L	North 9th
G	Lower Cerise Park	4.75	4	4.75	4.75	4	4	4	4	4	4	4	4	50.25	4.2	B	4	J	Lower Cerise Park
C	Taviwach	4	3	3	4	4	4	4	4	5	5	4.75	4	48.75	4.1	B	5	N	Taviwach
J	Oak Grove Road	4	1	2.75	4.75	3.75	5	5	4	5	4	4	4	47.25	3.9	B	6	G	Oak Grove Road
P	Upstream Agricultural	3	3.75	3.75	3.75	4.25	5	4	4	5	4	3	3.75	47.25	3.9	B	6	A	Upstream Agricultural
M	Chipeta Lake	4	3	3	4	4	4.25	4	5	4.25	5	4	2	46.5	3.9	B	7	D	Chipeta Lake
N	Ute Indian Museum	4	3	4	4.25	3.75	3	4	4	4.25	3.75	4	3.75	45.75	3.8	B	8	C	Ute Indian Museum
O	Loutsenhizer Canal	2	3.75	3.75	3.75	4.25	5	4	4	5	4	2	4	45.5	3.8	B	9	B	Loutsenhizer Canal
D	Happy Canyon	4	3	4	3	4	5	3	3	4	3	4	4	44	3.7	C	10	M	Happy Canyon
I	Sunset Mesa Hogback (Rec District)	3	3.75	2	3.75	2	2	2	3	2	3	3	3	32.5	2.7	D	11	H	Sunset Mesa Hogback (Rec District)
G-	Lower Cerise Subreach	4.75	4	1	4.75	2	2	2	2	2	2	2	2	30.5	2.5	D	12	J-	Lower Cerise Subreach
L	River Park	3	1	4	1	4	2	2	2	3	3	3	2	30	2.5	D	13	E	River Park
B	LaSalle	2	2	2	4	2	3	3	4	2	2.75	1	2	29.75	2.5	D	14	O	LaSalle
A	Downstream Braided Agricultural	1	1	1	2	2	4	4	4	4	3	1	1	28	2.3	D	15	P	Downstream Braided Agricultural
F	Main Street	3	3	3	2	3	2	2	2	1	2	2	2	27	2.3	D	16	K	Main Street
C-	Taviwach Subreaches	4	1	3	1	4	1	1	1	2	1	1	2	22	1.8	F	17	N-	Taviwach Subreaches
E-	North 9th Subreach	2	3	1	5	1	1	1	1	2	1	2	2	22	1.8	F	17	L-	North 9th Subreach

Riparian Report Card

This ranking matrix is a summary of numbered scores that were assigned to note the health and quality of existing habitat. Higher numbers indicate higher quality.

Grading System

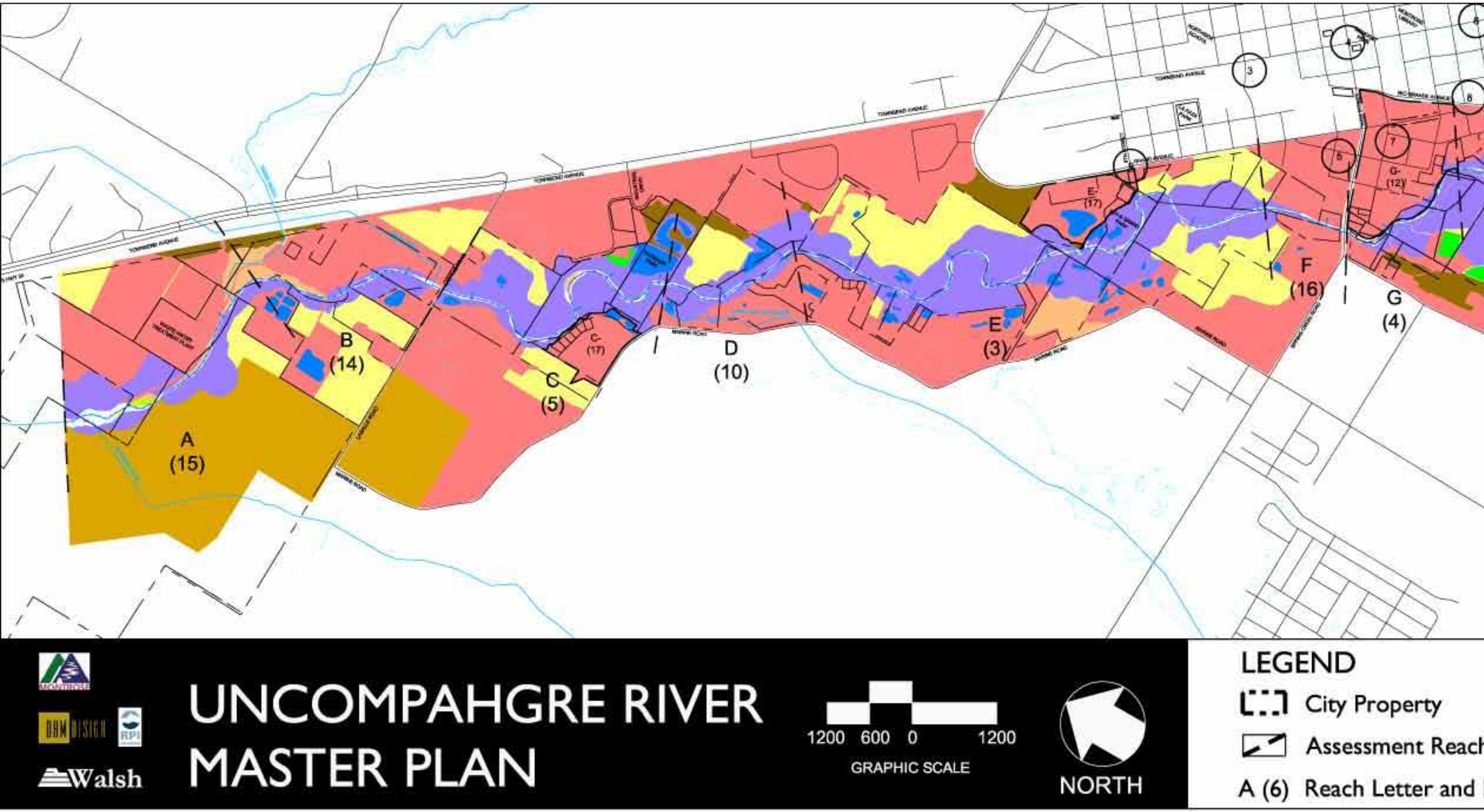
The numbers were converted to letter grades. Reaches with A and B grades suggests higher quality riparian vegetation important for consideration of protection. Conversely, the lower D and F graded reaches have considerable previous impacts and have the opportunity for restoration and redevelopment.

