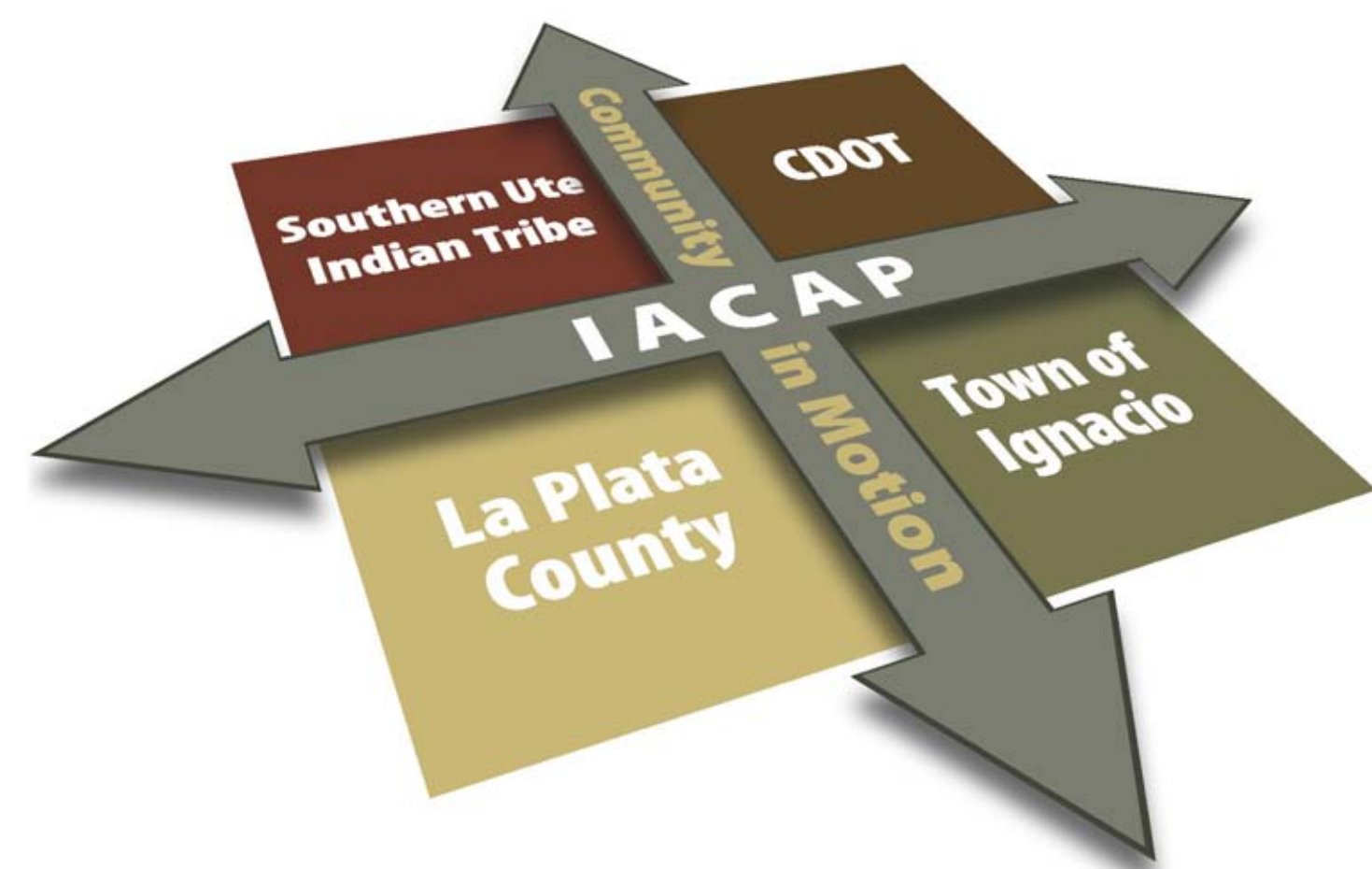


IGNACIO AREA

CORRIDOR ACCESS PLAN

DECEMBER 2011



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SECTION I

PLAN BACKGROUND

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1 - PLAN BACKGROUND

The Ignacio Area Corridor Access Plan (IACAP) is a joint effort of the Southern Ute Indian Tribe (SUIT), the Colorado Department of Transportation (CDOT), the Town of Ignacio (TOI), and La Plata County (LPC). The IACAP is an important tool for the community as it enters into this period of sustained growth. The new Sky Ute Casino, the Museum and Cultural Center, and other projects have already begun to transform the area. Energy development in several nearby areas is a significant contributor to local traffic and a leading regional employer. More development is on the way, bringing new opportunities for jobs, businesses, and community improvements.

