

Junction Street Traffic Calming Design

Prepared for:
City of Durango

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FEHR & PEERS



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Project Background

This plan originated from community feedback indicating a need for improved multimodal facilities and traffic calming along Junction Street. The Junction Street Traffic Calming Project is an effort led by the City of Durango to transform this portion of Junction Street into a corridor that supports safe travel by all modes through a redesign between West 2nd Avenue and Dalla Mountain Park, as shown below in

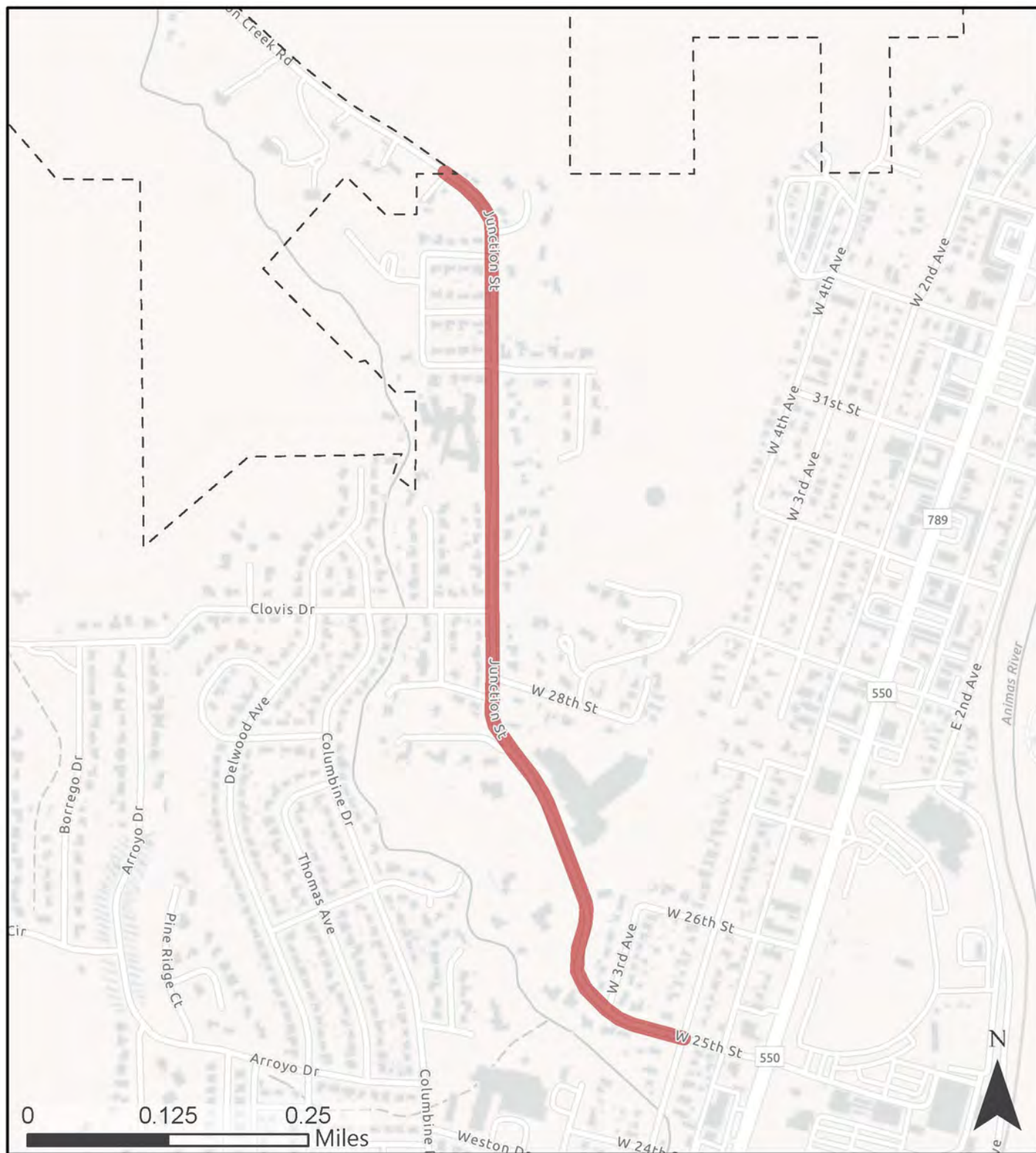
Figure 1.

Previous input for Junction Street potential improvements was gathered through regular meetings of the City of Durango’s Multimodal Advisory Board (MAB), which included city staff, MAB members and public input. Public input was provided from residents via in-person public comments and e-mail. Based on the provided public comments, several common themes and concerns emerge from public comments:

- 1. Pedestrian Safety and Crosswalk Placement:** Multiple comments addressed the placement of crosswalks, specifically at Clovis Drive. Community members suggest moving the crosswalk to the north side of Clovis Drive.
- 2. Bike Infrastructure and Safety:** Community members expressed concerns about the safety of cyclists due to gaps in cycling infrastructure and speeding drivers. Community members suggest turning at least one sidewalk into a multiuse path protected by curbs to enhance cyclist safety. Additionally, there are requests to extend bike lanes, especially northward along Junction Street towards Dalla Mountain Park.
- 3. Traffic Calming Measures:** Speeding is a common concern on Junction Street, especially near Miller Middle School. Community members report pervasive speeding, noise disturbances, and potential risks to children and wildlife. Suggestions to calm traffic include implementing curb extensions at intersections and potentially exploring the use of roundabouts or speed enforcement cameras. Several respondents highlight the urgency of addressing the speeding issue, expressing concerns about potential crashes and a desire for broader collaboration with LaPlata County.
- 4. Parking and Street Design:** Some community members expressed a desire to reinstate on-street parking, believing it could naturally calm traffic. They emphasize that any changes made, including bike lane extensions, should not solely benefit cyclists but also prioritize the safety and needs of pedestrians.

Many community-sourced suggestions for improvements along Junction Street will be evaluated as part of subsequent phases of this project.





- Project Corridor
- Durango City / La Plata County Boundary

Figure 1

Junction Street Project Extents



Existing Conditions

Key to supporting the transformation of the corridor, this project began through developing a holistic understanding of Junction Street’s existing uses, including transportation and land use information. To that end, this portion of the plan is separated into six sections:

- Existing Plan Review
- Land Use Context
- Roadway Characteristics
- Traffic
- Traffic Safety
- Bicyclist and Pedestrian Facilities

Data collected as part of the existing conditions research will be used to inform the redesign of the corridor.

Existing Plan Review

The documents listed in **Table 1**, shown below, were reviewed as part of the existing conditions assessment. The published 2016 Durango Multimodal Transportation Plan outlines transportation projects proposed for the City of Durango. The listed projects are prioritized and meant to inform decision makers, understanding that not every project can be funded. Improvements identified along the project corridor include pedestrian and bicyclist improvements along Junction Street and a grade-separated crossing to connect Miller Middle School with Needham Elementary School to the south.

Table 1: Reference Sources

Source	Agency	Description
2017 Durango Comprehensive Plan	City of Durango	A formal overview of Durango and a description of how to achieve Durango’s desired future
2016 Multi-Modal Transportation Plan	City of Durango	A guide for Durango transportation projects, focused on moving people
2020 Park, Open Space, Trails Master Plan	City of Durango	A guide of how to achieve Durango’s vision for the parks and recreation system
2016 ADA Transition Plan	City of Durango	A review of Durango’s current transit accessibility and recommendations to improve accessibility to transit stops
2017 La Plata County Comprehensive Plan	La Plata County	A list of La Plata goals and a framework for future planning
2019 Junction Creek District Plan	La Plata County	A detailed description of Junction Creek District and a vision for the future



Source	Agency	Description
La Plata County GIS Database	La Plata County	An interactive web map displaying municipal information such as boundaries and parcel information
Colorado Road GIS Database	Colorado	An interactive web map displaying road information such as road classification
2023 La Plata County Pavement Conditions Index	La Plata County	List of road sections within La Plata County and their assessed conditions

Source: Fehr & Peers, 2023

From reviewing these documents, the following goals and expectations are relevant to this project:

1. Increase multimodal access and prioritize bicyclist and pedestrian improvements
2. Protect Junction Creek Watershed from road and development runoff
3. Expand hard surface trails along Junction Creek
4. Anticipate low density residential development along Junction Creek Road, north of the project area
5. Encourage slower speeds on Junction Street

Land Use Context

This section describes the current land uses and existing zoning in the project area, as seen in **Figure 2**. Descriptions of the existing zoning are shown below in **Table 2**. As seen in **Figure 2**, the project area is primarily zoned for residential uses, which is largely occupied by single-family houses. Accordingly, the bulk of the land adjacent to the corridor is low-density residential development with dramatic changes in character unlikely.

Table 2: Zoning Characteristics

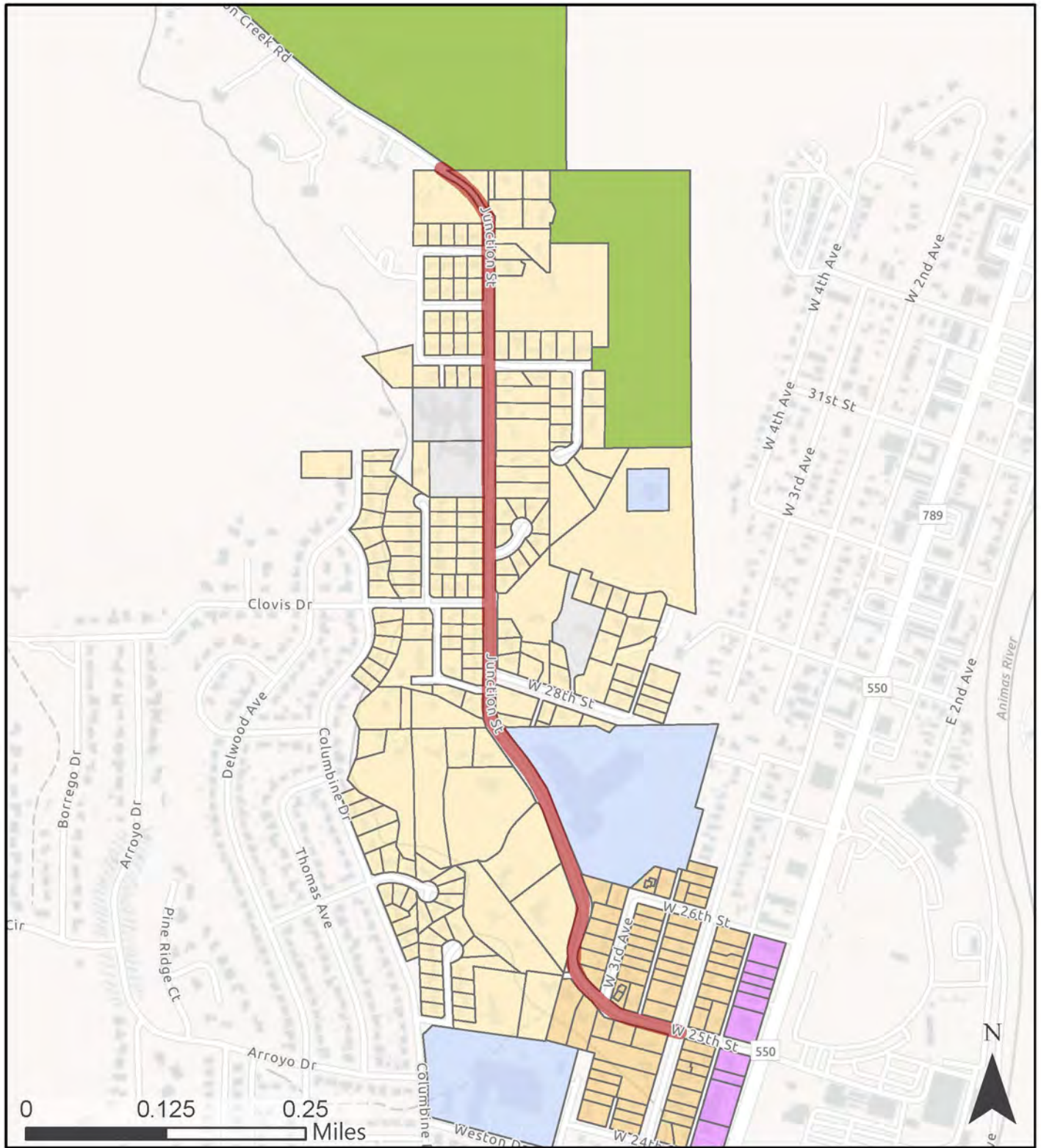
Zone	Character	Description
EN-2 & EN-4: Established Neighborhoods	Suburban	Protects the character and functional integrity of the Second and Third Avenue Neighborhoods and the Crestview and Needham Neighborhoods
MU: Mixed-Use Arterial	Auto-urban	Provides community and neighborhood-scale mixed-use and commercial development along arterial corridors.
PB: Public	Varies	Provides for public uses.
OS: Open Space	Natural or rural	Provides for the preservation of natural areas under conservation easements and public open space.
RA: Rural/Agricultural	Rural	Provides for the establishment of agricultural uses, and for very low-density development in ecologically sensitive areas.