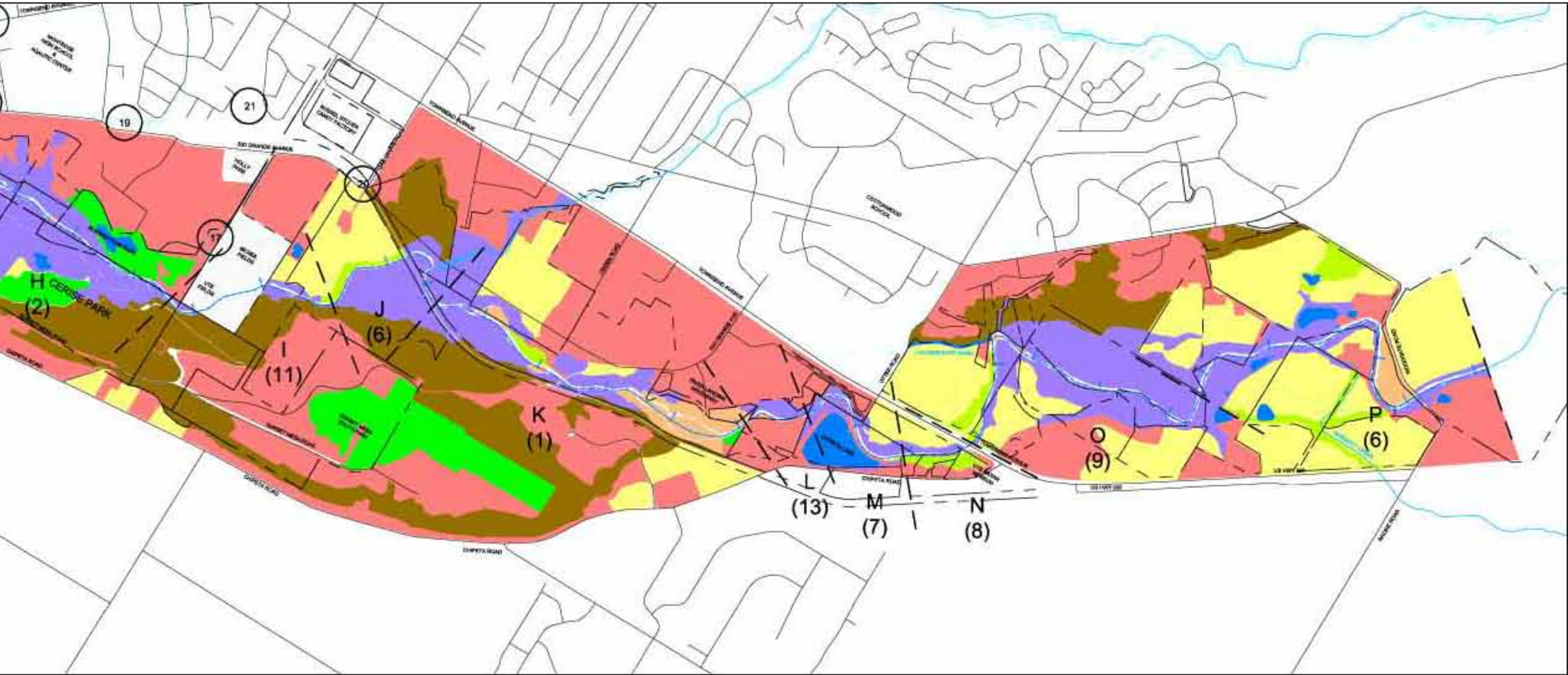
HABITAT ASSESSMENT, GRADING AND RANKING METHODOLOGY:

