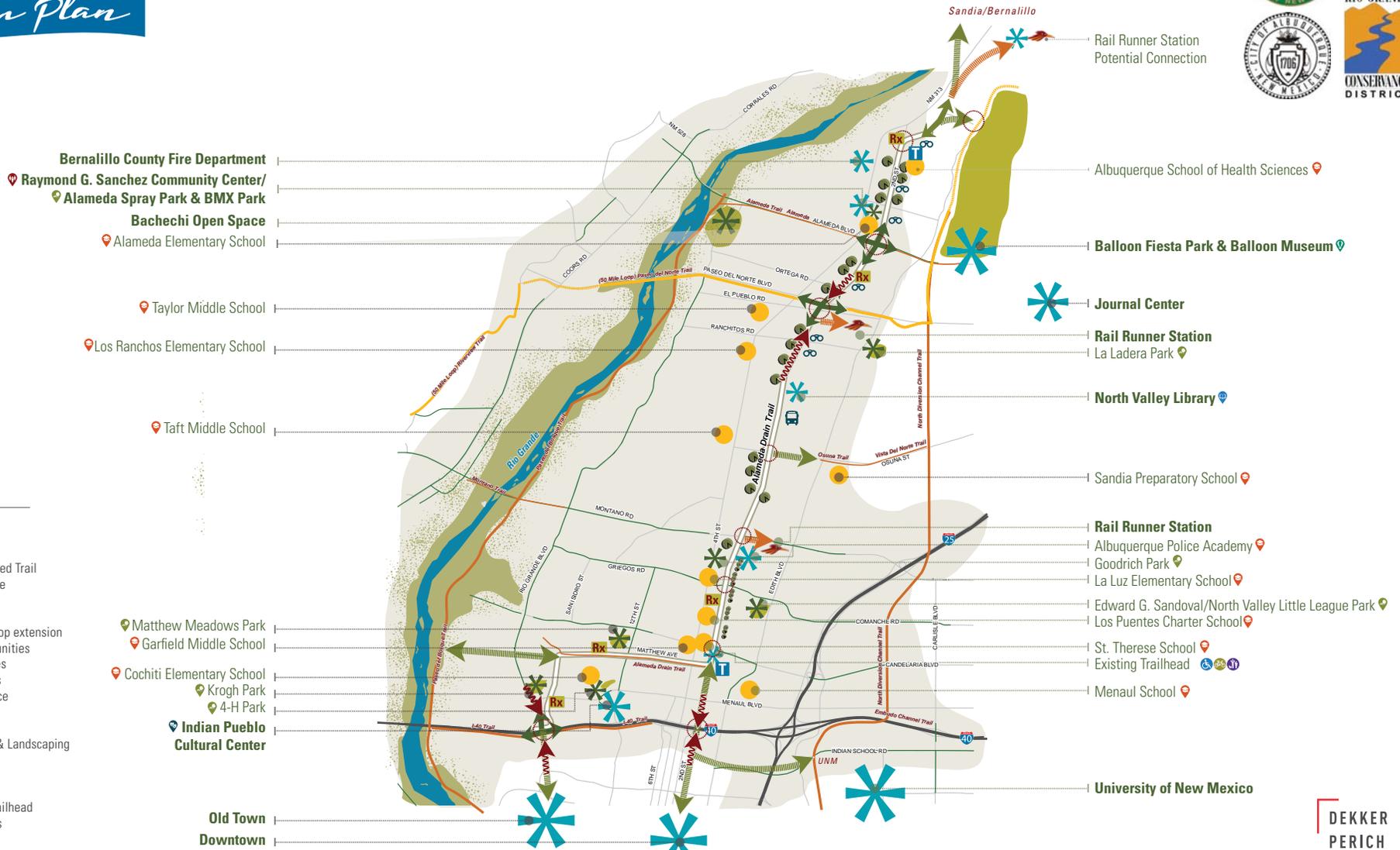
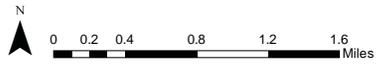