Source: Durango Land Use and Development Code, 2023.



The largest non-residential adjacent land use is Miller Middle School, followed by a medical rehabilitation facility. Junction Street serves as the main route into Durango for those living in the unincorporated La Plata County land in the Junction Creek District area that is north of the project area. This area is primarily made up of low-density single-family housing and recreational land. North of the project area there are many popular recreational centers including Dalla Mountain Park, the Colorado Trail Trailhead, Junction Creek Campground, and other recreational areas. For the users of these recreational areas, Junction Street is the main route into town, whether that is driving, biking, walking, or another mode of transportation.





Zones

- EN-2: Established Neighborhood - 2nd & 3rd Avenues
 PB: Public
 Project Corridor
- EN-4: Established Neighborhood - Crestview & Needham
 RA: Rural / Agriculture
- MU-A: Mixed-Use Arterial
- OS: Open Space

Figure 2

Junction Street Zoning

Roadway Characteristics

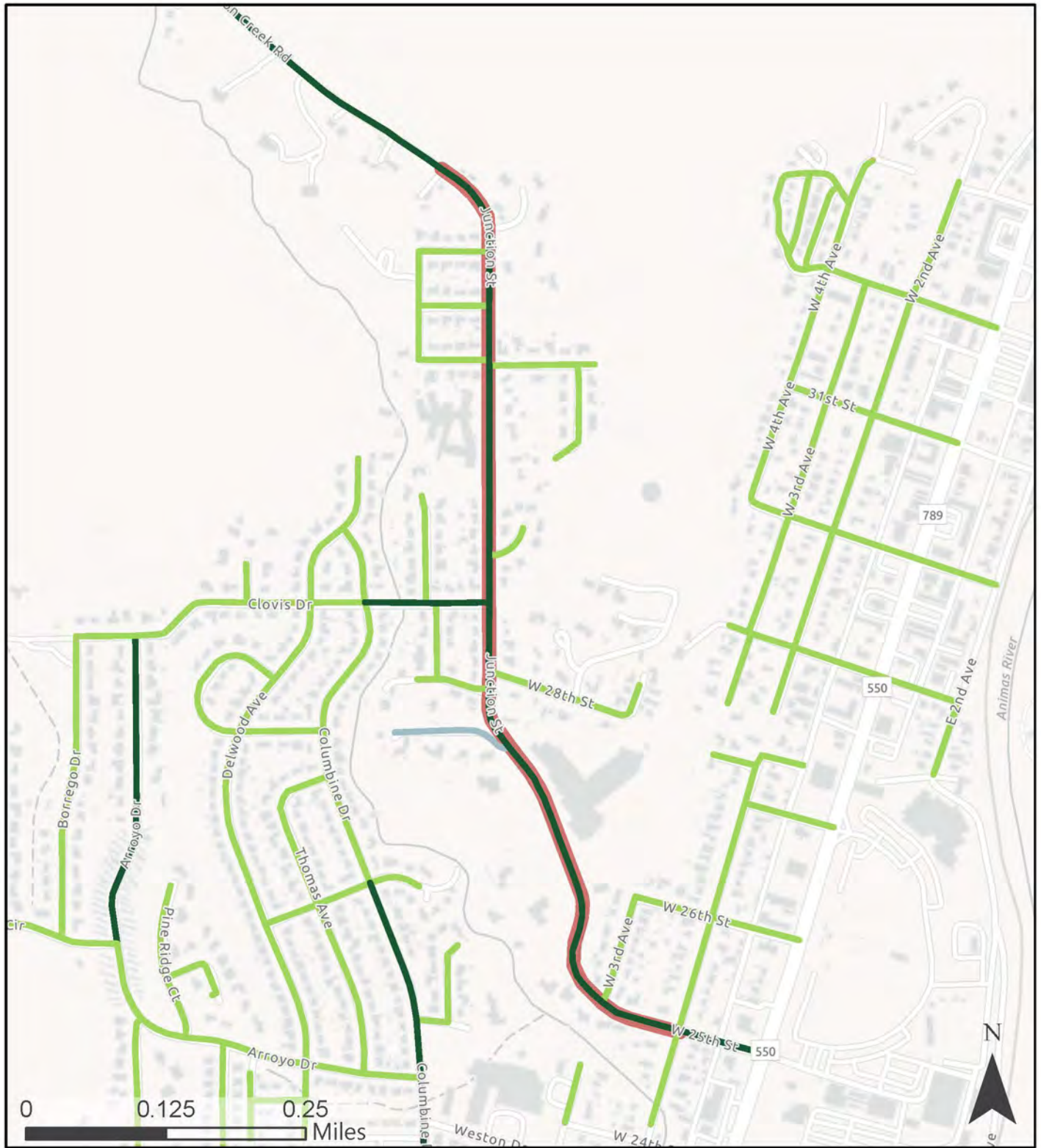
Junction Street rises approximately 100 feet in elevation from West 3rd Avenue to Dalla Mountain Park (South to North), with most of the elevation change occurring at the southern end of the project area. The southern and northern ends of the project area feature curved sections of roadway. In between is a straight segment spanning nearly half a mile. Within the project area, the roadway provides a single vehicle lane in each direction, typically 12 feet in width along sections where an on-street bicycle lane is provided and approximately 18 feet elsewhere. Throughout the project area, the roadway curb-to-curb width is approximately 35 feet, except for a 20-foot-wide portion near the project area's northern boundary at the bend in the road where the bike lanes transition to sharrows. The city right of way (ROW) along the corridor is roughly 55 feet except for the north end where ROW is roughly 28 feet. Some features, such as steep hills, mature trees, utility poles, and mailboxes may constrain or add cost to the future corridor improvements. As seen in **Figure 3** below, Junction Street is classified as an arterial service road while the majority of connecting roads are classified as local service. There are no signalized intersections in the project area and Junction Street does not have any stop or yield signs along the project area. Streets that connect to Junction Street along the project corridor have either stop or yield signs before turning onto Junction Street.

Miller Middle School, located at 2608 Junction Street, occupies a parcel of roughly 800 linear feet along Junction Street. Currently the school site has a large bus bay along Junction Street. The upcoming redesign of Miller Middle School will alter the street design along this segment, with a revised driveway design, widened sidewalk, and turn lanes.

Traffic

Heading north, exiting the City of Durango and entering La Plata County, the posted speed limit increases from 25 to 35 miles per hour. The speed limit sign is just north of the Dalla Mountain Park entrance, at the northern end of the project area. The rest of the project corridor has a posted speed limit of 25 miles per hour. Flashing school speed limit signs are in affect during school drop-off/pick-up hours with a 20 mile per hour speed limit. The school zone, seen in **Figure 4** below extends past the project boundary to West 2nd Avenue.



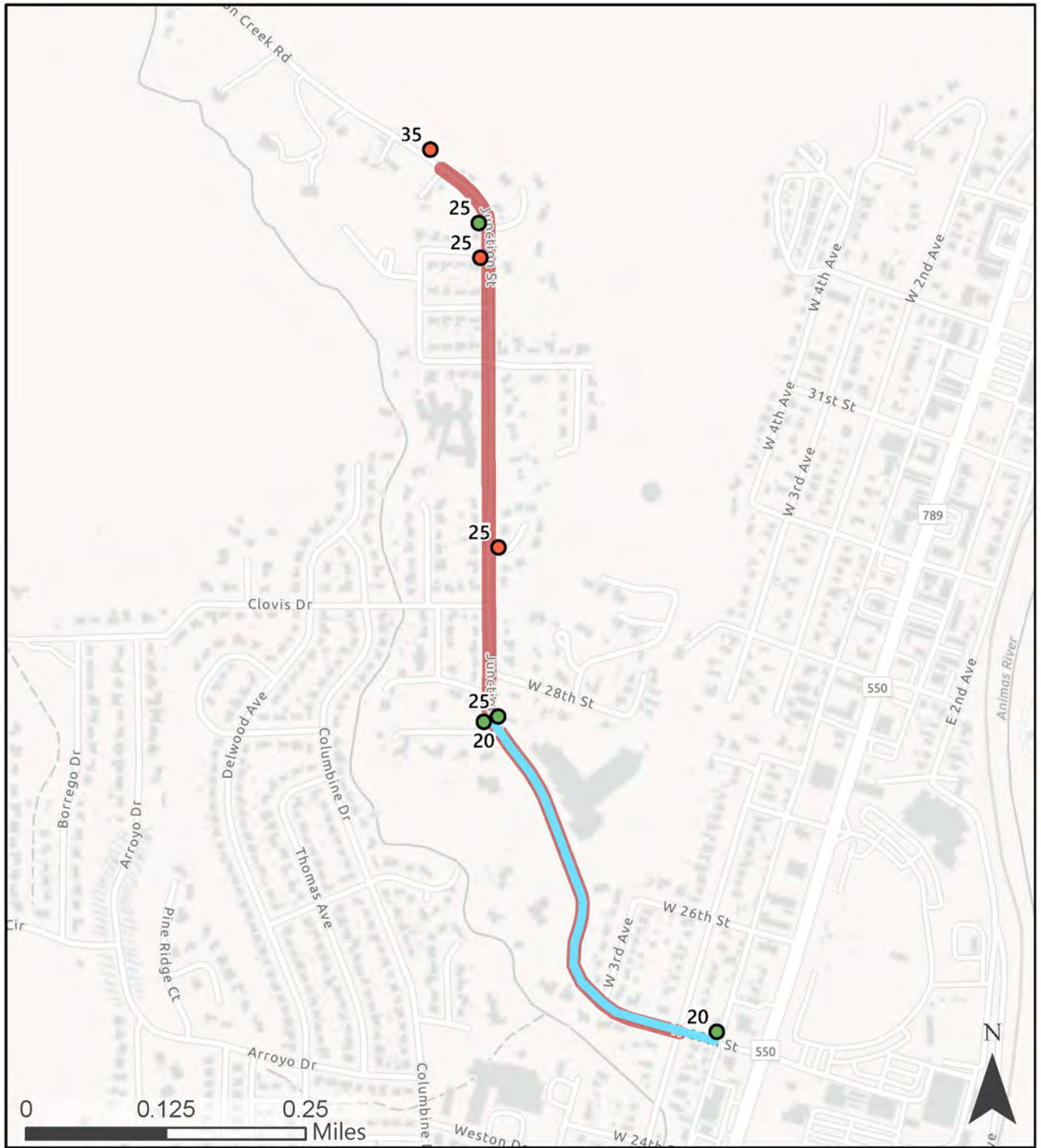


Roadway Classification

- Arterial Service
- Local Service
- Open non-HUTF Eligible
- Study Corridor

Figure 3

Junction Street Roadway Classifications



Posted Speed Limit

- Sign
- Feedback sign
- School Zone
- Study Corridor

Figure 4

Junction Street Speeds



Driver speed data was collected from Wednesday October 4th to Wednesday October 11th of 2023 at the intersection of Junction Street and 28th Street (just north of Miller Middle School). The speed data show an average speed of 27.5 mph traveling north (away from Miller Middle School) and 26.5 mph traveling south (towards Miller Middle School). Combining both directions of travel, the 85th percentile speed was 32 mph. 1,348 vehicles exceeded 35 mph (roughly 8.9% of drivers traveling north and 3.3% of drivers traveling south).