The Southern Ute Indian Tribe Long Range Transportation Plan Update, completed in March 2006, recognized that the Reservation’s administrative campus just north of Ignacio, CO was on the verge of significant redevelopment. The IACAP is the result of a concerted effort by staff members to bring the four entities into the planning process.

The IACAP creates a “blueprint” for how the major corridors in the area will serve traffic for residents, workers, and visitors. The Plan identifies a series of recommended improvements and a phased implementation approach. All recommendations and costs are at the conceptual planning level. Implementation of these recommendations will require additional engineering and design elements.

Planning Basis for IACAP

The Southern Ute Indian Tribe adopted a Tribal Campus Master Plan (July 2005) that identifies aggressive redevelopment of Tribal facilities adjacent to SH 172, SH 151, and CR 517 near the Town of Ignacio in La Plata County, Colorado. It also identifies several sites for future commercial development that will require new or modified access to the highway and adjacent roads. It is in the best interest of the Tribe, the CDOT, TOI, LPC, and the Bureau of Indian Affairs (BIA) to develop a comprehensive corridor plan that governs new or redeveloped points of access, and also provides shape for this community on the move.

The community’s future shape depends both on physical transportation infrastructure and on the ability to collaborate on a desired path of action. This collaboration has already been set in motion by a recently executed agreement that brings the four agencies into this planning partnership. The Ignacio Area Corridor Access Plan will lead the way to implementation.