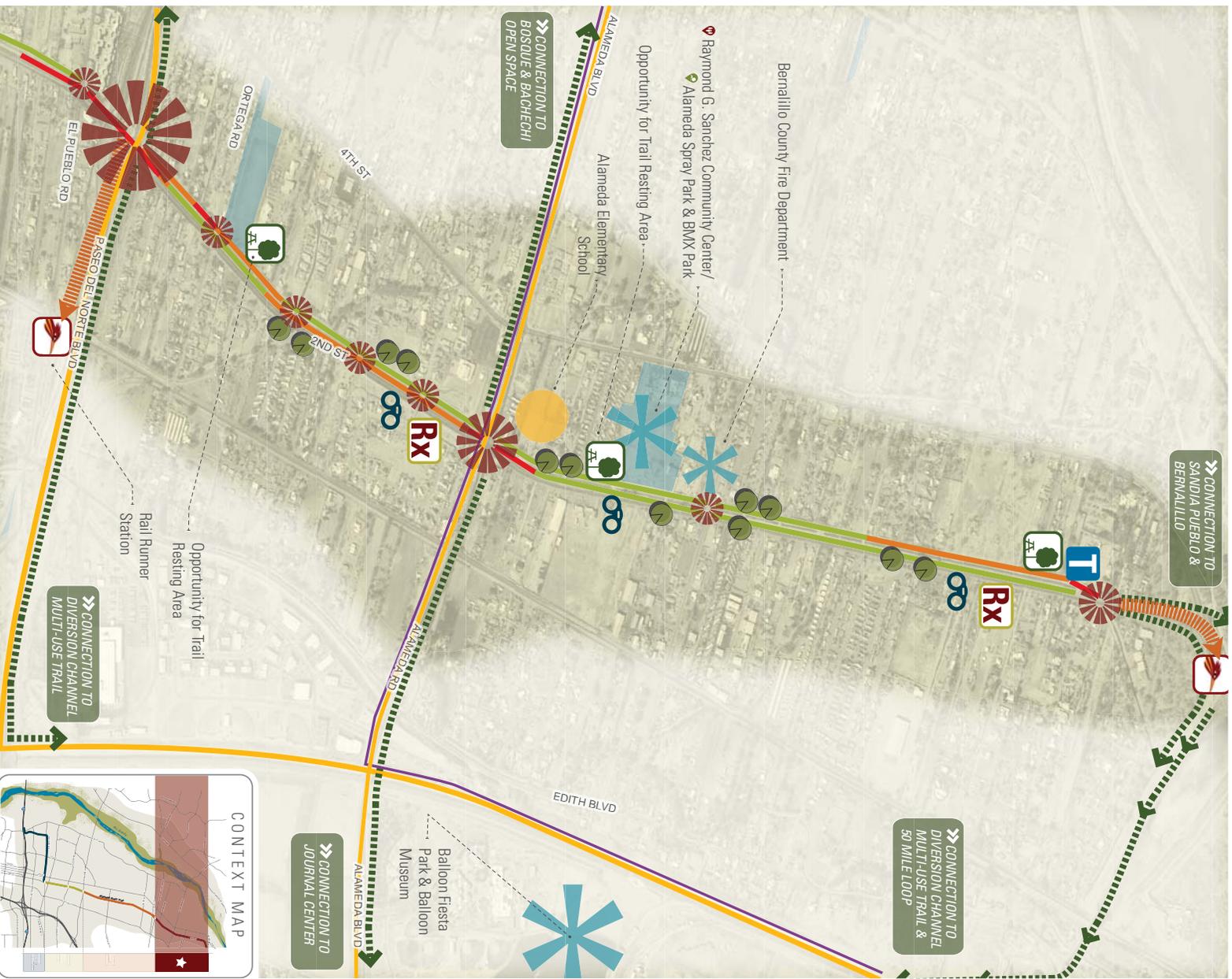
Opportunities & Constraints



LEGEND

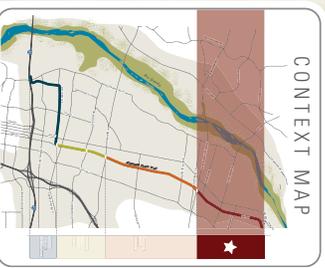
- Alameda Drain
- Interstate
- Multi-Use Trail - Paved Trail
- Designated Bike Lane
- Local Roads
- 50 Mile Loop
- Proposed 50 mile Loop extension
- Connectivity Opportunities
- Linkage Opportunities
- Connectivity Barriers
- Parks and Open Space
- Schools
- Places of Interest
- Existing Tree Cover & Landscaping
- Views
- Transit Connection
- Railrunner Station
- Potential Parking/Trailhead
- Prescription Rx Trails
- ABQ Ride

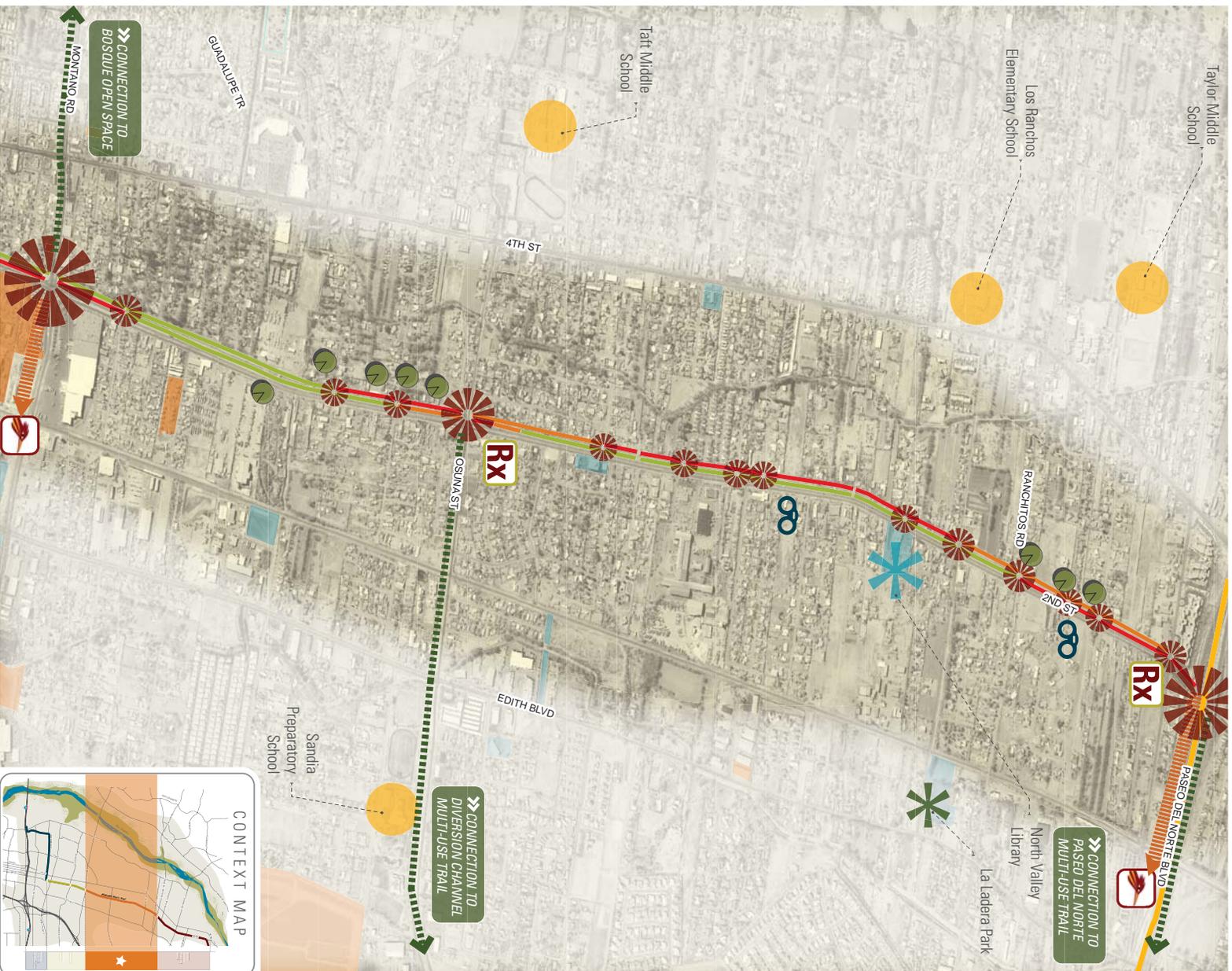




LEGEND

- Alameda Drain Right-Of-Way < 4'1"
- Alameda Drain Right-Of-Way 20'-40'
- Alameda Drain Right-Of-Way > 20'
- Existing Trail
- Existing Multi-Use Trails
- Existing 50-Mile Loop
- County Owned Parcels
- City Owned Parcels
- Connectivity Opportunities
- Transit Connection
- Connectivity Barriers
- Parks and Open Space
- Schools
- Places of Interest
- Existing Tree Cover & Landscaping
- Views
- Potential Parking/Trail-head
- Prescription Rx Trails
- Rail Runner Station





LEGEND

- | | | | | | |
|--|-----------------------------------|--|----------------------------|--|-----------------------------------|
| | Alameda Drain Right-Of-Way < 41' | | City Owned Parcels | | Existing Tree Cover & Landscaping |
| | Alameda Drain Right-Of-Way 20-40' | | Connectivity Opportunities | | Views |
| | Alameda Drain Right-Of-Way > 20' | | Transit Connection | | Potential Parking/Trail-head |
| | Existing Trail | | Connectivity Barriers | | Prescription Rx Trails |
| | Existing Multi-Use Trails | | Parks and Open Space | | Rail Runner Station |
| | Existing 50-Mile Loop | | Schools | | |
| | County Owned Parcels | | Places of Interest | | |