Figure 5 below shows the average speed by hour throughout the data collection period. For this data collection site, it is important to note that Miller Middle School begins at 8:15 am and gets out at 3:35 pm and 2:30 pm on Mondays. The school speed limit is 20 mph when the signs at the beginnings of the school zone (seen in **Figure 4**) are flashing.

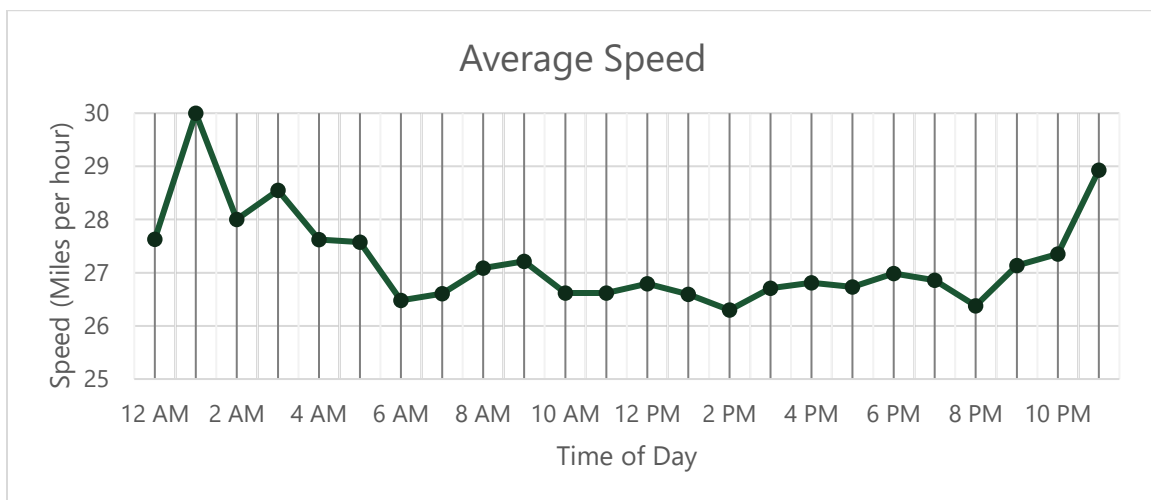


Figure 5: Average Speed by Time of Day

Figure 6 below shows the distribution of vehicle speeds for three peak periods in the day averaged throughout the data collection period. Notably, roughly 20% of drivers exceed 30 miles an hour. These time frames include the Miller Middle School drop-off and pick-up periods when the school zone speed limit of 20 miles an hour is in effect.



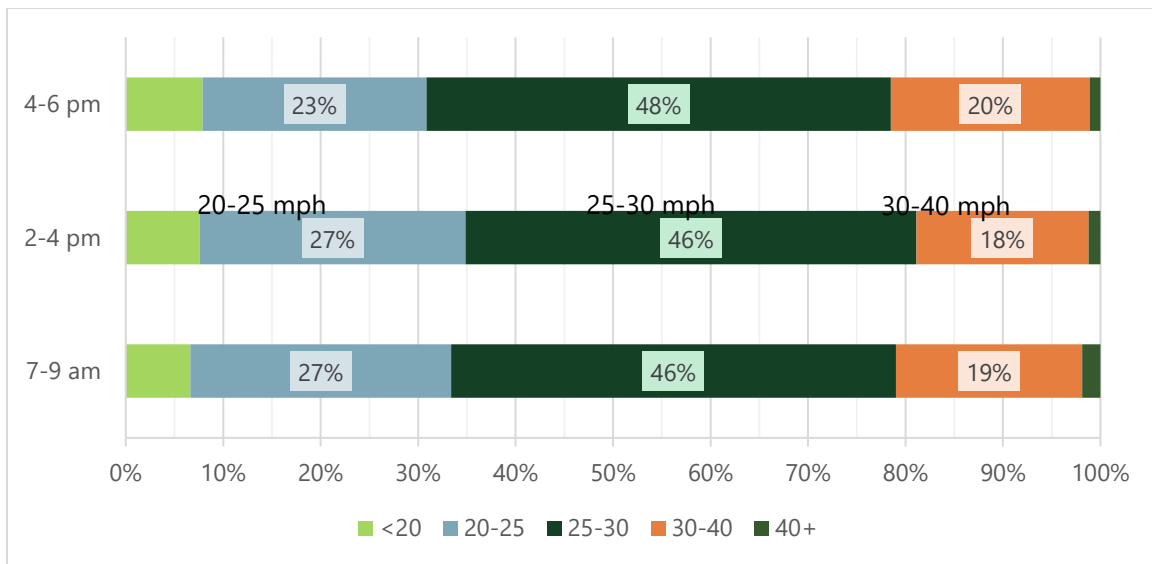


Figure 6: Distribution of Speed

Traffic Safety

Reported crash data was obtained from the City of Durango Police Department for crashes that occurred in the project area over five and a half years between January 2018 and September 2023. In this period, there were a total of six crashes reported along the corridor, two of which resulted in injuries. None of the reported crashes involved pedestrians or cyclists and are split evenly between vehicular and stationary object crashes. While sufficient data does not exist to develop trends, it is worth noting that crashes occurred three times at 2600 Junction Street and twice at the intersection of Junction Street and Clovis Drive, the latter noted by residents through public comment as an area of concern. The crashes and injuries by year are summarized below in **Figure 7**. A map of the crashes can be seen below in **Figure 8**.

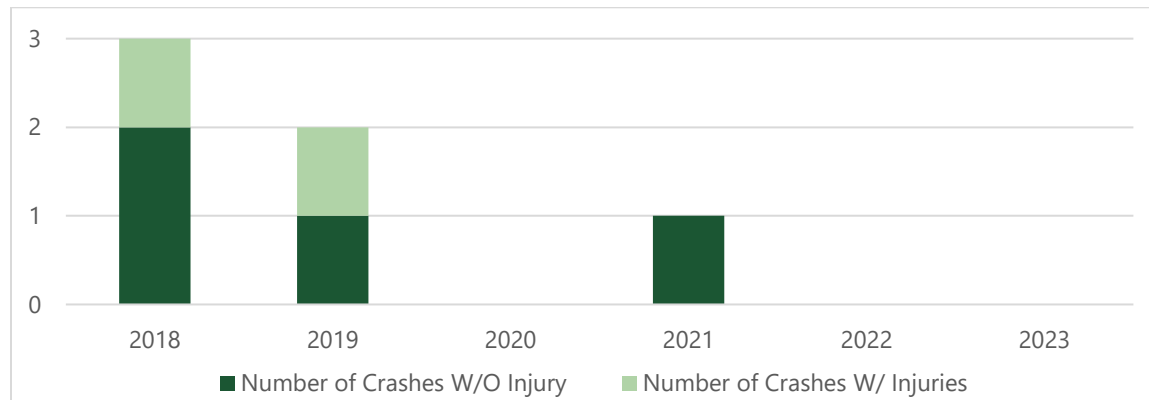
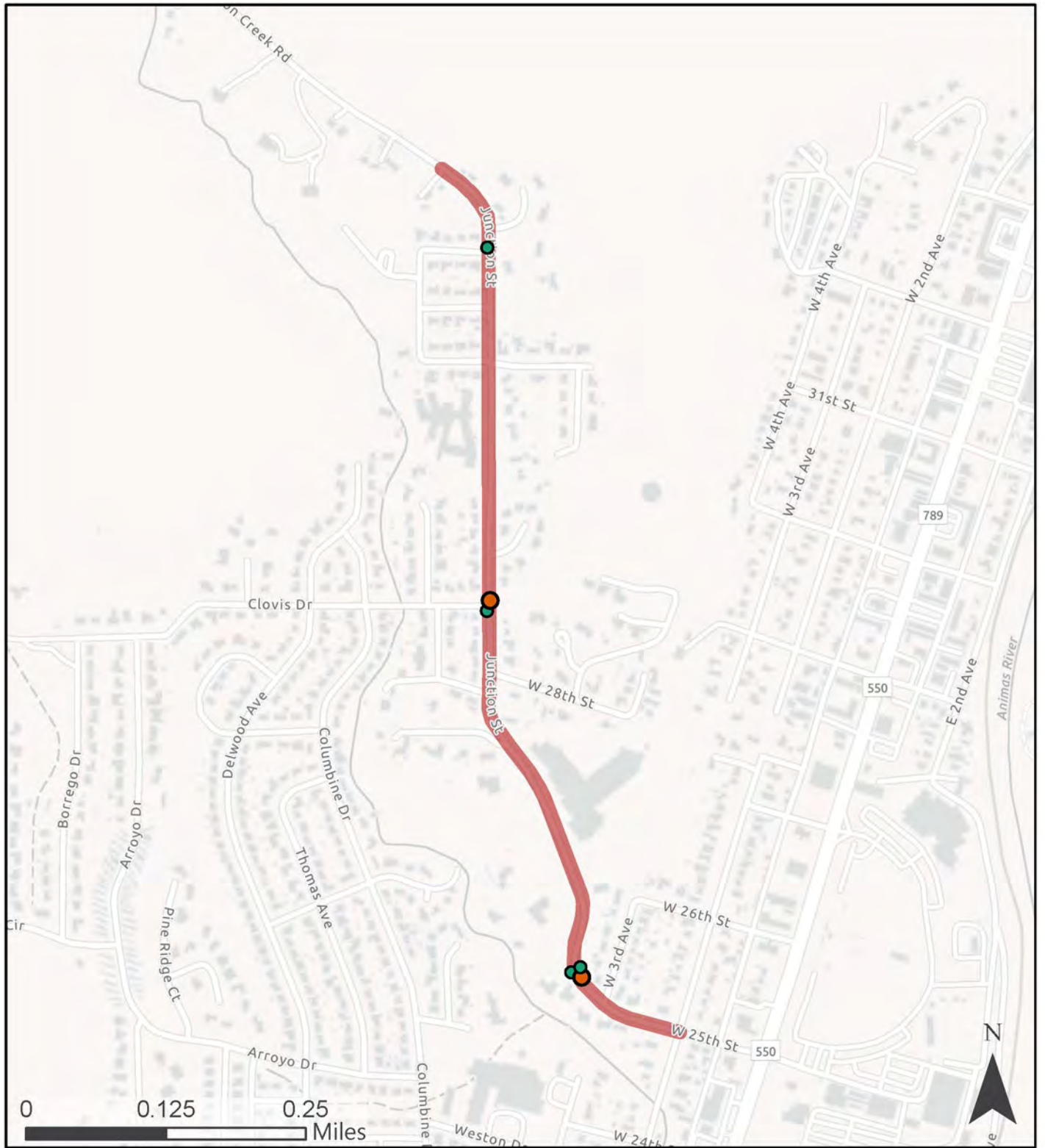


Figure 7: Crashes by Year





Crashes

- No Injury
- Injury
- Study Corridor

Figure 8

Junction Street Crashes



Cyclist and Pedestrian Facilities

As seen in **Figure 9** below, there are two marked crosswalks crossing Junction Street within the project area, as well as a Rectangular Rapid Flashing Beacon (RRFB) crosswalk across Junction Street on the west side of West 2nd Avenue. Sidewalks are provided on both sides of the corridor from 2nd Avenue to approximately 2825 Junction Street. North of 2825 sidewalks are intermittent on either side. As seen in **Figure 10**, shown below, a bicycle lane is provided from Pinetree Way to Junction Lane. Beyond these boundaries the bike lane transitions to sharrows at either end of the project area.