The Riparian Report card is based on a master planning level, qualitative field assessment focused specifically on the aquatic, wetland, riparian and terrestrial habitat conditions within and adjacent to the River.
After the field assessment, the entire project area was divided into Reaches A through P.
The Reaches are defined as representative areas of the riparian corridor that exhibit similar land use/land cover characteristics, stream bed, stream bank, and overbank habitat conditions and qualities.
Riparian Corridor Assessment Data Sheets were filled out for each Reach documenting the field assessment of the riparian conditions which then lead to the Riparian Report Card.
Where a certain land use area would significantly alter the overall grade of an otherwise higher value Reach, these areas were pulled out and assessed as separate sub reaches (i.e., J-, I-, and N-)
The Riparian Report Card Grading Matrix exhibits non-statistical, easily understandable letter grades of the habitat characteristics and conditions assessed within each Reach as documented on the Riparian Assessment Data Sheets.
The grades given for the river corridor condition, riparian vegetation, wildlife habitat and water quality within a Reach represent the predominant conditions of the entire Reach.
The Riparian Report Card Ranking Matrix is a numerical representation of the Riparian Grades used for the sole purpose of providing a way to compare and contrast the qualitative differences and similarities between the Reaches.
The quantitative nature of the ranking matrix, derived directly from the grading matrix, in no way represents or should be construed as a detailed, site by site statistical habitat assessment, analysis or model.

HABITAT ASSESSMENT MAPPING NOTES:

The Habitat Assessment Mapping is a second tool used to supplement the Riparian Corridor Assessment data and grading to show the geographical inter-relationships and landscape patterns of the urban environment that affect/influence the riparian corridor.
The geographical relationships and patterns, when combined with the habtiat grading, provide indicators of potential opportunities and constraints for habitat preservation and restoration, recreational access, and economic development of a "waterfront".
The Habitat Assessment Mapping represents the dominant habitat or disturbance conditions present within each polygon shown.
Forested areas may contain herbaceous wetland, shrub-scrub wetlands, upland shrubland, grassland, open water and some minor disturbed area.
Shrub-scrub wetlands may contain herbaceous wetland, grassland and tree saplings that have not yet had sufficient time to mature into riparian forest with overhead canopy.
Upland shrubland and grassland may contain herbaceous wetland, shrub-scrub wetland, and mature trees, but not in sufficient quantities or area to be dominant.
Disturbed areas are those areas that provide little to no habitat and are dominated by pavement, built structures, or are mostly devoid of vegetation as a result of urbanization or intense land use.
Turf areas are similar to disturbed areas and may have some trees, shrubs, and native grasses, but because they are constantly manicured or frequently visited, they functionally provide little to no wildlife habitat value.
Turf areas represent important park land features for the community and serve as launching points into more natural areas.


TOWNSEND AVENUE
A
(15)
B
(14)
C
(5)
C-
(17)
D
(10)
E
(3)
E-
(17)
F
(16)
G
(4)
G-
(12)
UNCOMPAHGRE RIVER
MASTER PLAN
1200 600 0 1200
GRAPHIC SCALE
NORTH
LEGEND
City Property
Assessment Reach
A (6) Reach Letter and



	River	Open Water	Upland Shrubland
	Creek or Canal	Herbaceous Wetland	Grassland
	100-Year Floodplain	Shrub-Scrub Wetland	Turf
Rank	Drainage Problem	Forested	Disturbed