LEGEND

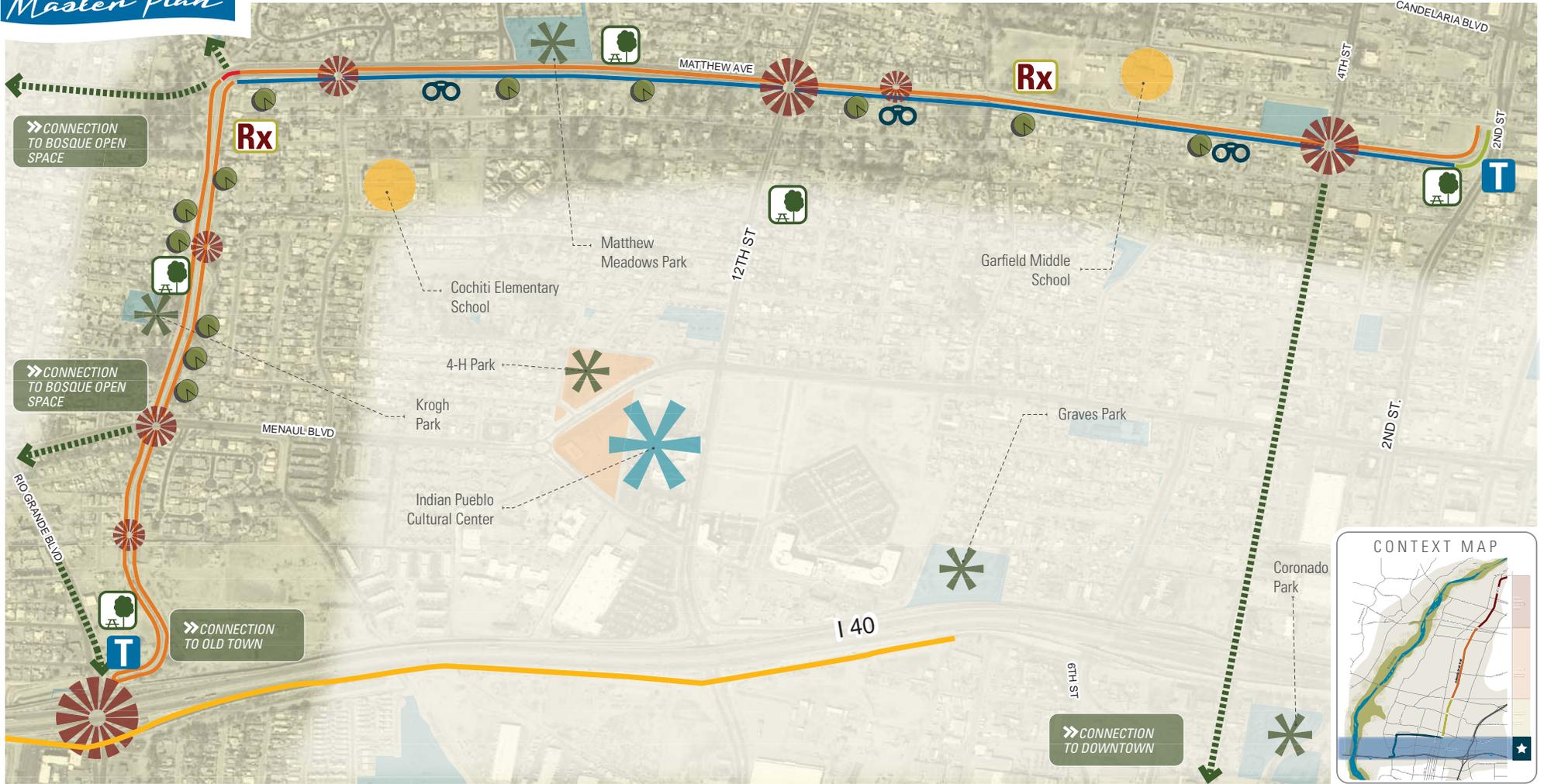
- | | | | |
|---|------------------------------------|---|-----------------------------------|
|  | Alameda Drain Right-Of-Way < 4'1" |  | Existing Tree Cover & Landscaping |
|  | Alameda Drain Right-Of-Way 20'-40' |  | Views |
|  | Alameda Drain Right-Of-Way > 20' |  | Potential Parking/Trail-head |
|  | Existing Trail |  | Prescription Rx Trails |
|  | Existing Multi-Use Trails |  | Rail Runner Station |
|  | Existing 50-Mile Loop |  | Places of Interest |
|  | County Owned Parcels |  | Schools |
|  | City Owned Parcels |  | Parks and Open Space |
|  | Connectivity Opportunities |  | Connectivity Barriers |
|  | Transit Connection |  | Parks and Open Space |
|  | Places of Interest |  | Schools |

CONTEXT MAP



Alameda DRAIN & TRAIL Master Plan

MILDRED AVENUE – INTERSTATE 40 SEGMENT



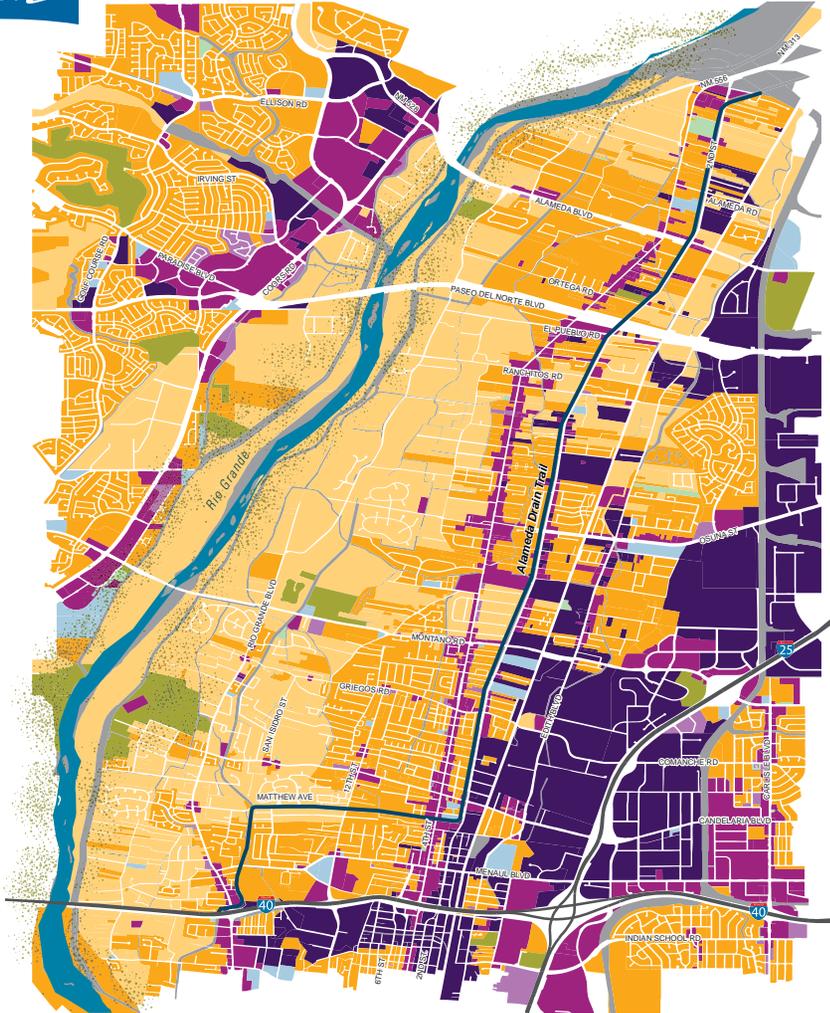
LEGEND

- Alameda Drain Right-Of-Way < 41'
- Alameda Drain Right-Of-Way 20-40'
- Alameda Drain Right-Of-Way > 20'
- Existing Trail
- Existing Multi-Use Trails
- Existing 50-Mile Loop
- County Owned Parcels
- City Owned Parcels
- Connectivity Opportunities
- Transit Connection
- ⊗ Connectivity Barriers
- ✱ Parks and Open Space
- Schools
- ✱ Places of Interest
- Existing Tree Cover & Landscaping
- ∞ Views
- T Potential Parking/Trail-head
- Rx Prescription Rx Trails
- T Rail Runner Station