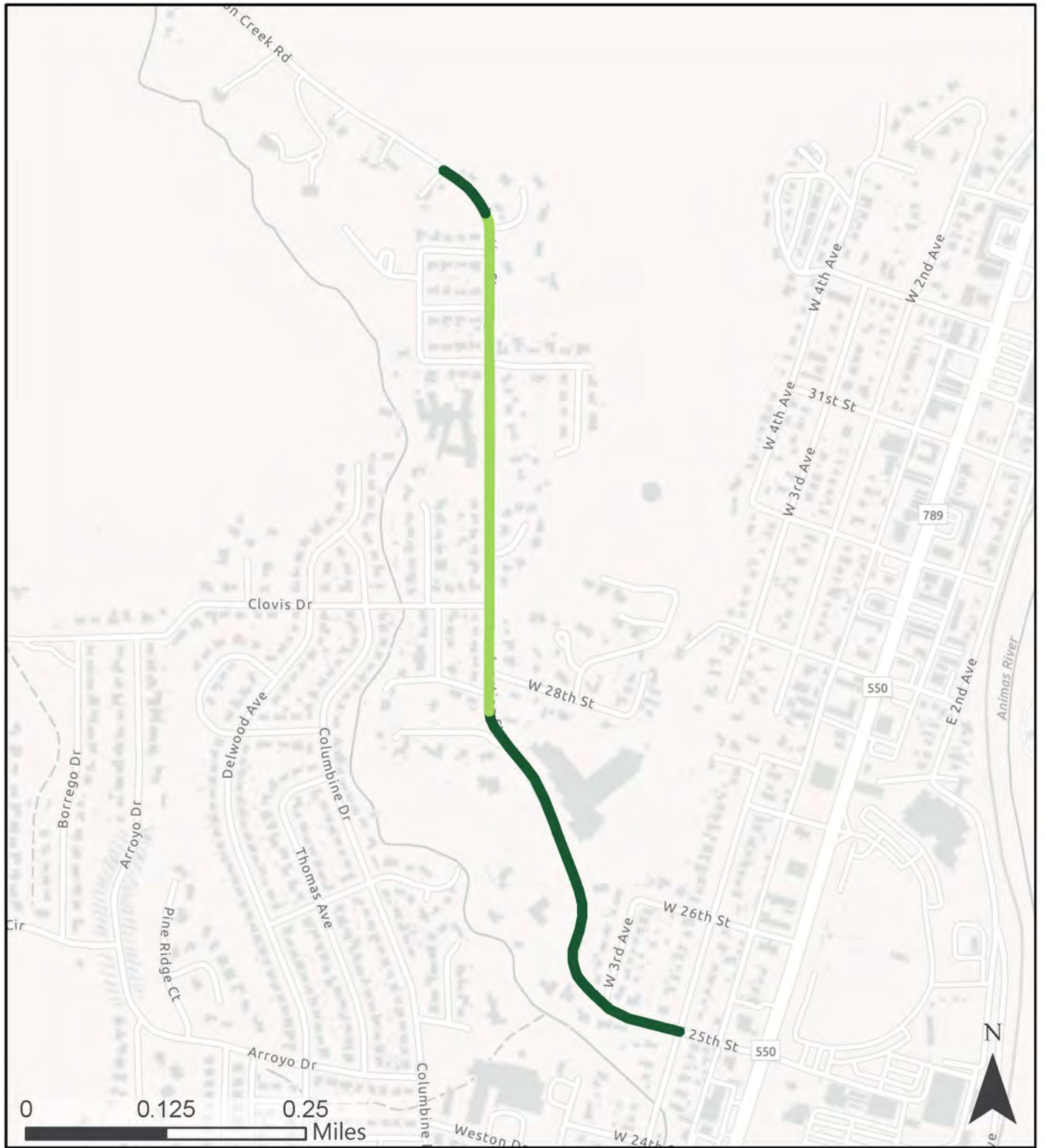




Side of the road with sidewalk

- Both
- West
- East
- None
- Striped Crosswalks

Figure 9



Facility

2 sided bike lane

Sharrows

Figure 10

Alternatives Development

With a comprehensive understanding of existing conditions within the project area, the project team turned its focus to developing alternatives for potential redesigns of Junction Street. This alternatives development process relied heavily on community input, and began with a community meeting intended to allow community members to identify their concerns and goals for Junction Street's future.

Fehr & Peers, together with the City of Durango and PST Engineering, held a community meeting at St. Paul's Lutheran Church (2611 Junction Street) on October 26th, 2023, at 5:00 PM. The goal of the meeting was to gather input from the community about existing challenges along Junction Street, between W. 3rd Ave and Dalla Mountain park, to be addressed as part of the current Junction Street Traffic Calming Project. Fifty-four community members attended the meeting including residents and St. Paul's representatives.

The community meeting included a 15-minute presentation, a question-and-answer period, and several small-group discussions focused on gathering input regarding community members' vision for the corridor. Supporting the discussion, a map of Junction Street and a Vision Board showing potential traffic calming measures or other street improvements were used as methods for collecting input. Through these materials, the attendees identified their concerns and expressed their preferences about potential traffic calming and overall design strategies.

This meeting will be followed by other opportunities for gathering input from the community, including a web-based survey and additional in-person meetings as the project progresses through the design phase.

Input Summary

A summary of input gathered on October 26th is presented below.

Corridor-Wide Concerns

Meeting participants shared the following concerns for the extents of the corridor:

- Vehicle speeds are high, with southbound drivers continuing to treat the corridor as though it is a rural, county road and not a residential area
- There is a lack of marked crossings within the project area
- The walking and cycling connections to Dalla Mountain Park should be improved
- Walking and cycling connections to Miller Middle School should be improved, along with pick-up and drop-off operations
- Improvements must be designed with maintenance (irrigation, snow removal) effort in mind
- Multiple locations were identified as "major wildlife crossings"



Location-Specific Concerns

Meeting participants indicated the following location-specific concerns along the corridor.

West 3rd Ave – Miller Middle School

- Westbound-to-southbound left turns are affected by visibility of southbound traffic
- Need to provide designated cycling lanes, and possibly separated facilities
- Opposition to installing speed humps
- Vehicle speeds along the curved portion of Junction Street are high
- Need for speed feedback sign just past 3rd Avenue
- Provide better enforcement of school zone speeds, especially southbound vehicles
- Dangerous for driveway pullouts and 3rd Avenue turns due to high speed.
- Sidewalks need to be widened, particularly on the east side of the street

Adjacent to Miller Middle School

- The existing crosswalk is not perceived as adequate or safe
- The existing crosswalk would benefit from a rectangular rapid flashing beacon (RRFB)
- Shared lane markings ("sharrows") are perceived as ineffective and unsafe
- A request was made for separated cycling facilities adjacent to the school
- Improved snow clearing near the church is needed

North of the Miller Middle School

- Community members recalled instances of drivers hitting trees in the area
- There are no marked crossings on this portion of the road aside from at Clovis Street
- Drivers in both directions need to drive more slowly around the curved portion of Junction Street
- The existing school zone should be extended northward

Clovis Drive / Junction Street Intersection

- Requests for, and opposition to the installation of an all-way stop sign at Clovis Drive / Junction Street
- The existing crossing would benefit from installation of an RRFB
- A miniature roundabout was requested at the intersection
- Shifting the existing crossing to the north leg of the intersection reduces potential conflicts between pedestrians and right-turning drivers, particularly when noting that right-turning drivers are often looking north for oncoming traffic



Corridor Vision Summary

In addition to asking community members to identify challenges along Junction Street, those at the meeting were asked to indicate their preferred traffic calming treatments that could be implemented as part of this project. A summary of community responses is presented below in **Table 1**. While all potential improvements received indications of support, the following results stood out:

- Most pedestrian improvements (comfortable crossings, RRFBs, wide sidewalks) were highly supported
- Street trees and miniature islands were the least supported measures among those presented
- Standard, painted cycling lanes were supported despite acknowledgement that they make Junction Street feel wider and might encourage speeding

Table 3: Junction Street Public Meeting #1 Feedback – Corridor Vision

Strategy	Support	Neutral	Opposed
<i>Bicycle Lanes</i>	15	1	-
<i>Multi-use path</i>	10	-	4
<i>Separated Cycle Lanes</i>	13	1	2
<i>Wide Sidewalks</i>	11	2	-
<i>Comfortable Pedestrian Crossings</i>	18	-	2
<i>RRFB</i>	17	4	3
<i>Curb Extensions</i>	13	4	7
<i>Street Trees</i>	6	4	6
<i>Miniature Roundabout/ Splitter Island</i>	9	1	4

Source: Fehr & Peers, 2024.

Community Survey

Following Community Meeting 1, hosted on October 26th, at which attendees shared their input on what they want to see in a redesigned Junction Street, the project team launched an online survey to gather feedback on four alternative, conceptual cross-sections. Following opportunities to provide qualitative feedback on each alternative, survey respondents were asked to rank the alternatives. The four alternatives included in the survey are presented below in **Figure 11** to **Figure 14**.





Figure 11

Alternative 1





Total Width
42 ft

Figure 12

Alternative 2





Figure 13

Alternative 3





Figure 14

Alternative 4



Survey Results

The ranking portion of the community survey resulted in Alternative 2 being the highest scoring. Alternative 2 received fewer first-place votes than Alternative 3, but also fewer last-place votes than Alternative 3. Assigning four points for a first-place vote, three points for a second-place vote, two points for a third-place vote, and one point for fourth-place vote, results of the alternatives ranking exercise are presented below in **Figure 15**.

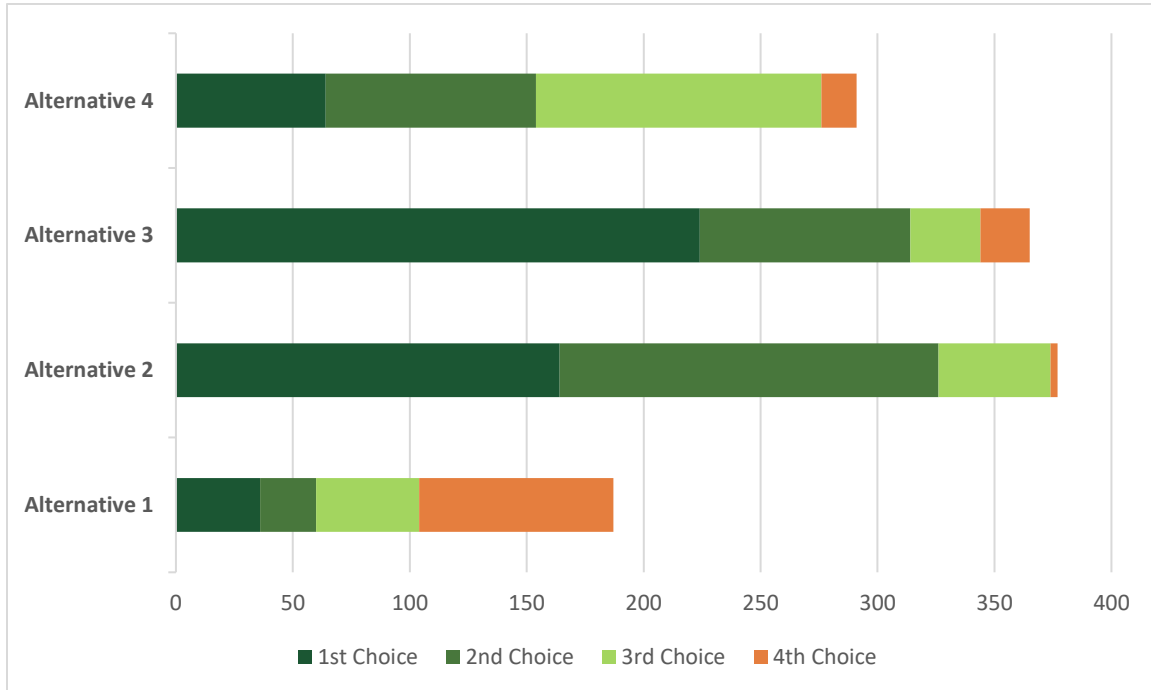


Figure 15: Community Ranking of Alternatives

Armed with an understanding of community values and four alternative cross-sections, additional input was sought for the development of a preferred alternative for Junction Street. Fehr & Peers, together with the City of Durango and PST Engineering, held a second community meeting at Miller Middle School (2608 Junction Street) on December 14th, 2023, at 5:00 PM. The goal of the meeting was to gather input from the community on the proposed concept for traffic calming and design improvements along Junction Street. The recommended concept was developed following the earlier community meeting and community survey. 122 people responded to the survey and 26 attended the December 14th community meeting.