Habitat Assessment Map

JULY 26, 2010

Uncompahgre Riverway Master Plan

9th and Grand Park
Estimate of Probable Costs
08.02.10
DHM Design

Amenities			
Picnic Tables	6 ea.	$1,725.00	$10,350.00
Restroom	1 ea.	$100,000.00	$100,000.00
Plaza hardscape	5,500 sf	$18.00	$99,000.00
Large Picnic Structure (25' x 50')	1 ea.	$35,000.00	$35,000.00
River Access	1 ls	$15,000.00	$15,000.00
Beach/ Pedestrian Access	1 ls	$45,000.00	$45,000.00
6' Sidewalk	700 lf	$55.00	$38,500.00
		Amenities Total	**$342,850.00**
Land Improvements			
Forebay/ Stormwater Structures	1 ls	$25,000.00	$25,000.00
Earthwork	30,000 cy	$7.00	$210,000.00
Bank Restoration	1 ls	$20,000.00	$20,000.00
Stormwater (water quality) Swale	500 lf	$60.00	$30,000.00
Asphalt Roadway/ Parking	500 lf	$200.00	$100,000.00
		Improvements Total	**$385,000.00**
Planting			
Wetland Seed Mix along stormwater swale	0.5 ac	$2,500.00	$1,250.00
Upland Seed Mix	1 ac	$1,500.00	$1,500.00
Bluegrass Sod	120,000 sf	$1.50	$180,000.00
Irrigation (Turf)	120,000 sf	$2.00	$240,000.00
Irrigated (Native)	180,000 sf	$2.00	$360,000.00
Deciduous Shrubs	500 ea.	$50.00	$25,000.00
Trees	150 ea.	$400.00	$60,000.00
Perennials	2500 ea.	$15.00	$37,500.00
		Planting Total	**$905,250.00**
Planting in County Property			
Drainage Seed Mix along stormwater swale and pond	0.5 ac	$2,000.00	$1,000.00
Upland Seed Mix	1 ac	$1,500.00	$1,500.00
Trees	15 ea.	$400.00	$6,000.00
		Planting Total	**$8,500.00**
Trails			
10' Hard Surface (Concrete) Trail	1,700 lf.	$75.00	$127,500.00
2' Gravel Shoulder (both sides)	1,700 lf.	$1.50	$2,550.00
6' Soft Surface (Crusher Fines) Trail	500 lf.	$25.00	$12,500.00
Stone Slab (Bench)	10 ea.	$2,000.00	$20,000.00
Trail Head Kiosk	1 ea.	$5,000.00	$5,000.00
Lighting/ Electrical	1 ls	$60,000.00	$60,000.00
Interpretive Signs	2 ea.	$2,875.00	$5,750.00
		Trails Total	**$233,300.00**
		Total	**$1,874,900.00**
		Design 15%	**$281,235.00**
		Survey	**$5,000.00**
		Geotech	**$10,000.00**
		Mobilization	**$93,745.00**
		Contingency 15%	**$281,235.00**
GRAND TOTAL			**$2,546,115.00**

Note: Does not include drop structures, storm drainage structures, or other civil engineering costs. Assumes grading/topsoil in place.

amenities budget = $ current amenities = $

Uncompahgre Riverway Master Plan

Taviwach
Estimate of Probable Costs
08.02.10
DHM Design

Amenities			
Picnic Tables	6 ea.	$1,725.00	$10,350.00
Benches	6 ea.	$2,000.00	$12,000.00
Restroom	1 ea.	$100,000.00	$100,000.00
Large Picnic Structure (25' x 50')	1 ea.	$35,000.00	$35,000.00
Trailhead/Info Display	2 ea.	$5,750.00	$11,500.00
Parking/Trailhead (per car)	5 ea.	$17,500.00	$87,500.00
River Access	1 ls	$15,000.00	$15,000.00
Accessible Fishing Pier	1 ls	$20,000.00	$20,000.00
		Amenities Total	**$291,350.00**
Land Improvements			
Earthwork	50,000 cy	$7.00	$350,000.00
Bank Restoration	1 ls	$50,000.00	$50,000.00
Asphalt Roadway/ Parking	500 lf	$200.00	$100,000.00
		Improvements Total	**$500,000.00**
Planting			
Wetland Seed Mix	4 ac	$2,500.00	$10,000.00
Upland Seed Mix	11 ac	$1,500.00	$16,500.00
Bluegrass Sod	75,000 sf	$1.50	$112,500.00
Irrigation (Turf)	75,000 sf	$2.00	$150,000.00
Irrigation (Native)	112,500 sf	$2.00	$225,000.00
Deciduous Shrubs	500 ea.	$50.00	$25,000.00
Trees (2" Caliper)	250 ea.	$450.00	$112,500.00
		Planting Total	**$651,500.00**
Trails			
10' Hard Surface (Concrete) Trail	5,000 lf.	$75.00	$375,000.00
2' Gravel Shoulder (both sides)	5,000 lf.	$1.50	$7,500.00
6' Soft Surface (Crusher Fines) Trail	3,500 lf.	$25.00	$87,500.00
Trail Signage	1 ea.	$3,000.00	$3,000.00
Lighting/Electrical	1 ls	$60,000.00	$60,000.00
Interpretive Sign	1 ea.	$2,000.00	$2,000.00
		Trails Total	**$535,000.00**
Bridges/Boardwalk			
Boardwalk	4,200 sf	$20.00	$84,000.00
Pedestrian Crossing	125 lf	$2,000.00	$250,000.00
		Bridge/Boardwalk Total	**$334,000.00**
		Total	**$2,311,850.00**
		Design	**$346,777.50**
		Survey	**$10,000.00**
		Geotech	**$15,000.00**
		Mobilization	**$115,592.50**
		Contingency 10%	**$231,185.00**
GRAND TOTAL			**$3,030,405.00**

Note: Does not include drop structures, storm drainage structures, or other civil engineering costs. Assumes grading/topsoil in place.