Alameda DRAIN & TRAIL Master Plan

Land Use

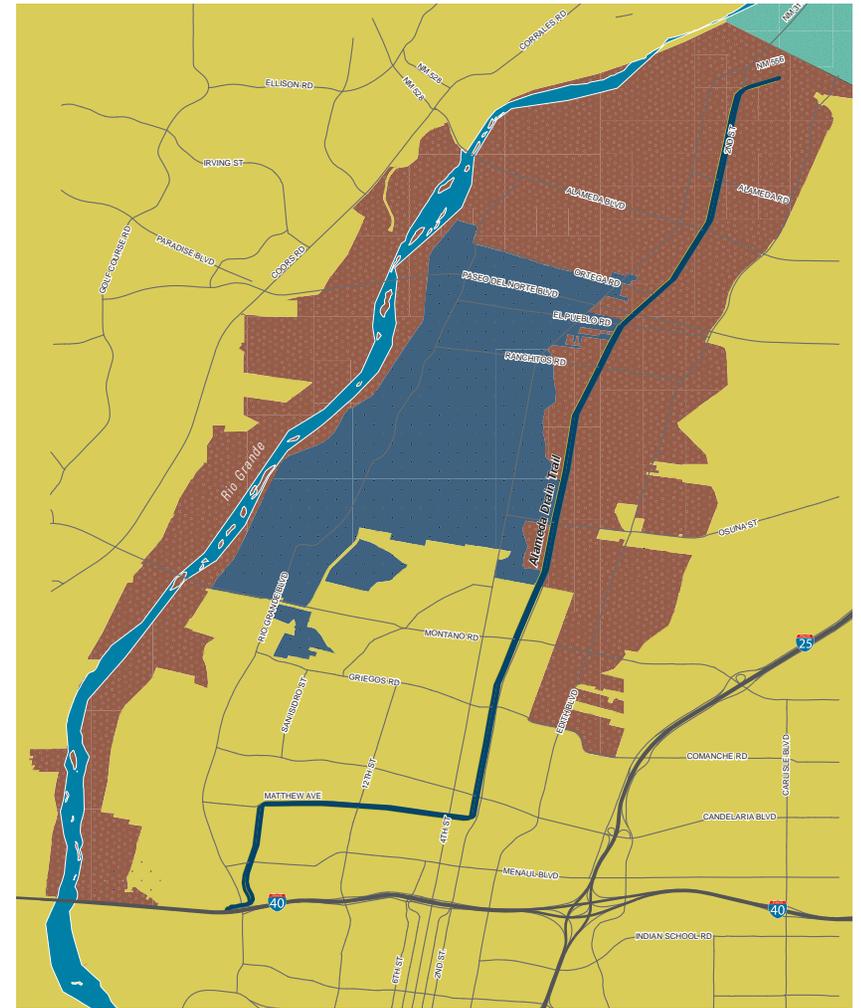


LEGEND

- Alameda Drain
- Commercial
- Not Classified
- Residential
- Interstate
- Industrial/Wholesale/Manufacturing
- Office
- Residential/Agriculture
- Roads
- Institutional/Government
- Open Space
- Utility/Transportation



Jurisdictions



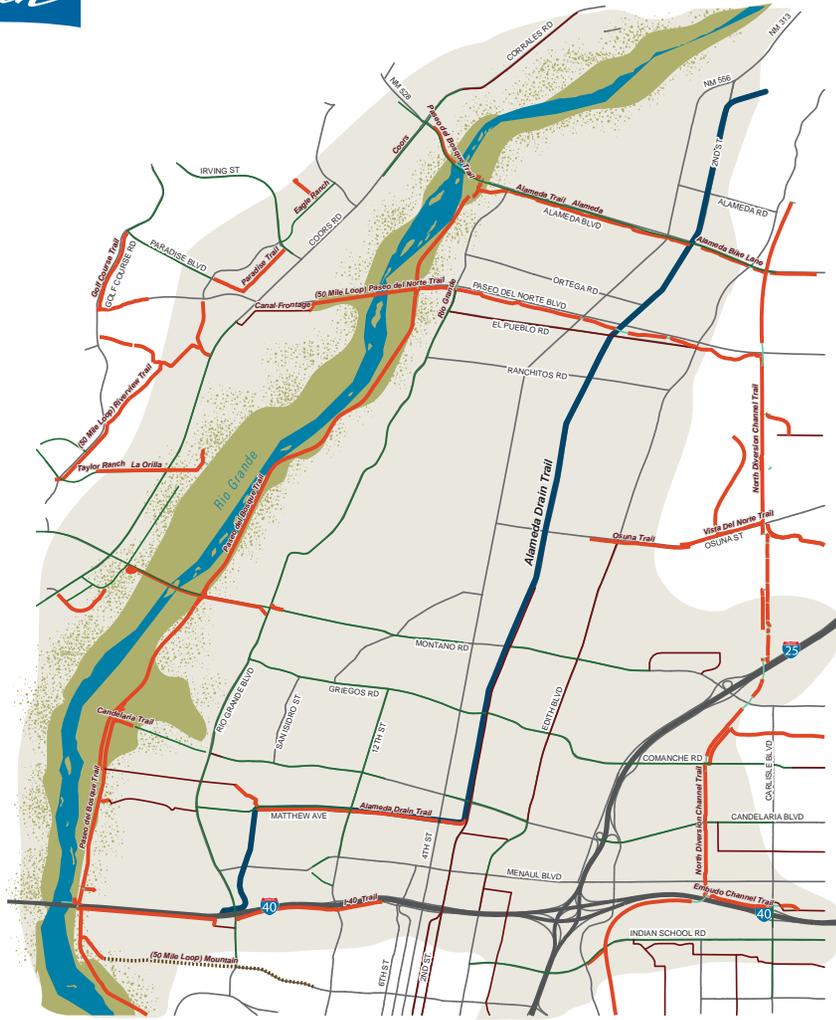
LEGEND

- Alameda Drain
- City of Albuquerque
- Interstate
- Bernalillo County
- Roads
- Village Of Los Ranchos
- Sandia Pueblo

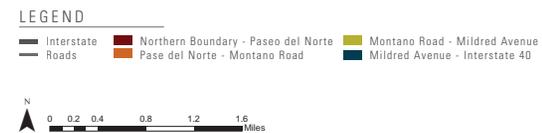
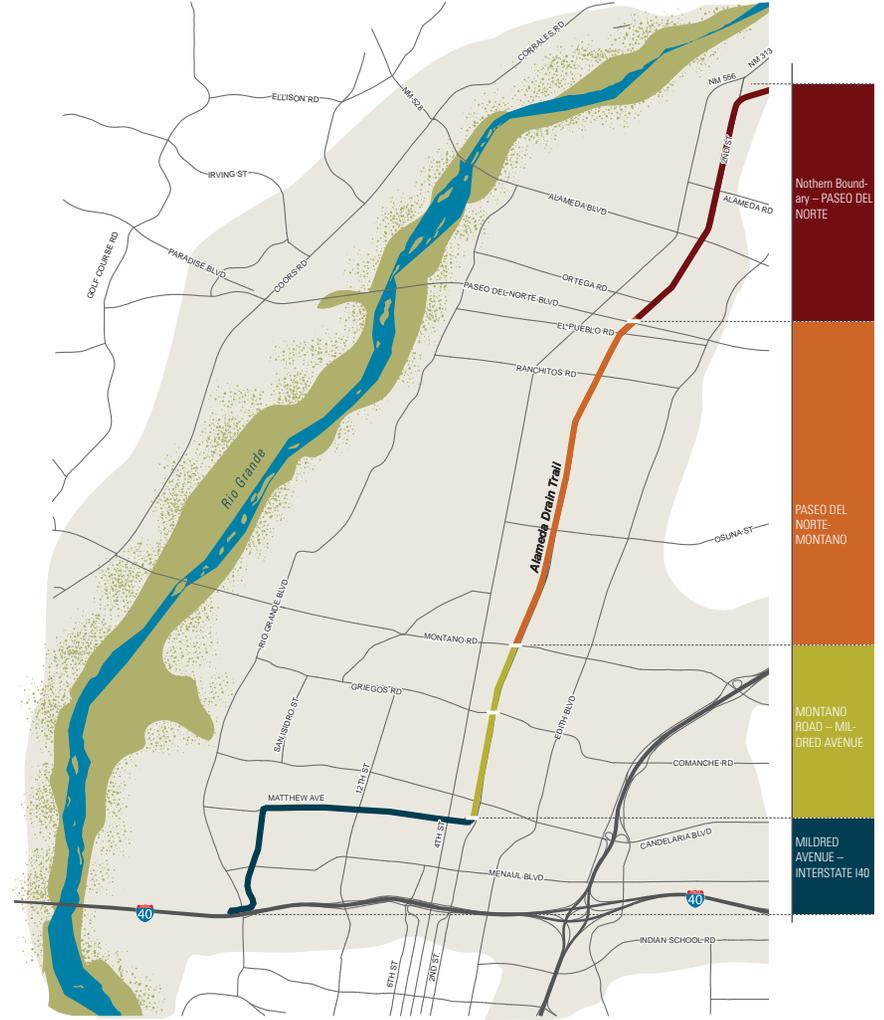