The community meeting included a 30-minute presentation, a question-and-answer period, and was followed by several small-group discussions focused on gathering input regarding community members' review of the recommended corridor design. The conversation focused on large-format prints (roll plots) of the proposed design, showing the extents of the project in plan view to identify areas of concern from community members and opportunities for further refinement.



The project team presented their recommended concept design at a community meeting on December 14th. The concept design includes:

- A continuous, 12-foot-wide multiuse path along the eastern curb of Junction Street
- Two 11-foot-wide travel lanes (one in each direction) throughout the corridor
- Inbound left-turn lanes serving the planned Miller Middle School driveways
- Additional marked crossings across Junction Street at Virginia Drive, Clovis Drive, Hocker Drive/Birket Drive, Pleasant Drive, and Sunnyside Drive
- Splitter islands and raised medians in key locations along the corridor
- An enlarged school zone extended northwards towards Clovis Drive
- An option for a mini roundabout at the Clovis Drive intersection

Alternative 2 was selected for a variety of reasons, including:

- It aligns with the project's goals of discouraging vehicular speeding and improving multimodal facilities along Junction Street
- The multiuse path will strengthen walking and cycling connections to Miller Middle School, serving a key destination and target user group
- The design largely fits within the existing street footprint (back of sidewalk to back of sidewalk) and avoids major utility and tree conflicts
- Winter maintenance of the multiuse path can and will be managed by the City with existing equipment

The project team conducted their own assessment of the four alternatives before comparing their results with those from the survey. Alternative 2 was selected by the team as well.

Design Feedback

The project team requested feedback on all aspects of the design with some key areas of focus. Those included the portion of Junction Street adjacent to the school, the intersection of Junction Street and Clovis Drive, and the connection to Dalla Mountain Park. The following items summarize feedback from the community:

- The alternative selected, with a continuous multiuse path along the east curb was supported by meeting attendees
- The inclusion of turn lanes to facilitate inbound left turns at both planned driveways serving the reconstructed Miller Middle School was supported with the inclusion of raised elements in the median to discourage speeding and other "bad behavior"
- A miniature roundabout at Clovis Drive was shown as a possible intersection treatment and received much more support than opposition



- There was interest in raising the proposed crossing at Sunnyside Drive to act as additional traffic calming, especially for southbound traffic entering Durango
- There was widespread support for ensuring the ultimate design includes a comfortable walking and/or cycling connection to Dalla Mountain Park

In both the online survey and second community meeting, there was notably little feedback requesting that on-street parking be provided, and no feedback at the community meeting suggesting that the recommended alternative was misaligned with community needs.



Figure 16: December 14th Community Meeting

Final Concept Plan

Following the second community meeting, the project team advanced **Alternative 2** as its preferred alternative for Junction Street. The full concept plan set is included as **Appendix A**. While certain aspects of the plan are still undergoing refinement, including the northernmost portion of the corridor and its connection with Dalla Mountain Park, many of the proposed improvements are confirmed and described below. This package of improvements will collectively improve travel conditions on Junction Street for all modes.

Corridor-Wide Improvements

Recalling the project's goals of calming traffic and improving multimodal connectivity in the project area, several improvements are intended to affect the full extent of Junction Street.

Continuous Multi-Use Path

Key to achieving the City's goals of improving multimodal transportation options in Durango, the proposed redesign of Junction Street includes a continuous, 12-foot multiuse path along the east curb of Junction Street. This is intended to be used by both pedestrians and cyclists and will be wide enough to allow for two-way traffic and separation from vehicle lanes by a buffer ranging from two to five feet wide. The proposed path will connect to an existing facility at Miller Middle School which will be preserved following the reconstruction of Miller, enhancing connections to the school. The configuration would allow for snow removal, performed by the City, rather than property owners and increase the likelihood that the facility is a four-season option.

The multiuse path does not replace a continuous sidewalk along the west curb, which will be provided from West 2nd Avenue to the south side of Sunnyside Drive.

Roadway Narrowing

Narrowed travel lanes are a well-documented measure for addressing traffic speeds, and the proposed redesign of Junction Street will reduce the curb-to-curb width dramatically throughout most portions of the corridor. Aside from the portion adjacent to Miller Middle School, which will include turn lanes to facilitate left turns into and out of the redesigned campus, Junction Street will be redesigned to provide one 11-foot travel lane in each direction, reducing the curb-to-curb width from approximately 34 feet today to 25 feet (inclusive of gutters) in the future.

Marked Pedestrian Crossings

In its current configuration, three marked crossings are provided within the project area to facilitate pedestrian crossings from one side of Junction Street to the other: at West Second Avenue, at Miller Middle School/Calle De Rincon, and at Clovis Drive. The proposed redesign of Junction Street adds five



additional marked crossings: at Virginia Drive, an additional crossing at Clovis Drive, north of Junction Creek Rehab Center, at Pleasant Drive, and at Sunnyside Drive.

Location-Specific Improvements

Beyond corridor-wide improvements, the proposed redesign of Junction Street aims to address challenges made known by community members at several locations along the corridor.

Corner Sight Distance at West 3rd Avenue

Community members raised the concern that visibility of southbound, downhill traffic for drivers attempting to turn left from West 3rd Avenue to Junction Street is compromised. The proposed redesign aims to address that as much as possible through a reconfigured intersection and stop bar placement.

Turn Lanes and Raised Medians Adjacent to Miller Middle School

Given the level of traffic observed during peak drop off and pickup times, and the reconstruction of Miller Middle School currently underway, the proposed redesign of Junction Street aims to better organize the roadway and reduce aggressive passing maneuvers by providing queueing space for left-turning drivers entering the school and raised medians in key locations to better control vehicle movements.

Enhanced Crossing at Virginia Drive

Community members shared that Virginia Drive was a well-used crossing point for students traveling to and from Miller Middle School on foot, noting that there is no marked crossing at Virginia today. The proposed redesign of Junction Street includes a marked crossing immediately south of Virginia Drive, a rectangular rapid flashing beacon to improve visibility of pedestrians using the crossing and raised medians at key locations in the intersection to temporarily tighten the roadway and slow vehicular traffic.

Extended School Zone

Community members noted that the existing school zone on Junction Street extends approximately 1,000 feet to the south of the school boundary but ends almost immediately north of the school boundary. To address this, the proposed redesign of Junction Street includes an expanded school zone to Clovis Drive, or approximately 550 feet north of the current boundary.

Raised Medians

At several locations at the northern end of the corridor, the proposed redesign of Junction Street includes raised medians or other traffic calming treatments. These will serve to narrow the roadway and otherwise change what is currently a straight, comparatively lightly traveled portion of the corridor. Such improvements will be provided at Virginia Drive/28th Street, Clovis Drive, adjacent to the Junction Creek Rehab Center, and at the Dalla Mountain Park entrance. These improvements have been located to minimize conflicts with driveways, emergency vehicles, and to enhance proposed crossing locations.



Next Steps

With a near-final concept plan in place, the City of Durango will work with PST Engineering to refine the concept plan and advance towards a final design for the corridor. Two key portions of the corridor require additional design and stakeholder engagement, namely:

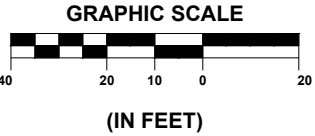
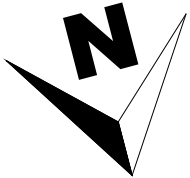
- The intersection of Clovis Drive, which provides access to residential areas west of Junction Street, may include either a miniature roundabout or other traffic calming measures to “tighten” the intersection and discourage speeding.
- The connection of the proposed multiuse path to Dalla Mountain Park requires additional design as the constrained right of way, topography, and residential driveways may reduce the width of the path.

Following refinement of the existing concept plan, City Staff and PST Engineering will develop final plans, specifications, and estimates for the project prior to releasing the project for bid by contractors. As of early 2024, this project is tentatively scheduled for construction in 2025.

In the meantime, the City will likely pursue grant funding opportunities, through local, state, and federal programs to offset construction costs.



Appendix A: Concept Plan Set



REVISIONS:			
#	DATE	DESCRIPTION	SHEET

DATE: 01/29/2024
DRAWN BY: HR
CHECKED BY: SP

CONCEPTUAL

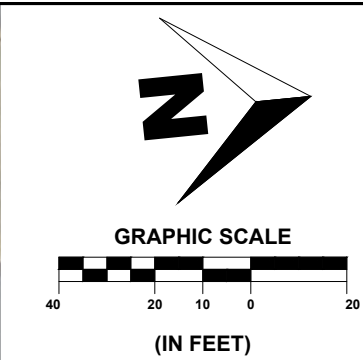
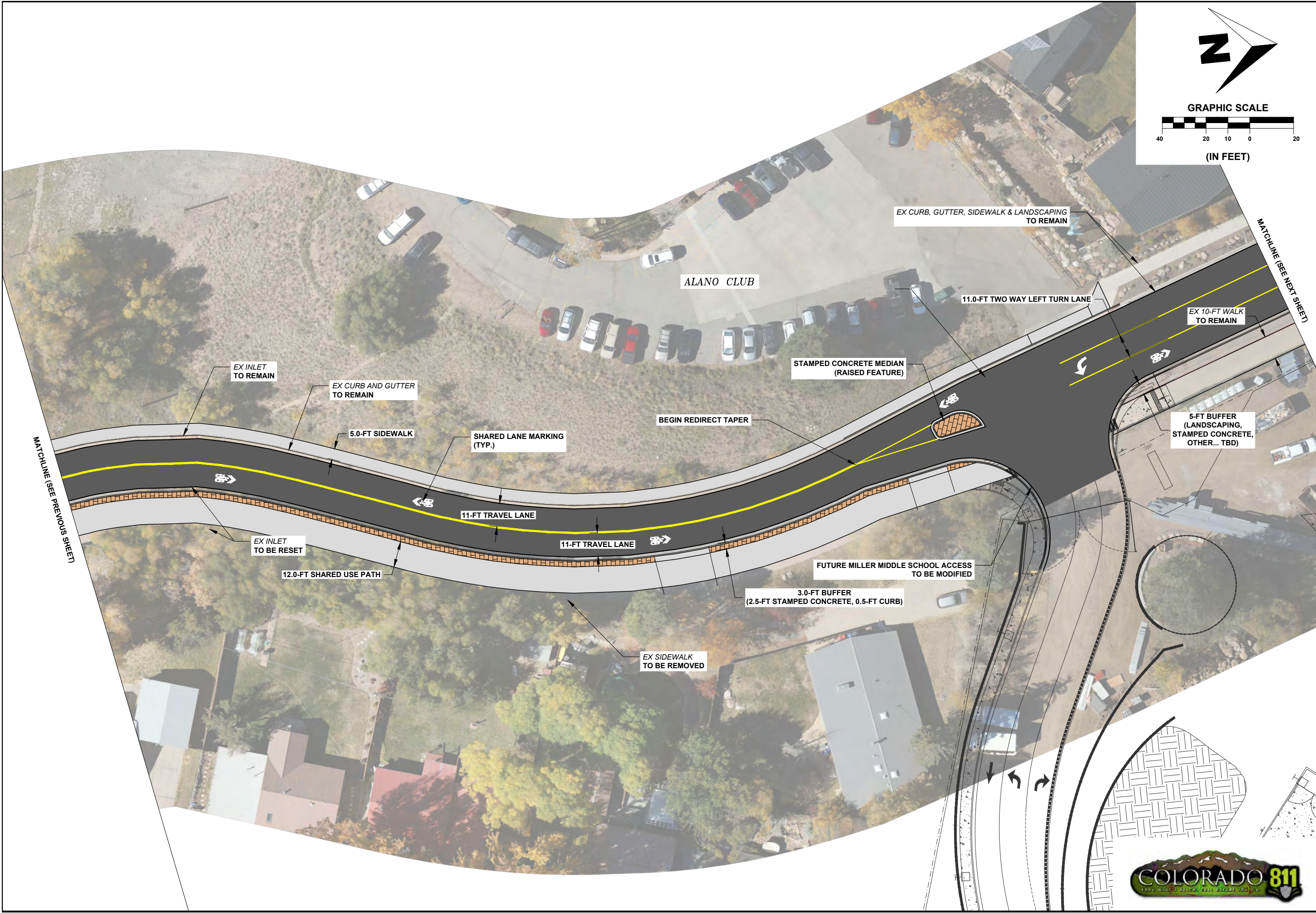
JUNCTION STREET
TRAFFIC CALMING
2ND AVE TO DALLA MTN PARK
DURANGO, CO 81301
CONCEPTUAL SITE PLAN
E 2ND AVE TO 25TH ST