amenities budget = $ current amenities = $

Uncompahgre Riverway Master Plan

DHM Design

Reach 1: Section A: Downstream Braided Canal, Section B: LaSalle

Item	Quantity	Unit	2010 Unit Cost	Total 2010 Base Price
Right of Way				
20' wide Right of Way	0	lf	$0.00	$0.00
			Right of Way Total	**$0.00**
Infrastructure				
Clear/Grub/Grade (40' w)	7500	lf	$35.00	$262,500.00
Vehicle/Pedestrian Crossing		lf	$5,000.00	$0.00
Pedestrian Crossing		lf	$2,000.00	$0.00
Pedestrian Underpass	125	lf	$2,000.00	$250,000.00
Decking		lf	$1,000.00	$0.00
Drainage Pipe		lf	$35.00	$0.00
Safety Signs		ea	$150.00	$0.00
-Road Crossings		ea	$900.00	$0.00
-Hazard/Warning Signs		ea	$150.00	$0.00
Re-seeding	7500	lf	$1.60	$12,000.00
			Infrastructure Total	**$524,500.00**
Trail Surface				
Soft Surface-6' wide		lf	$25.00	$0.00
Concrete-10' wide with base	7500	lf	$75.00	$562,500.00
			Trail Surface Total	**$562,500.00**
Amenities				
Land Acquistation		ac	$0.00	$0.00
Gateway Sign		ea	$4,025.00	$0.00
Trailhead/Info Display		ea	$2,875.00	$0.00
Info/Interpretive Signs		ea	$2,875.00	$0.00
Parking/Trailhead (per car)	5	ea	$3,500.00	$17,500.00
Waterless Toliet with Screen		ls	$17,250.00	$0.00
Rest Area with bench	3	ls	$5,750.00	$17,250.00
Small Shelter		ea	$25,000.00	$0.00
Picnic Table		ea	$1,725.00	$0.00
Wetland/Riparian Establishment		ac	$46,000.00	$0.00
Landscape with irrigation		ac	$92,000.00	$0.00
			Amenities Total	**$34,750.00**

Cost Summary

Basic Trail	$1,087,000.00
15% Contingency/Mobiltization	$163,050.00
15% Design/Administration	$163,050.00
Total Trail	$1,413,100.00
Add Amenities	$34,750.00
15% Contingency/Mobiltization	$5,212.50
15% Design/Administration	$5,212.50
Total with Amenities	$1,458,275.00

Uncompahgre Riverway Master Plan

DHM Design

Reach 2: Section C: Taviwach, Section D: Happy Canyon

Item	Quantity	Unit	2010 Unit Cost	Total 2010 Base Price
Right of Way				
20' wide Right of Way	0	lf	$0.00	$0.00
			Right of Way Total	**$0.00**
Infrastructure				
Clear/Grub/Grade (40' w)	11000	lf	$35.00	$385,000.00
Vehicle/Pedestrian Crossing		lf	$5,000.00	$0.00
Pedestrian Crossing	125	lf	$2,000.00	$250,000.00
Pedestrian Underpass		lf	$2,000.00	$0.00
Decking		lf	$1,000.00	$0.00
Drainage Pipe		lf	$35.00	$0.00
Safety Signs		ea	$150.00	$0.00
-Road Crossings		ea	$900.00	$0.00
-Hazard/Warning Signs		ea	$150.00	$0.00
Re-seeding	11100	lf	$1.60	$17,760.00
			Infrastructure Total	**$652,760.00**
Trail Surface				
Soft Surface-6' wide	100	lf	$25.00	$2,500.00
Concrete-10' wide with base	11000	lf	$75.00	$825,000.00
			Trail Surface Total	**$827,500.00**
Amenities				
Land Acquistation	40	ac	$0.00	$0.00
Gateway Sign	2	ea	$4,025.00	$8,050.00
Trailhead/Info Display	1	ea	$2,875.00	$2,875.00
Info/Interpretive Signs	1	ea	$2,875.00	$2,875.00
Parking/Trailhead (per car)	10	ea	$3,500.00	$35,000.00
Waterless Toliet with Screen		ls	$17,250.00	$0.00
Rest Area with bench	4	ls	$5,750.00	$23,000.00
Small Shelter		ea	$25,000.00	$0.00
Picnic Table		ea	$1,725.00	$0.00
Wetland/Riparian Establishment		ac	$46,000.00	$0.00
Landscape with Irrigation		ac	$92,000.00	$0.00
Development of Taviwach Park	1	ls	$3,000,000.00	$3,000,000.00
			Amenities Total	**$3,071,800.00**

Cost Summary

Basic Trail	$1,480,260.00
15% Contingency/Mobiltization	$222,039.00
15% Design/Administration	$222,039.00
Total Trail	$1,924,338.00
Add Amenities	$3,071,800.00
15% Contingency/Mobiltization	$460,770.00
15% Design/Administration	$460,770.00
Total with Amenities	$5,917,678.00