Alameda DRAIN & TRAIL Master Plan

Trail Hierarchy

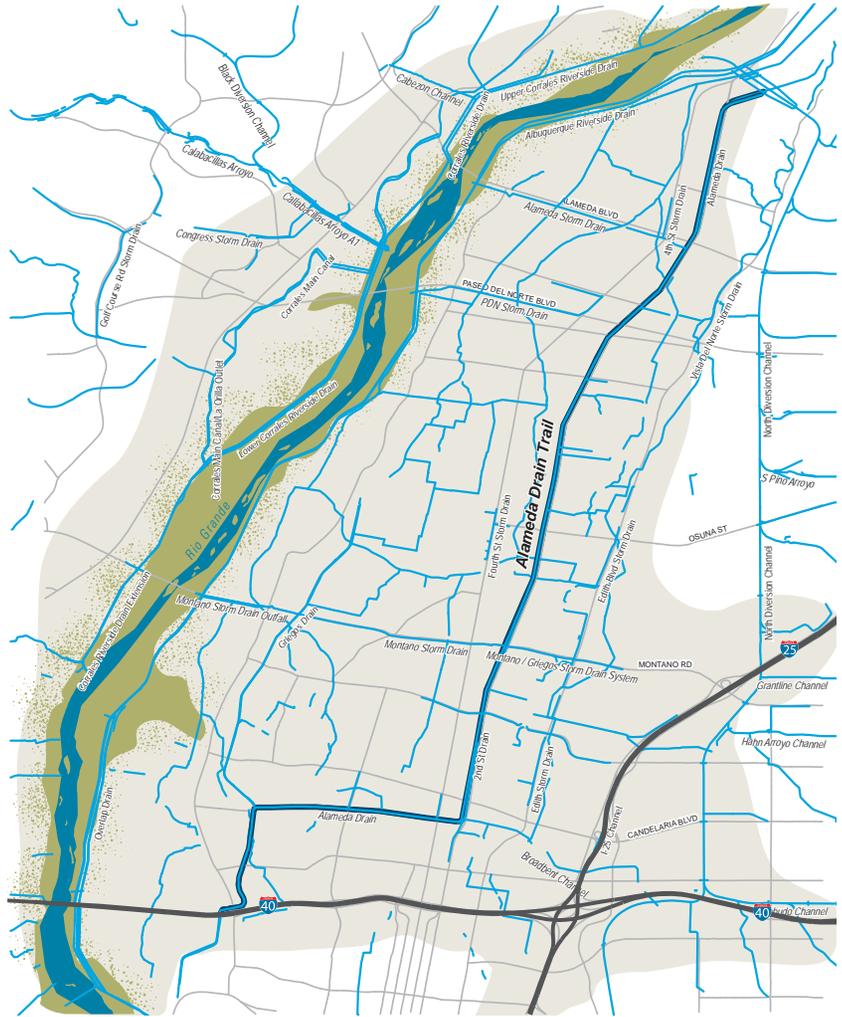


Drain Segments



Alameda DRAIN & TRAIL Master Plan

Drainage



- LEGEND**
- Alameda Drain
 - Interstate
 - Roads
 - AMAFCA/Bernalillo County/City of Albuquerque/MRGCD Drainage



Celebrating Water

Water Features -

WATER IN NEW MEXICO IS A SCARCE AND PRECIOUS RESOURCE. THE DRAIN OFFERS A UNIQUE OPPORTUNITY TO INTERACT, OBSERVE, AND EXPERIENCE THE MOVEMENT OF WATER. DRAIN OUTFALLS CREATE OPPORTUNITIES TO PREVENT EROSION AND ENHANCE WATER QUALITY. AS SEEN TO THE RIGHT AND BELOW, OUTFALLS CAN ALSO BE DESIGNED FOR THE VISUAL PLEASURE OF TRAIL USERS.



▲ WATER FEATURES INSTALLED AT DRAIN OUTFALLS.



▲ GABIONS STABILIZING RIVER BANKS



▲ GABIONS WITH PLANTS GROWING FROM THE ROCKS.



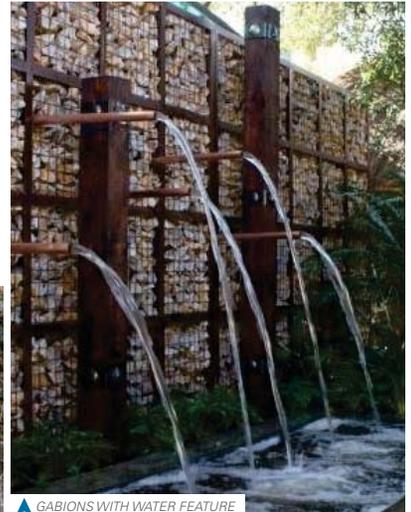
▲ DRIPPING BRIDGE TO EXEMPLIFY THE MOTION AND SOUND OF FALLING WATER



▲ WATER FEATURES



▲ GABIONS STABILIZING RIVER BANKS



▲ GABIONS WITH WATER FEATURE



Gabions

GABIONS ARE METAL CAGES, CYLINDERS, OR BOXES FILLED WITH ROCKS, CONCRETE, OR OTHER MATERIALS. GABIONS PREVENT EROSION, AND STABILIZE RIVER/CHANNEL BANKS. GABIONS CAN BE INSTALLED AT A SECTION OF THE PROPOSED TRAIL, TO STABILIZE THE DRAIN BANKS, AND BRING VISITORS CLOSER TO THE WATER, WHILE ALSO PROVIDING AN OPPORTUNITY TO ENHANCE THE WATER QUALITY AND CREATE HABITAT FOR NATIVE PLANTS AND WILDLIFE.