PST ENGINEERING, LLC
2615 MAIN AVE. SUITE 209
DURANGO, CO 81301
970-403-5492

SHEET

1 OF 9



SHEET
2
OF
9

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2615 MAIN AVE. SUITE 209
DURANGO, CO 81301
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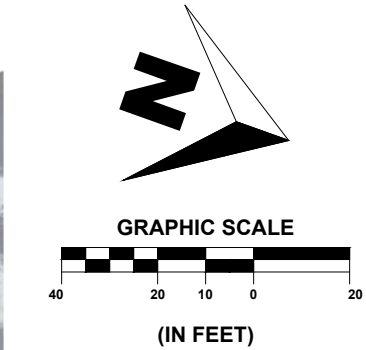
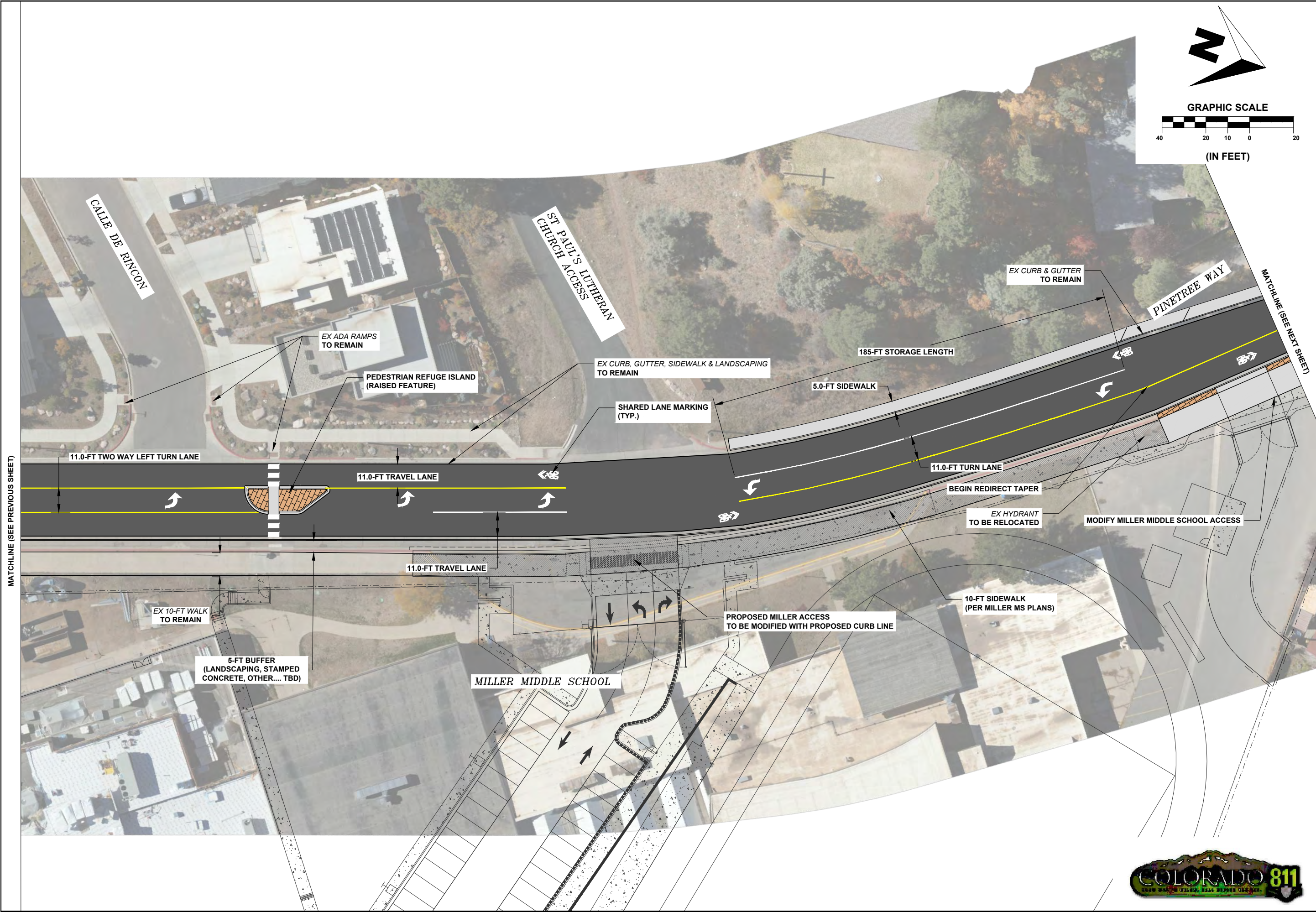
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TRAFFIC CALMING
2ND AVE TO DALLA MTN PARK
DURANGO, CO 81301
CONCEPTUAL SITE PLAN
25TH ST TO MILLER MS

REVISIONS:		
#	DATE	DESCRIPTION

DATE: 01/29/2024
DRAWN BY: HR
CHECKED BY: SP

CONCEPTUAL

File Path: C:\Users\holde\Sync\DST Engineering 2023 Junction Street\CAD\Exhibit\2024\0129 Roll Plot_Sheets_No Survey.dwg



SHEET

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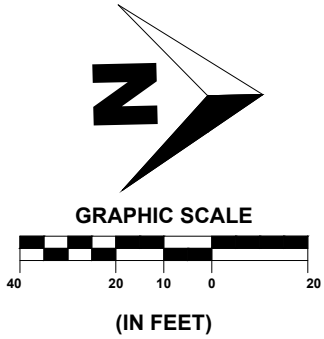
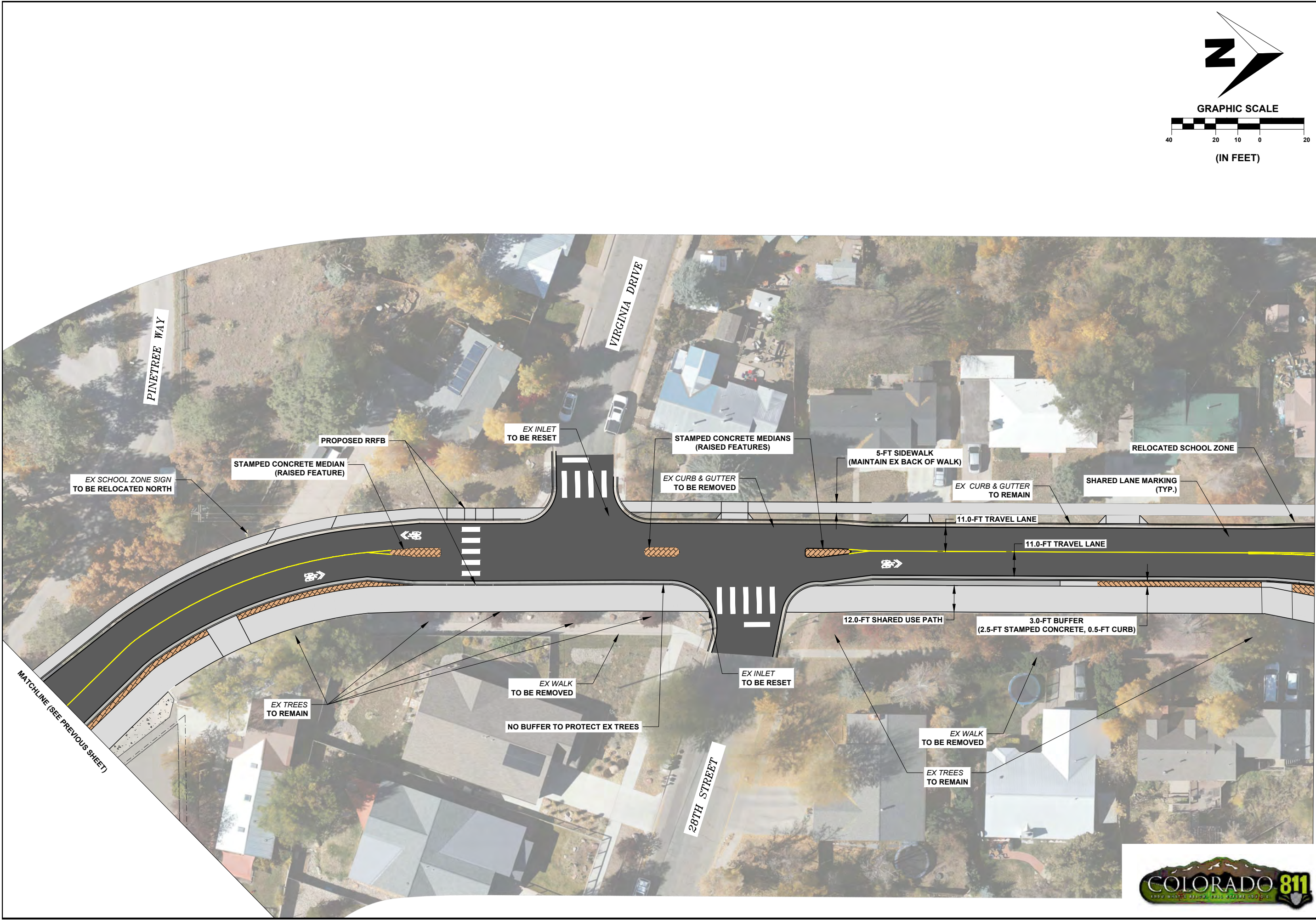
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TRAFFIC CALMING
2ND AVE TO DALLA MTN PARK
DURANGO, CO 81301
CONCEPTUAL SITE PLAN
MILLER MIDDLE SCHOOL