Uncompahgre Riverway Master Plan

DHM Design

Reach 3: Section E: North 9th

Item	Quantity	Unit	2010 Unit Cost	Total 2010 Base Price
Right of Way				
20' wide Right of Way	0	lf	$0.00	$0.00
			Right of Way Total	**$0.00**
Infrastructure				
Clear/Grub/Grade (40' w)	12300	lf	$35.00	$430,500.00
Vehicle/Pedestrian Crossing		lf	$5,000.00	$0.00
Pedestrian Crossing	125	lf	$2,000.00	$250,000.00
Pedestrian Underpass		lf	$2,000.00	$0.00
Decking		lf	$1,000.00	$0.00
Drainage Pipe		lf	$35.00	$0.00
Safety Signs		ea	$150.00	$0.00
-Road Crossings		ea	$900.00	$0.00
-Hazard/Warning Signs		ea	$150.00	$0.00
Re-seeding	12300	lf	$1.60	$19,680.00
			Infrastructure Total	**$700,180.00**
Trail Surface				
Soft Surface-6' wide		lf	$25.00	$0.00
Concrete-10' wide with base	12300	lf	$75.00	$922,500.00
			Trail Surface Total	**$922,500.00**
Amenities				
Land Acquistation		ac	$0.00	$0.00
Gateway Sign	1	ea	$4,025.00	$4,025.00
Trailhead/Info Display	3	ea	$2,875.00	$8,625.00
Info/Interpretive Signs	1	ea	$2,875.00	$2,875.00
Parking/Trailhead (per car)		ea	$3,500.00	$0.00
Waterless Toliet with Screen		ls	$17,250.00	$0.00
Rest Area with bench	4	ls	$5,750.00	$23,000.00
Small Shelter		ea	$25,000.00	$0.00
Picnic Table		ea	$1,725.00	$0.00
Wetland/Riparian Establishment		ac	$46,000.00	$0.00
Landscape with Irrigation		ac	$92,000.00	$0.00
Development of 9th and Grand Park	1	ls	$2,500,000.00	$2,500,000.00
			Amenities Total	**$2,538,525.00**

Cost Summary

Basic Trail	$1,622,680.00
15% Contingency/Mobiltization	$243,402.00
15% Design/Administration	$243,402.00
Total Trail	$2,109,484.00
Add Amenities	$2,538,525.00
15% Contingency/Mobiltization	$380,778.75
15% Design/Administration	$380,778.75
Total with Amenities	$5,409,566.50

Uncompahgre Riverway Master Plan

DHM Design

Reach 4: Section F: Main Street, Section G: Lower Cerise Park

Item	Quantity	Unit	2010 Unit Cost	Total 2010 Base Price
Right of Way				
20' wide Right of Way	0	lf	$0.00	$0.00
			Right of Way Total	**$0.00**
Infrastructure				
Clear/Grub/Grade (40' w)	7811	lf	$35.00	$273,385.00
Vehicle/Pedestrian Crossing		lf	$5,000.00	$0.00
Pedestrian Crossing		lf	$2,000.00	$0.00
Pedestrian Underpass	125	lf	$2,000.00	$250,000.00
Decking		lf	$1,000.00	$0.00
Drainage Pipe		lf	$35.00	$0.00
Safety Signs		ea	$150.00	$0.00
-Road Crossings		ea	$900.00	$0.00
-Hazard/Warning Signs		ea	$150.00	$0.00
Re-seeding	7811	lf	$1.60	$12,497.60
			Infrastructure Total	**$535,882.60**
Trail Surface				
Soft Surface-6' wide		lf	$25.00	$0.00
Concrete-10' wide with base	7811	lf	$75.00	$585,825.00
			Trail Surface Total	**$585,825.00**
Amenities				
Land Acquistation		ac	$0.00	$0.00
Gateway Sign	1	ea	$4,025.00	$4,025.00
Trailhead/Info Display	8	ea	$2,875.00	$23,000.00
Info/Interpretive Signs	1	ea	$2,875.00	$2,875.00
Parking/Trailhead (per car)	15	ea	$3,500.00	$52,500.00
Waterless Toliet with Screen	2	ls	$17,250.00	$34,500.00
Rest Area with bench	3	ls	$5,750.00	$17,250.00
Small Shelter		ea	$25,000.00	$0.00
Picnic Table		ea	$1,725.00	$0.00
Wetland/Riparian Establishment		ac	$46,000.00	$0.00
Landscape with Irrigation		ac	$92,000.00	$0.00
			Amenities Total	**$134,150.00**

Cost Summary

Basic Trail	$1,121,707.60
15% Contingency/Mobiltization	$168,256.14
15% Design/Administration	$168,256.14
Total Trail	$1,458,219.88
Add Amenities	$134,150.00
15% Contingency/Mobiltization	$20,122.50
15% Design/Administration	$20,122.50
Total with Amenities	$1,632,614.88