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Trail Surfaces

Trail surfaces - TRAIL SURFACES IMPACT THE CHARACTER, FUNCTION, COST AND MAINTENANCE OF A TRAIL. THERE ARE FOUR BASIC OPTIONS: UNIMPROVED (PACKED EARTH), CRUSHER FINES (A FORM OF GRAVEL), ASPHALT AND CONCRETE. CRUSHER FINES GIVE A MORE RUSTIC CHARACTER TO A TRAIL, BUT REQUIRE MORE MAINTENANCE. HIKERS AND JOGGERS TEND TO PREFER SOFTER SURFACES SUCH AS CRUSHER FINES. EQUESTRIANS FAVOR UNIMPROVED OR PACKED EARTH SURFACES. CYCLISTS, PARTICULARLY CYCLISTS ON ROAD BIKES, PREFER EITHER ASPHALT OR CONCRETE. CONCRETE TENDS TO BE THE MOST DURABLE SURFACE. ASPHALT ALSO HAS A LOWER INSTALLATION COST.

IN SOME SECTIONS, THE ALAMEDA DRAIN IS WIDE ENOUGH TO HAVE A PAVED TRAIL ON ONE SIDE, AND AN UNIMPROVED, LESS FORMAL, TRAIL ON THE OTHER SIDE.



▲ PAVED TRAIL (BOSQUE TRAIL)



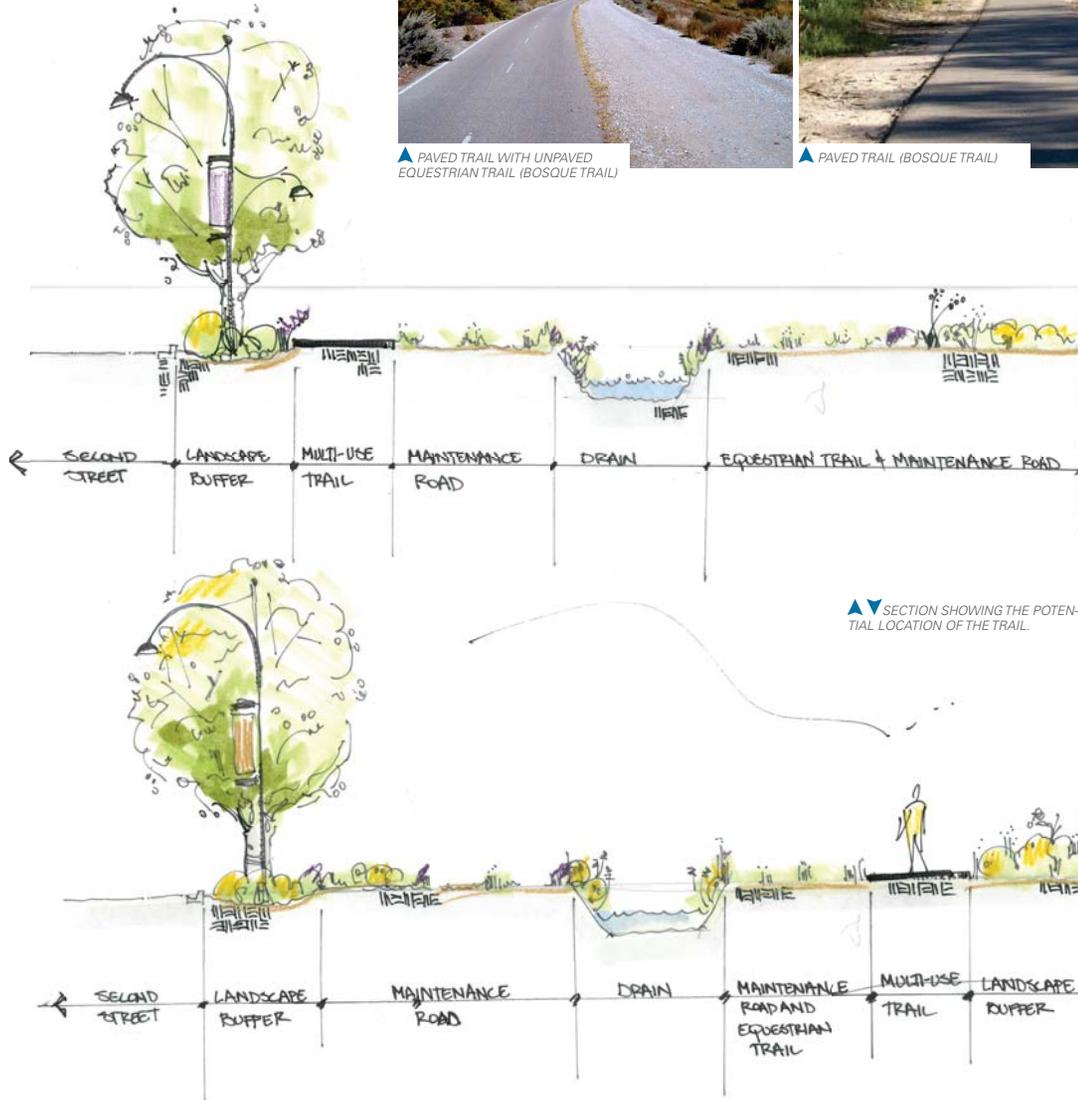
▲ PAVED TRAIL WITH UNPAVED EQUESTRIAN TRAIL (BOSQUE TRAIL)



▲ PAVED TRAIL (BOSQUE TRAIL)



▲ CRUSHER FINES (ELK MEADOW PARK, COLORADO)



▲ PAVED TRAIL (DALLAS)



▲ PAVED TRAIL (SANTA FE)



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Alameda DRAIN TRAIL
Master Plan
DESIGN OPPORTUNITIES
PRECEDENT IMAGES

Art & Signage

Signage - A HIERARCHY OF SIGNAGE CAN BE INSTRUCTIONAL, FOR EXAMPLE TELLING ABOUT THE LOCAL HISTORY OR LEARNING ABOUT WATER AND DRAINAGE, INFORMATIVE, AND APPROPRIATE TO THE AREA.



Public Art - THERE ARE MANY OPPORTUNITIES ALONG THE TRAIL TO INTRODUCE PUBLIC ART. IT CAN BE HISTORICAL, FUN AND WHIMSICAL, USE NATURAL MATERIALS, FOUND OBJECTS, ABSTRACT OR LITERAL. MOSAICS OR MURALS COULD ALSO BE PLACED ALONG THE DRAIN, EXPRESSING LOCAL ART AND HISTORY.



▲▼ SIGNAGE EXAMPLES

▲ COLORFUL MOSAICS, OLD TOWN ALBUQUERQUE

▲ PUBLIC ART MADE FROM RECYCLED MATERIALS

▲ MOSAIC MIMICKING WATER

▲ PUBLIC ART MADE FROM RECYCLED MATERIALS

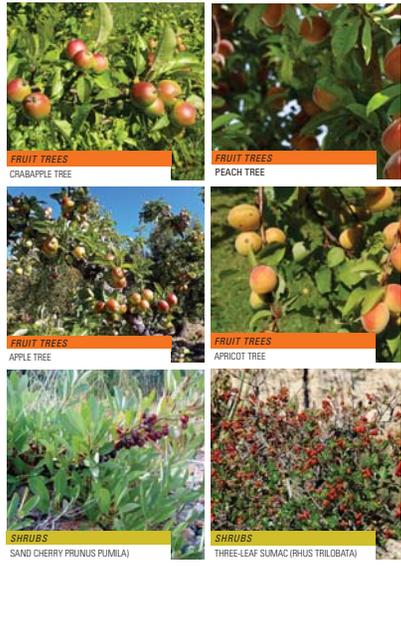
▲ EXAMPLE FOR A GATEWAY FOUND IN THE NEIGHBORHOODS SURROUNDING THE TRAIL.