REVISIONS:		
#	DATE	DESCRIPTION

DATE: 01/29/2024
DRAWN BY: HR
CHECKED BY: SP

CONCEPTUAL

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SHEET

4 OF 9

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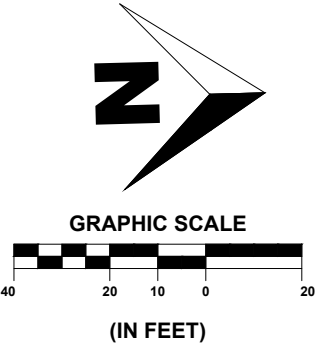
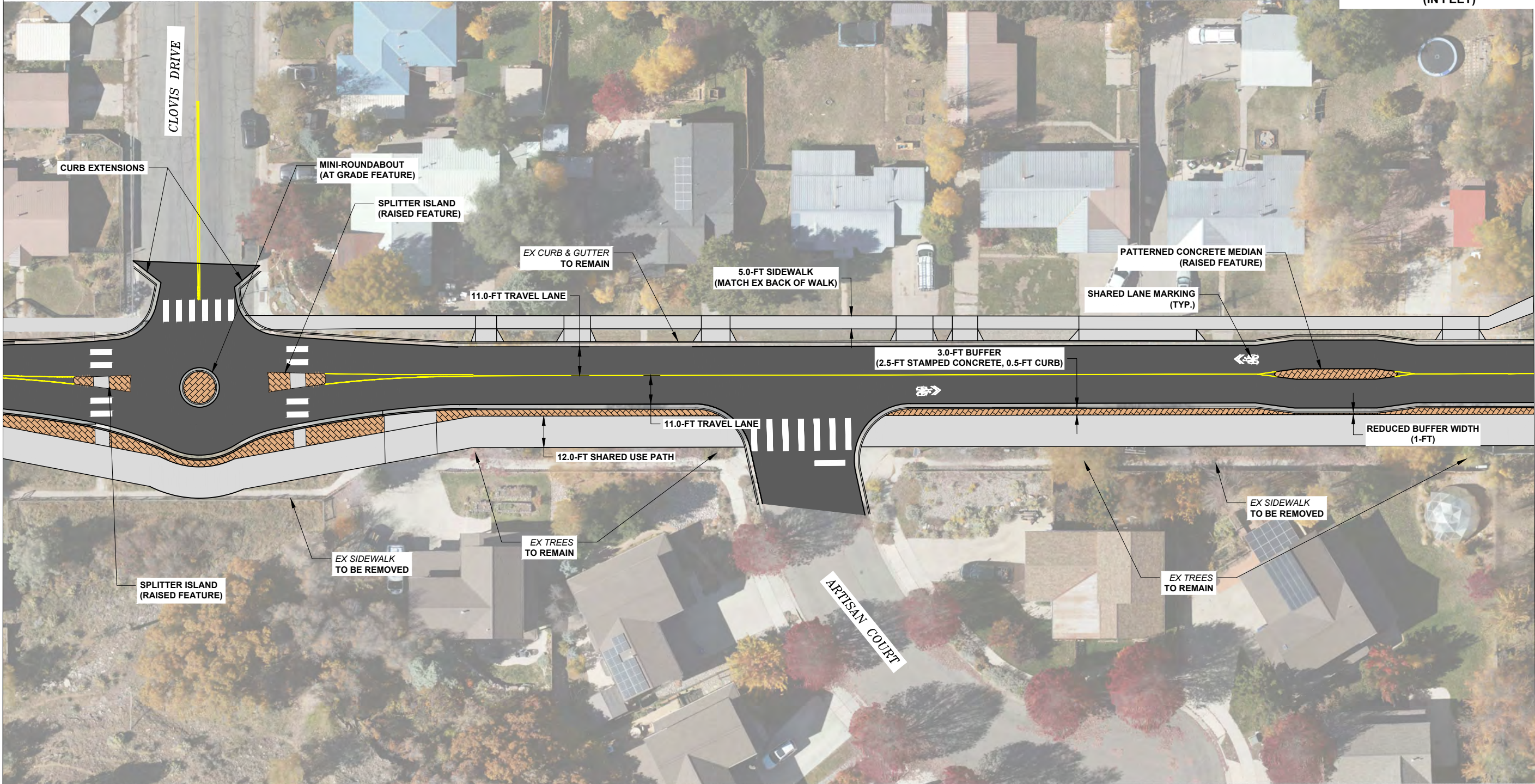
JUNCTION STREET
TRAFFIC CALMING
2ND AVE TO DALLA MTN PARK
DURANGO, CO 81301
CONCEPTUAL SITE PLAN
MILLER MS TO CLOVIS DR

REVISIONS:		
#	DATE	DESCRIPTION

DATE: 01/29/2024
DRAWN BY: HR
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CONCEPTUAL





REVISIONS:			
#	DATE	DESCRIPTION	SHEET

DATE: 01/29/2024

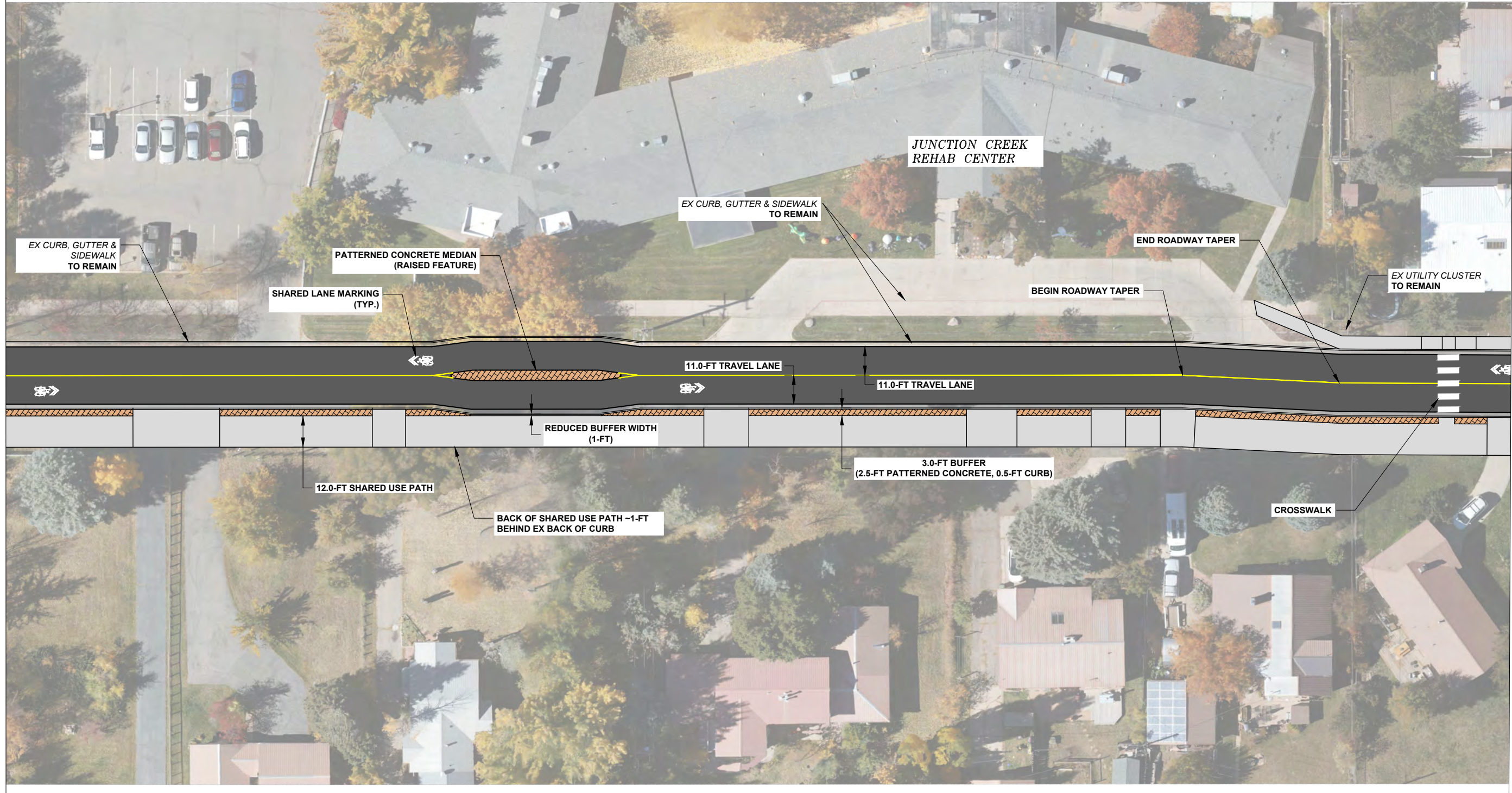
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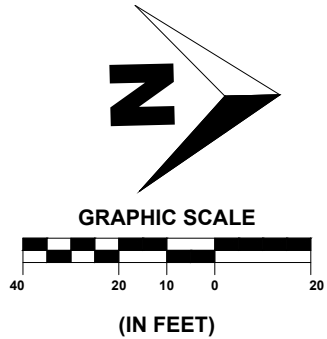
CONCEPTUAL



MATCHLINE (SEE PREVIOUS SHEET)



MATCHLINE (SEE NEXT SHEET)



SHEET

6 OF 9

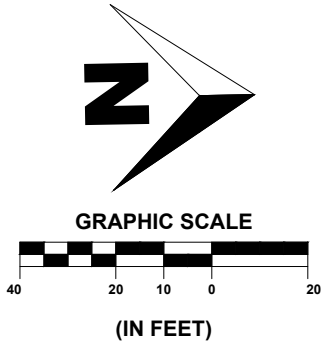
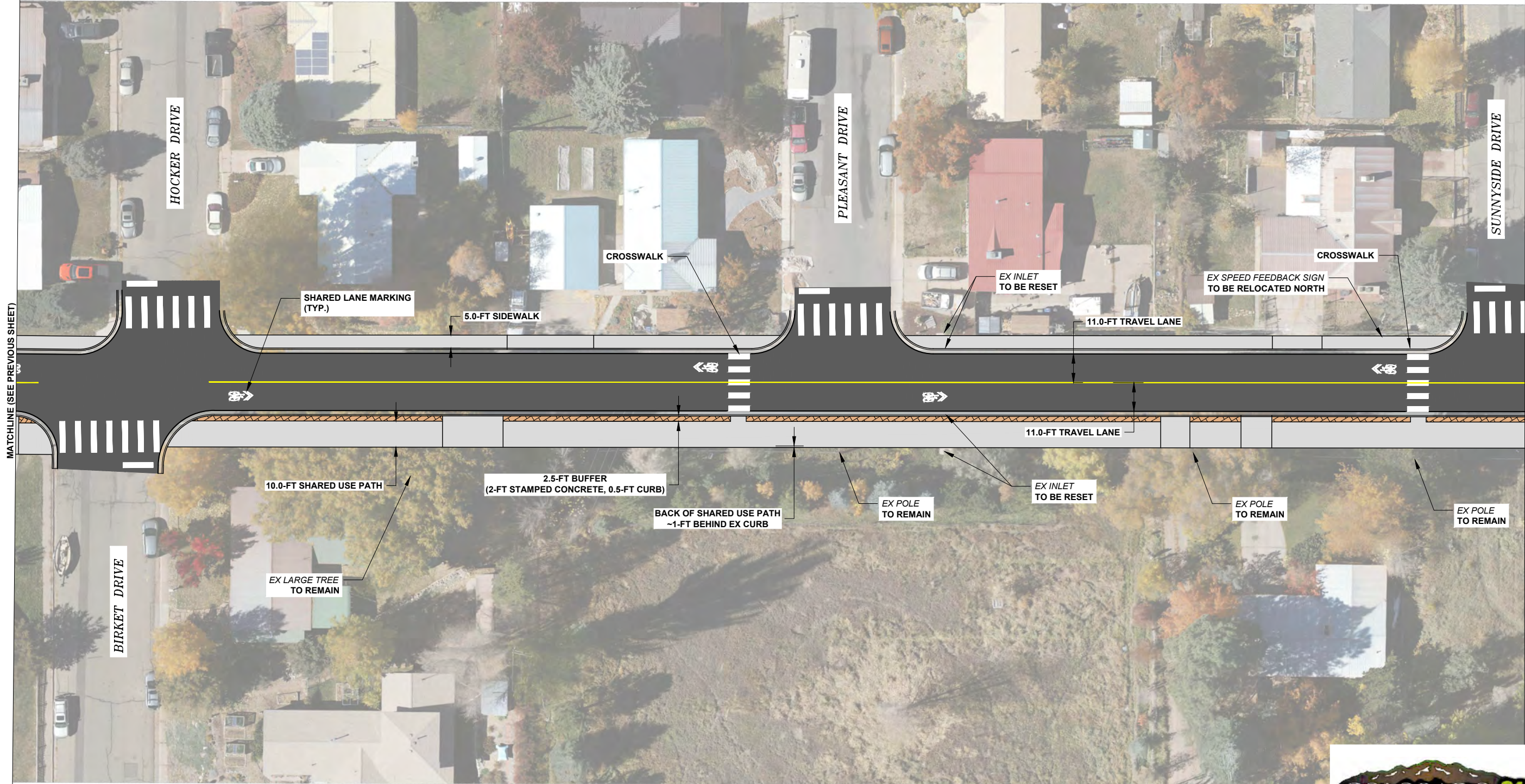
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JUNCTION STREET
TRAFFIC CALMING
2ND AVE TO DALLA MTN PARK
DURANGO, CO 81301
CONCEPTUAL SITE PLAN
JUNCTION CREEK REHAB

