

# CHAPTER 2

## Estimated Costs and Construction Priorities



The following information includes a summary of the estimated cost of construction of specific sections of the planned core trail, the list of construction priorities through the next five years and a summary of the priorities for road improvements that would augment the regional trails system and core trail route in particular.

### Summary of Estimated Costs of the Planned Core Trail:

The boundary limits of each cost-estimated trail section are marked on the maps in Chapter 3. See Appendix A for the detailed cost estimates for each section. The estimates include design and construction costs but are preliminary estimates. Prior to final budgeting, each section should be reevaluated to determine current and accurate costs of construction.

<b>Trail Section</b>	<b>Core Trail</b>
GLENWOOD CANYON to DOTSERO	\$10,603.00
DOTSERO to GYPSUM	\$2,176,271.00
TOWN of GYPSUM	\$316,558.00
GYPSUM to EAGLE	\$1,113,216.00
TOWN of EAGLE	\$1,061,103.00
EAGLE to WOLCOTT	\$2,677,261.00
WOLCOTT to WEST EDWARDS	\$2,686,248.00
WEST EDWARDS to AVON	\$480,000.00
TOWN of AVON	\$600,000.00
AVON to DOWD JUNCTION to NORTH MINTURN BRIDGE	\$3,552,455.00
DOWD JUNCTION THROUGH VAIL to VAIL PASS	
Missing links:	
a. Vail Valley Drive Separated Trail to Vail Valley Drive East	\$1,300,000
b. Lionshead Bypass	\$225,000
c. Vail Village Bypass	\$40,000
d. Golf Course Separated Path	\$260,000

MINTURN NORTH BRIDGE to MINTURN	\$162,822.00
TOWN of MINTURN	\$1,232,647.00
MINTURN to RED CLIFF	\$903,489.00
<b>TOTAL</b>	<b>\$18,797,673.00</b>

## Criteria for Core Trail Construction Priorities

In establishing the priorities for trail system construction, the following criteria were reviewed by the team working on the Plan including local government staff and the Trails Committee. The projects were compared to these criteria but it is also important to note that priorities do change - opportunities arise, funding abilities are limited, or incidental issues create obstacles or amend the timing of the project. The list of priorities that follows these criteria should be considered as a conceptual list, based on current desires and available funding.

1. Links population centers (communities, neighborhoods) and traffic generators (commercial centers, schools, recreation sites)
2. Minimal physical constraints (low level of natural hazards, amenable topography, room for re-vegetation and stabilization, etc.)/construction will not be extremely difficult
3. Minimal ownership constraints and disruption of existing property use
4. Accommodates a mix of user groups/benefit the most people
5. Improves existing safety issues by reducing conflict with automobiles and incorporate design features that mitigate hazardous conditions
6. Without immediate acquisition/construction, is lost as an opportunity
7. Multiple entities can share costs, design, construction, signs, maintenance, right-of-way, etc.
8. Creates no or minimal impact on the area's wildlife or habitat
9. Is critical link in the establishment of a continuous system or connects existing trails
10. Services an existing heavy demand by commuting or recreation traffic
11. Maximizes opportunities to view or pass through scenic features such as unique land forms, waterways, vistas, vegetation, and wildlife
12. Provides non-motorized, appropriate access to public lands (open spaces, trailheads, waterways)
13. Can be constructed and maintain at a relatively reasonable cost in a reasonable amount of time
14. Creates a variety of trip options via connections
15. Meets funding agency criteria
16. Provides an-opportunity for historic or natural feature interpretation without disturbance
17. Is able to be used year round or at least in three seasons
18. Facilitates the development of an inter-county or statewide non-motorized network of trails.

# PRIORITY TRAIL CONSTRUCTION PROJECTS - Five Year Plan

<b>Trail Section</b>	<b>Location</b>	<b>Potential Partners</b>
<b>GYPSUM TO EAGLE - PHASE I</b> from Red Table Acres to Gateway Center	Gypsum & County <i>Maps # 5 &amp; 6</i>	Town of Gypsum Eagle County ECO Trails
<b>NORTH MINTURN TRAIL</b> from North Minturn bridge through rail yard to downtown Minturn	Town of Minturn <i>Map #20</i>	Town of Minturn ECO Trails
<b>WEST AVON - PHASE II</b> from West Beaver Creek Blvd to Avon Road	Avon <i>Map #17</i>	Town of Avon ECO Trails
<b>VAIL CORE TRAIL MISSING LINKS</b> <i>Shown on Town of Vail Maps</i>	Town of Vail <i>Maps #26 &amp; 27</i>	Town of Vail ECO Trails
<b>AVON TO DOWD JUNCTION - PHASE I</b> from entrance to River Run Apts to Dowd Junction Pedestrian Bridge	Eagle County <i>Map #19</i>	Eagle County ECO Trails
<b>AVON TO DOWD JUNCTION - PHASE II</b> from Village at Avon I-70 interchange to River Run Apts entrance	Town of Avon & County <i>Maps #18 &amp; 19</i>	Town of Avon Eagle County Developer
<b>GYPSUM TO EAGLE - PHASE II</b> from Gateway Center to Brush Creek Road	Town of Eagle & County <i>Maps #6 &amp; 7</i>	Town of Eagle Eagle County State/Federal ECO Trails
<b>AVON TO DOWD JUNCTION - PHASE III</b> from Dowd Pedestrian Bridge to North Minturn bridge over Eagle River	Town of Minturn & County <i>Map #19</i>	Town of Minturn Eagle County ECO Trails
<b>WEST EDWARDS TRAIL - PHASE II</b> from Eagle River mobile home park to Hillcrest Drive	Eagle County <i>Map #15</i>	Eagle County Edwards Metro ECO Trails

## Remaining Trail Sections to Prioritize:

1. Downtown Eagle
2. Eagle to Wolcott to West Edwards
3. Through Minturn to the base of Battle Mountain
4. Battle Mountain to Red Cliff
5. Dotsero to Gypsum
6. Gypsum to Glenwood Canyon

# Priorities for Shared Road Improvements:

To resolve safety issues on shared road improvements, the following list is provided as a record of what the participants in this planning process, some of them frequent users of local roads for running, biking or walking, believe to be the highest priorities for widened shoulders, bike lanes or bike routes on the primary local travel routes through the length of the Eagle Valley:

## Highway 6:

1. Avon to Edwards - widened shoulders
2. Eagle to Gypsum - widened shoulders
3. Edwards to Wolcott - widened shoulders
4. Wolcott to Eagle - widened shoulders
5. Gypsum to Dotsero - widened shoulders

## Highway 24:

1. Minturn to Red Cliff - widened shoulders

## Highway 131:

1. Wolcott to State Bridge - widened shoulders

## Other Major Roadways:

1. North and South Vail Frontage Roads - Ford Park to East Vail Exit - widened shoulders
2. Pedestrian Bridge to Main Vail Roundabout on North Frontage Road - widened shoulders
3. Brush Creek Road -widened shoulders and/or separated trail
4. Lake Creek Road - widened shoulders and/or separated trail
5. Colorado River Road - widened shoulders

## “Share the Road” Sign Priorities:

1. Highway 6 from Gypsum to Glenwood Canyon
2. Lake Creek Road
3. Brush Creek Road
4. Highway 131

All local roads administrated by town or country government should be evaluated for bicycle and pedestrian issues when improvements are under consideration. This includes widening with either asphalt or recycled asphalt (rotomill), improved signing, removing hazards such as grates, ditches, drop-offs, revised striping and timing chip seal projects to accommodate other users besides vehicles.