Uncompahgre Riverway Master Plan

DHM Design

Reach 5: Section H: Upper Cerise Park, Section I: Sunset Mesa Hogback

Item	Quantity	Unit	2010 Unit Cost	Total 2010 Base Price
Right of Way				
20' wide Right of Way	0	lf	$0.00	$0.00
			Right of Way Total	**$0.00**
Infrastructure				
Clear/Grub/Grade (40' w)	11400	lf	$35.00	$399,000.00
Vehicle/Pedestrian Crossing		lf	$5,000.00	$0.00
Pedestrian Crossing	250	lf	$2,000.00	$500,000.00
Pedestrian Underpass		lf	$2,000.00	$0.00
Decking		lf	$1,000.00	$0.00
Drainage Pipe		lf	$35.00	$0.00
Safety Signs		ea	$150.00	$0.00
-Road Crossings		ea	$900.00	$0.00
-Hazard/Warning Signs		ea	$150.00	$0.00
Re-seeding	14415	lf	$1.60	$23,064.00
			Infrastructure Total	**$922,064.00**
Trail Surface				
Soft Surface-6' wide	3015	lf	$25.00	$75,375.00
Concrete-10' wide with base	11400	lf	$75.00	$855,000.00
			Trail Surface Total	**$930,375.00**
Amenities				
Land Acquistation		ac	$0.00	$0.00
Gateway Sign	1	ea	$4,025.00	$4,025.00
Trailhead/Info Display	10	ea	$2,875.00	$28,750.00
Info/Interpretive Signs	3	ea	$2,875.00	$8,625.00
Parking/Trailhead (per car)	5	ea	$3,500.00	$17,500.00
Waterless Toliet with Screen		ls	$17,250.00	$0.00
Rest Area with bench	4	ls	$5,750.00	$23,000.00
Small Shelter		ea	$25,000.00	$0.00
Picnic Table		ea	$1,725.00	$0.00
Wetland/Riparian Establishment		ac	$46,000.00	$0.00
Landscape with Irrigation		ac	$92,000.00	$0.00
			Amenities Total	**$81,900.00**

Cost Summary

Basic Trail	$1,852,439.00
15% Contingency/Mobiltization	$277,865.85
15% Design/Administration	$277,865.85
Total Trail	$2,408,170.70
Add Amenities	$81,900.00
15% Contingency/Mobiltization	$12,285.00
15% Design/Administration	$12,285.00
Total with Amenities	$2,514,640.70

Uncompahgre Riverway Master Plan

DHM Design

Reach 6: Section J: Oak Grove Road, Section K: Ogden Road

Item	Quantity	Unit	2010 Unit Cost	Total 2010 Base Price
Right of Way				
20' wide Right of Way	0	lf	$0.00	$0.00
			Right of Way Total	**$0.00**
Infrastructure				
Clear/Grub/Grade (40' w)	26000	lf	$35.00	$910,000.00
Vehicle/Pedestrian Crossing	125	lf	$5,000.00	$625,000.00
Pedestrian Crossing	125	lf	$2,000.00	$250,000.00
Pedestrian Underpass		lf	$2,000.00	$0.00
Decking		lf	$1,000.00	$0.00
Drainage Pipe		lf	$35.00	$0.00
Safety Signs		ea	$150.00	$0.00
-Road Crossings		ea	$900.00	$0.00
-Hazard/Warning Signs		ea	$150.00	$0.00
Re-seeding	27500	lf	$1.60	$44,000.00
			Infrastructure Total	**$1,829,000.00**
Trail Surface				
Soft Surface-6' wide	1500	lf	$25.00	$37,500.00
Concrete-10' wide with base	26000	lf	$75.00	$1,950,000.00
			Trail Surface Total	**$1,987,500.00**
Amenities				
Land Acquistation		ac	$0.00	$0.00
Gateway Sign	2	ea	$4,025.00	$8,050.00
Trailhead/Info Display	3	ea	$2,875.00	$8,625.00
Info/Interpretive Signs	1	ea	$2,875.00	$2,875.00
Parking/Trailhead (per car)	15	ea	$3,500.00	$52,500.00
Waterless Toliet with Screen		ls	$17,250.00	$0.00
Rest Area with bench	6	ls	$5,750.00	$34,500.00
Small Shelter		ea	$25,000.00	$0.00
Picnic Table		ea	$1,725.00	$0.00
Wetland/Riparian Establishment		ac	$46,000.00	$0.00
Landscape with Irrigation		ac	$92,000.00	$0.00
			Amenities Total	**$106,550.00**

Cost Summary

Basic Trail	$3,816,500.00
15% Contingency/Mobiltization	$572,475.00
15% Design/Administration	$572,475.00
Total Trail	$4,961,450.00
Add Amenities	$106,550.00
15% Contingency/Mobiltization	$15,982.50
15% Design/Administration	$15,982.50
Total with Amenities	$5,099,965.00

Uncompahgre Riverway Master Plan

DHM Design

Reach 7: Section L: River Park, Section M: Chipeta Park, Section N: Ute Mountain Museum