▲ COLORFUL MOSAICS, ALBUQUERQUE

▲ PUBLIC ART MADE FROM RECYCLED MATERIALS

▲ MURAL, CAPTURING THE NEW MEXICAN SPIRIT

Edibles - A LARGE NUMBER OF NATIVE PLANTS ARE EDIBLE AND CAN BE PLANTED ALONG THE TRAIL. ACCORDINGLY THE PLANTED LANDSCAPE WOULD HELP REINTRODUCE AGRICULTURE INTO THE AREA.



Native - NATIVE GRASSES, PLANTS AND WILDFLOWERS CAN TAKE ADVANTAGE OF STORM WATER RUNOFF FROM THE TRAIL. GOOD STANDS OF GRASSES AND OTHER NATIVE PLANTS CAN SIGNIFICANTLY REDUCE GOATHEADS (PUNCTURE VINE). WHEN ESTABLISHED, NATIVE GRASSES, WILDFLOWERS AND OTHER DESIRABLE PLANTS, WILL OUT-COMPETE WEEDS AND PROVIDE THE ADDED BENEFIT OF PROTECTING THE TRAIL SHOULDER FROM EROSION.

Alameda
DRAIN & TRAIL
Master Plan
DESIGN
OPPORTUNITIES
PRECEDENT IMAGES

Intersections

Intersection crossings
MARK THE INTENDED PATH OF TRAIL USERS. THEY GUIDE THE USER ON A SAFE AND DIRECT PATH THROUGH INTERSECTIONS, INCLUDING DRIVEWAYS AND RAMP. THEY PROVIDE A CLEAR BOUNDARY BETWEEN THE PATHS OF BICYCLISTS AND MOTOR VEHICLES. TO PROMOTE THE SAFEST CROSSING, THE CROSSINGS SHOULD BE COLORED OR TEXTURED.



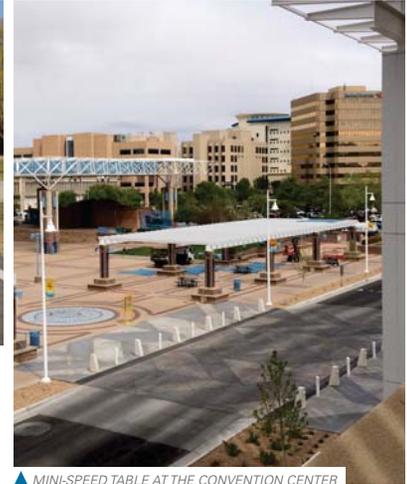
▲ CROSSWALK MARKINGS



▲ "DURATHERM" CROSSWALK MARKINGS - INDIANAPOLIS-CULTURAL-TRAIL



▲ MINI-SPEED TABLE



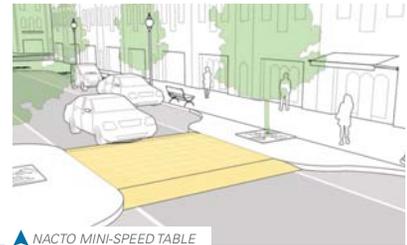
▲ MINI-SPEED TABLE AT THE CONVENTION CENTER



Mini Speed Tables -
SPEED TABLES ARE TRAFFIC CALMING DEVICES THAT SLOW TRAFFIC BY RAISING THE WHOLE WHEELBASE OF A VEHICLE. AT THE SAME TIME SPEED TABLES CREATE A LEVELED CROSSWALK FOR PEDESTRIANS AND CYCLISTS. AN EXAMPLE CAN BE FOUND AT THE CIVIC PLAZA IN ALBUQUERQUE.



▲ COLORFUL INTERSECTION CROSSING MARKING



▲ NACTO MINI-SPEED TABLE



▲ CHANGING THE TEXTURE AT INTERSECTIONS



▲ INTERSECTION CROSSING MARKING



▲ MINI-SPEED TABLE TO PROTECT TRAIL USERS AT CROSSINGS

▲ INTERSECTION CROSSING



▲ INTERSECTION CROSSING



Alameda
DRAIN & TRAIL
Master Plan
DESIGN
OPPORTUNITIES
PRECEDENT IMAGES

Events & Activities

Events and activities

CAN BE HOSTED ALONG THE PATH OF THE PROPOSED TRAIL. THESE ACTIVITIES CAN BRING THE LOCAL COMMUNITY TOGETHER AND STRENGTHEN THE CONNECTION BETWEEN ADJACENT NEIGHBORHOODS.

ACTIVITIES COULD INCLUDE FOOD COURTS AS WELL AS ART INSTALLATIONS OR EVENTS THAT INCLUDE THE DRAIN.

AN ACTIVITY ALREADY PRESENT AT THE NORTHER EDGE OF THE DRAIN IS BMX SPORTS. ACTIVITIES COULD INCORPORATE THIS ELEMENT AND INTRODUCED A LINEAR BIKE OBSTACLE COURSES ALONG THE DRAIN.

THE PASEO DEL NORTE UNDERPASS CAN BE FACILITATED TO SERVE AS AN ART SPACE. THIS WILL ENHANCE THE USERS EXPERIENCE AND ALSO PROVIDE A SPACE FOR LOCAL ARTISTS.