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#	DATE	DESCRIPTION

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CHECKED BY: SP

CONCEPTUAL



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#	DATE	DESCRIPTION	SHEET

DATE: 01/29/2024
DRAWN BY: HR
CHECKED BY: SP

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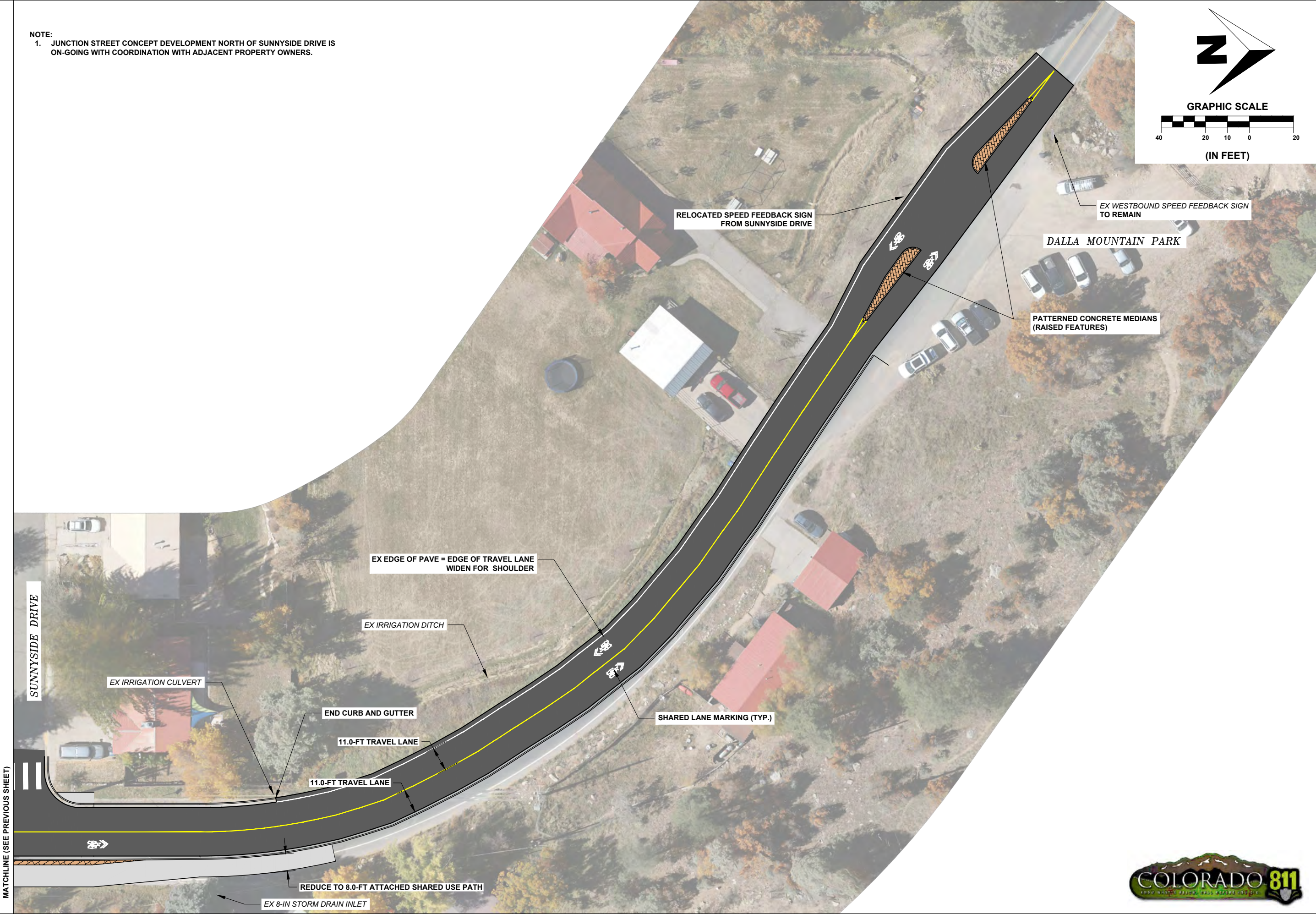
JUNCTION STREET
TRAFFIC CALMING
2ND AVE TO DALLA MTN PARK
DURANGO, CO 81301
CONCEPTUAL SITE PLAN
BIRKET DR TO SUNNYSIDE



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SHEET

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NOTE:
1. JUNCTION STREET CONCEPT DEVELOPMENT NORTH OF SUNNYSIDE DRIVE IS ON-GOING WITH COORDINATION WITH ADJACENT PROPERTY OWNERS.

SHEET

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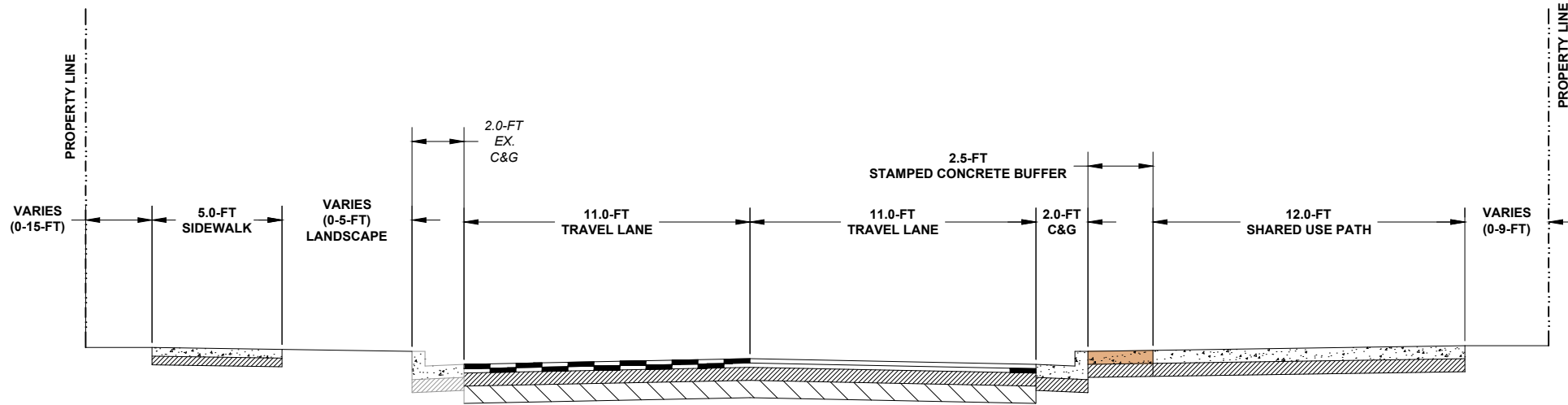
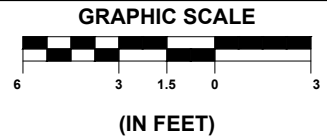
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ENGINEERING

JUNCTION STREET
TRAFFIC CALMING
2ND AVE TO DALLA MTN PARK
DURANGO, CO 81301
CONCEPTUAL SITE PLAN
SUNNYSIDE TO DALLA

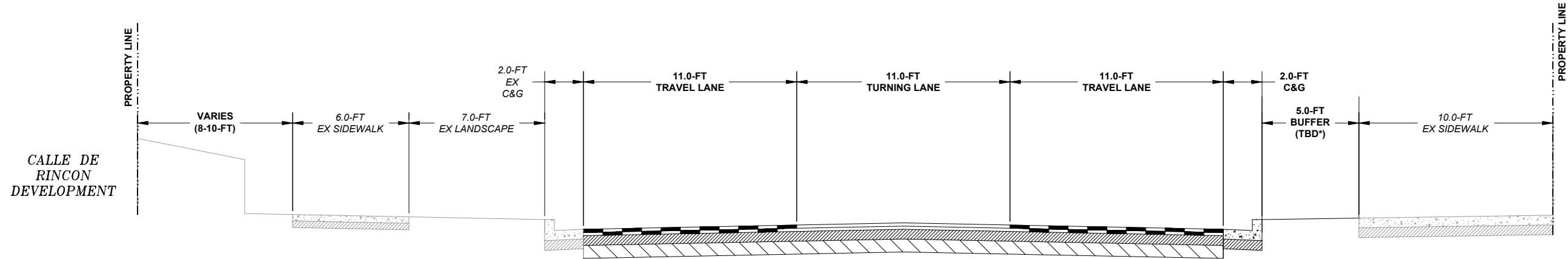
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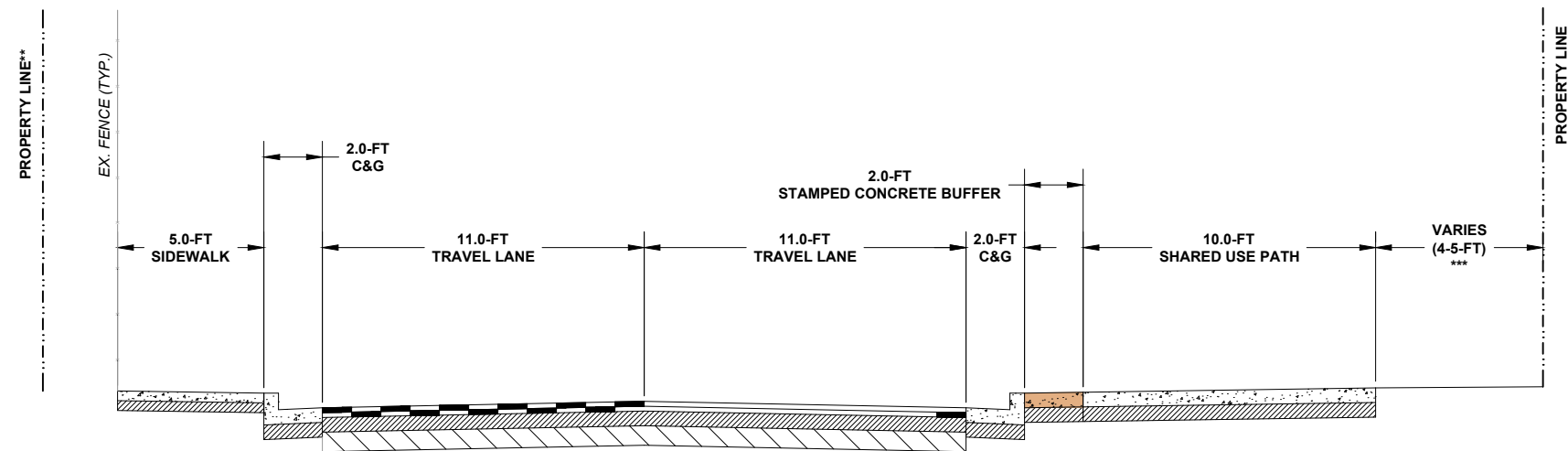
TYPICAL SECTION A
(2ND AVE TO MILLER MIDDLE SCHOOL & VIRGINIA DRIVE TO BIRKET DRIVE)



MILLER MIDDLE
SCHOOL

TYPICAL SECTION B
(MILLER MIDDLE SCHOOL)

* BUFFER TREATMENT (LANDSCAPING,
STAMPED CONCRETE, ETC...) PENDING
COORDINATION WITH SCHOOL



** PROPERTY LINES HAVE NOT BEEN FINALIZED
AT TIME OF CONCEPTUAL SUBMITTAL

TYPICAL SECTION C
(BIRKET DRIVE TO SUNNYSIDE DRIVE)

*** GAP BETWEEN SHARED USE PATH AND
PROPERTY LINE GENERALLY PROTECTS EX
TREES AND ACCOMMODATES SEVERAL EX POLE
LOCATIONS

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JUNCTION STREET
TRAFFIC CALMING
2ND AVE TO DALLA MTN PARK
DURANGO, CO 81301
CONCEPTUAL SITE PLAN
TYPICAL SECTIONS

REVISIONS:			SHEET
#	DATE	DESCRIPTION	

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