Item	Quantity	Unit	2010 Unit Cost	Total 2010 Base Price
Right of Way				
20' wide Right of Way	0	lf	$0.00	$0.00
			Right of Way Total	**$0.00**
Infrastructure				
Clear/Grub/Grade (40' w)	4500	lf	$35.00	$157,500.00
Vehicle/Pedestrian Crossing		lf	$5,000.00	$0.00
Pedestrian Crossing	125	lf	$2,000.00	$250,000.00
Pedestrian Underpass	125	lf	$2,000.00	$250,000.00
Decking		lf	$1,000.00	$0.00
Drainage Pipe		lf	$35.00	$0.00
Safety Signs		ea	$150.00	$0.00
-Road Crossings		ea	$900.00	$0.00
-Hazard/Warning Signs		ea	$150.00	$0.00
Re-seeding	4500	lf	$1.60	$7,200.00
			Infrastructure Total	**$664,700.00**
Trail Surface				
Soft Surface-6' wide		lf	$25.00	$0.00
Concrete-10' wide with base	4500	lf	$75.00	$337,500.00
			Trail Surface Total	**$337,500.00**
Amenities				
Land Acquistation		ac	$0.00	$0.00
Gateway Sign	1	ea	$4,025.00	$4,025.00
Trailhead/Info Display	4	ea	$2,875.00	$11,500.00
Info/Interpretive Signs	2	ea	$2,875.00	$5,750.00
Parking/Trailhead (per car)		ea	$3,500.00	$0.00
Waterless Toliet with Screen		ls	$17,250.00	$0.00
Rest Area with bench		ls	$5,750.00	$0.00
Small Shelter	2	ea	$25,000.00	$50,000.00
Picnic Table		ea	$1,725.00	$0.00
Wetland/Riparian Establishment		ac	$46,000.00	$0.00
Landscape with Irrigation		ac	$92,000.00	$0.00
			Amenities Total	**$71,275.00**

Cost Summary

Basic Trail	$1,002,200.00
15% Contingency/Mobiltization	$150,330.00
15% Design/Administration	$150,330.00
Total Trail	$1,302,860.00
Add Amenities	$71,275.00
15% Contingency/Mobiltization	$10,691.25
15% Design/Administration	$10,691.25
Total with Amenities	$1,395,517.50

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DHM Design

Reach 8: Section O: Loutsenhizer Canal, Section P: Upstream Agriculture

Item	Quantity	Unit	2010 Unit Cost	Total 2010 Base Price
Right of Way				
20' wide Right of Way	0	lf	$0.00	$0.00
			Right of Way Total	**$0.00**
Infrastructure				
Clear/Grub/Grade (40' w)	11700	lf	$35.00	$409,500.00
Vehicle/Pedestrian Crossing		lf	$5,000.00	$0.00
Pedestrian Crossing	125	lf	$2,000.00	$250,000.00
Pedestrian Underpass		lf	$2,000.00	$0.00
Decking		lf	$1,000.00	$0.00
Drainage Pipe		lf	$35.00	$0.00
Safety Signs		ea	$150.00	$0.00
-Road Crossings		ea	$900.00	$0.00
-Hazard/Warning Signs		ea	$150.00	$0.00
Re-seeding	11700	lf	$1.60	$18,720.00
			Infrastructure Total	**$678,220.00**
Trail Surface				
Soft Surface-6' wide		lf	$25.00	$0.00
Concrete-10' wide with base	11700	lf	$75.00	$877,500.00
			Trail Surface Total	**$877,500.00**
Amenities				
Land Acquistation	20.25	ac	$0.00	$0.00
Gateway Sign		ea	$4,025.00	$0.00
Trailhead/Info Display	5	ea	$2,875.00	$14,375.00
Info/Interpretive Signs	1	ea	$2,875.00	$2,875.00
Parking/Trailhead (per car)		ea	$3,500.00	$0.00
Waterless Toliet with Screen		ls	$17,250.00	$0.00
Rest Area with bench	4	ls	$5,750.00	$23,000.00
Small Shelter		ea	$25,000.00	$0.00
Picnic Table		ea	$1,725.00	$0.00
Wetland/Riparian Establishment		ac	$46,000.00	$0.00
Landscape with Irrigation		ac	$92,000.00	$0.00
			Amenities Total	**$40,250.00**

Cost Summary

Basic Trail	$1,555,720.00
15% Contingency/Mobiltization	$233,358.00
15% Design/Administration	$233,358.00
Total Trail	$2,022,436.00
Add Amenities	$40,250.00
15% Contingency/Mobiltization	$6,037.50
15% Design/Administration	$6,037.50
Total with Amenities	$2,074,761.00

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DHM Design
Grand Total

Reach	Improvement Costs	
Reach 1	$1,458,275.00	
Reach 2	$5,917,678.00	includes development of Taviwach Park
Reach 3	$5,409,566.50	includes development of 9th and Grand Park
Reach 4	$1,632,614.88	
Reach 5	$2,514,640.70	
Reach 6	$5,099,965.00	
Reach 7	$1,395,517.50	
Reach 8	$2,074,761.00	
Grand Total	$25,503,018.58	

The cost estimates are based on anticipated construction costs including observations and experience of comparable projects. No guarantee can be made as to the accuracy of these estimates compared to future bids or actual costs. Property acquisition purchase amounts are not included in these cost estimates.