▲ FOOD TRUCKS



▲ FOOD TRUCKS



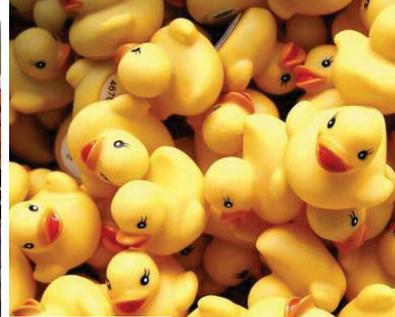
▲ FOOD COURT



▲ BBQ AT A FOOD COURT



▲ RUBBER DUCK RACE



▲ RUBBER DUCKS



▲ TOY BOAT RACES



▲ POSSIBLE INSTALLATION FOR PASEO DEL NORTE UNDERPASS



▲ POSSIBLE INSTALLATION FOR PASEO DEL NORTE UNDERPASS



▲ BIKE OBSTACLE COURSE



▲ BIKE OBSTACLE COURSE



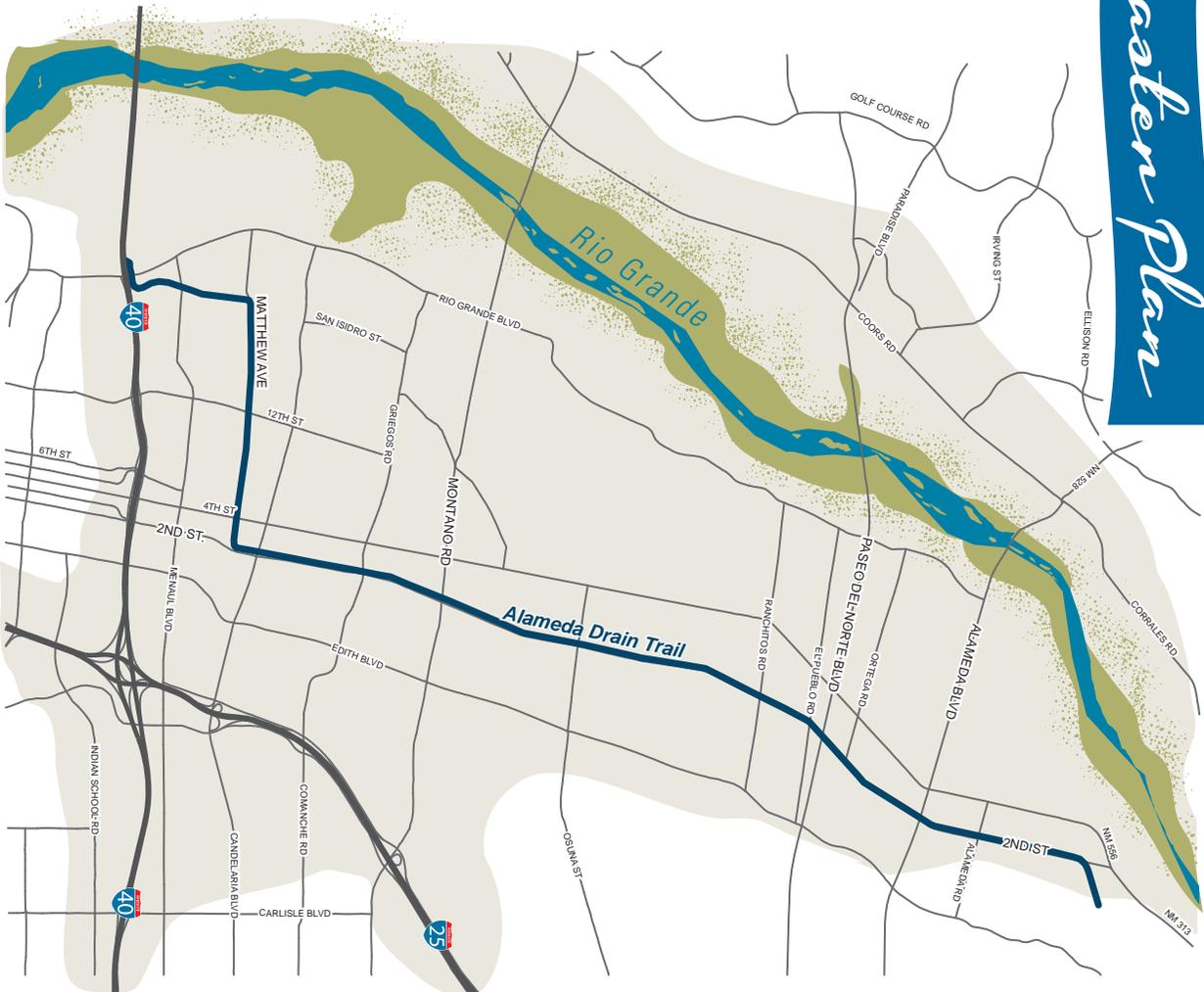
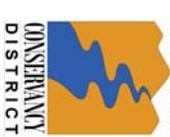


Alameda
DRAIN & TRAIL

Master Plan



MIDDLE
RIO GRANDE



Public Involvement

The Public Works Division of Bernalillo County, and agency partners MRGCD, the City of Albuquerque, and AMAFCA, invite you to participate in the Alameda Drain Trail Master Plan planning effort.

The Master Plan will guide the future development of a multi-use trail along the Alameda Drain. The Master Plan corridor includes the portion of the Alameda Drain from I-40 north to the North Diversion Channel, a length of approximately nine miles.

There are several planned public involvement activities for the Master Plan, which is expected to be finalized in the spring of 2016. A segment of the corridor will then move into the design and construction phase.

Can't make the meetings but want more information?

Contact County Project Manager

Diane Sholtis, PE.,

(505) 224-2124

dsholtis@bermco.gov

www.BernCo.gov/projects

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Master Plan

DESIGN OPPORTUNITIES

Drain History

THE MIDDLE RIO GRANDE CONSERVANCY DISTRICT (MRGCD) IS CHARGED WITH MAINTENANCE AND MONITORING OF DRAINAGE AND IRRIGATION SYSTEMS IN THE MIDDLE RIO GRANDE VALLEY. THE MIDDLE RIO GRANDE CONSERVANCY DISTRICT (MRGCD) MAINTAINS AND REHABILITATES THE INTRICATE SYSTEMS OF DITCHES, CANALS AND LEVEES THAT PREVENT THE RIO GRANDE FROM OVERFLOWING ITS BANKS WHILE ALSO ALLOWING FOR IRRIGATION, AGRICULTURE, RECREATION, AND ENVIRONMENTAL SUSTAINABILITY.

AT THE TIME OF THE CONSERVANCY'S CREATION IN 1923, THE FLOW OF THE RIO GRANDE THROUGH CENTRAL NEW MEXICO FLUCTUATED DANGEROUSLY AND UNPREDICTABLY. INCREASING LEVELS OF SILT COLLECTED IN THE MIDDLE RIO GRANDE VALLEY, RAISING THE LEVEL OF THE RIVERBED AND THE WATER TABLE. THE SHALLOW WATER TABLE THROUGHOUT THE VALLEY TURNED OVER 60,000 ACRES OF FARMLAND INTO SWAMPS OR ALKALI AND SALT GRASS FIELDS. FREQUENT FLOODS OFTEN DESTROYED ENTIRE VILLAGES; ONE SCoured A PATH RIGHT THROUGH WHAT IS NOW DOWNTOWN ALBUQUERQUE.

THE MRGCD WAS CREATED TO PROVIDE FLOOD PROTECTION FROM THE RIO GRANDE, DRAIN SWAMPLANDS AND PROVIDE IRRIGATION WATER TO FARMLANDS. BY 1935, THE CONSERVANCY HAD DUG 17 MILES OF NEW DRAINAGE AND IRRIGATION CANALS TO FUNNEL



▲ FARMLAND TURNED INTO SWAMPS AND ALKALI SALT GRASS FIELDS DUE TO THE RAISED WATER TABLE.



▲ NEW HIGHWAY BRIDGE OVER THE ALAMEDA INTERIOR DRAIN

WATER AWAY, LOWER THE WATER TABLE, AND DRY THE LAND TO RECLAIM IT FOR AGRICULTURE.

DURING THE 1940S MRGCD FOUND ITSELF UNABLE TO EFFECTIVELY RAISE CAPITAL THROUGH TAXATION. THE MRGCD ASKED UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION FOR HELP. THE RIO GRANDE FLOOD CONTROL PROGRAM WAS ESTABLISHED TO STABILIZE THE ECONOMY OF THE MIDDLE RIO GRANDE VALLEY AND REHABILITATE AND MODERNIZE THE EXISTING MRGCD FACILITIES.

TODAY THE MRGCD CONTINUES TO PROVIDE MANY VALUABLE BENEFITS TO THE RESIDENTS OF THE RIVER VALLEY, SOME OF WHICH ARE MORE APPARENT THAN OTHERS. MANY LOCAL RESIDENTS MAY NOT REALIZE THE AMOUNT OF CONSTANT MAINTENANCE THAT THE FLOOD CONTROL, DRAINAGE, AND IRRIGATION FACILITIES REQUIRE. AGRICULTURAL PRODUCTION ON CONSERVANCY LANDS IS ESTIMATED TO GENERATE \$35 TO \$70 MILLION PER YEAR.



▲ COMPLETED BRIDGE STRUCTURE



▲ DYNAMITE BLASTING THROUGH CONCRETE TO PREPARE THE PATH OF THE DRAIN.



▲ CONSTRUCTING THE DRAIN



▲ CONSTRUCTION OF THE DRAIN



▲ CONSTRUCTION OF THE DRAIN



▲ AERIAL