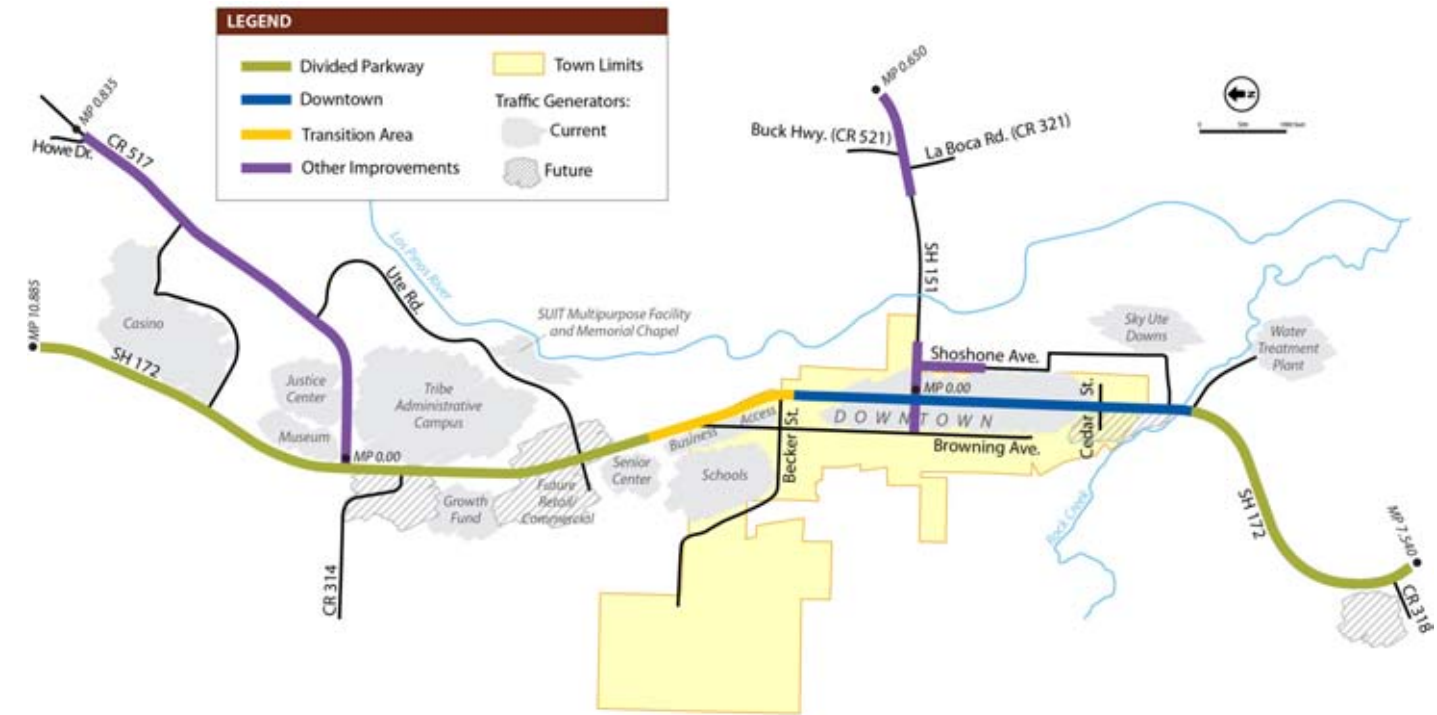
Figure 1-1 Many Partners - Many Issues



2 - STUDY AREA

The study area includes the main corridor (SH 172) and two sub-corridor areas – one in the north east section of the study area (CR 517) and the other in the middle section of the study area (SH 151). The Planning Team further segmented the corridor into a divided parkway area, transition area, downtown area and areas for potential minor improvements (see Figure 2-1).

Figure 2-1 Study Area Map



Divided Parkway Area

This subarea extends along SH 172 from just north of the new Sky Ute Casino to just south of the SUIT Senior Center and from the road to the Water Treatment Plan south to La Plata CR 318. Both ends of the corridor are ripe for continued development, including several planned relocations of Tribal facilities to the north and a planned commercial site in the northwest quadrant of CR 318. New commercial land uses and Tribal Growth Fund office expansions are planned along the west side of SH 172. Traffic volumes in the area are 6,900 (see Chapter 6 – Traffic Analysis). The museum and cultural center will add substantial traffic to several already stressed intersections.

Transition Area

The transition area extends from just south of the Catholic Church on SH 172 to Becker Street. Along the west side of the corridor are many business accesses. Open Space fronts the east side of the corridor in this area. The Ignacio Town Limits are just south of the Catholic Church.

3 - PROJECT GOALS

Downtown Business Area

The downtown business area extends from just south of Becker Street to just north of the access to the Water Treatment Plant. This area is characterized by frequent accesses to small business, narrow right-of-way, unsignalized intersections, and heavy traffic. Traffic volumes range from over 8,700 downtown to 5,100 south of Cedar Street. Several off-set intersections present special considerations. Safe pedestrian crossings for residents, visitors, and school children are a must as part of a walkable community.

Areas for Other Improvements

These areas include portions of CR 517 and SH 151. CR 517 defines the “backside” of the planned area development site of the casino. The road provides service and emergency access to the casino and hotel, along with access to several Tribal service facilities. There is excellent opportunity to provide linkage to the open space and trail system along Los Pinos River. While improvements at the intersection with SH 172 must be coordinated with CDOT, other access points will be coordinated with La Plata County. CR 517 also provides an alternative route to Bayfield, used by many. SH 151 extends along from its intersection with SH 172 downtown, across the reconstructed bridge on the Los Pinos River. The route also provides access to community facilities, including the Tribal Event Center, as well as open space and the trail system. It is a primary link to rural residential, agricultural, recreational, and energy development sites to the east.

Each of these distinct areas has its own special needs for access, depending on the State Highway Access Code, available right-of-way, planned and existing uses, and community input. The IACAP identifies the best balance of solutions that support community needs.

Several topics emerged at the outset of the planning process that helped guide the plan. These topics helped to define this unique project, which was specifically designed to address these important needs.

- The Southern Ute Indian Tribe, Colorado Department of Transportation, La Plata County, Town of Ignacio, and the Bureau of Indian Affairs each have jurisdictional authority within the study area. A significant agency coordination effort will be required to seek input and requirements, to keep decision-makers informed about the project progress and developing alternatives, and to help usher recommendations through each individual approval process.
- Developing the full understanding and approval of Tribe members, town residents, business owners, and other corridor travelers is crucial to success.
- Complex land ownership patterns are evident in the patchwork of Tribal allotments, trust lands, and fee lands, as well as State, Town, and County right-of-way making any potential acquisition an exercise in detailed research, patience, and persistence.
- The corridor is extremely varied in nature, exhibiting a wide range of land uses and traffic patterns throughout the downtown district, developing commercial sites, community services, and residential neighborhoods.
- Pedestrian amenities must be considered an integral part of the streetscape, to provide a safe, walkable community.

The Planning Team kept these topics in mind throughout the corridor access planning process. These concerns aided in the development of the goals of this plan.

The IACAP seeks to create a unified transportation concept for the principal corridors serving the area, including SH 172, SH 151, and La Plata CR 517. The corridor plan provides the appropriate balance of mobility and access for residents and visitors alike. The plan will accommodate anticipated growth along the corridors while making this a better place to live and work.

The principal goals of the plan are shown in Figure 3-1.

Figure 3-1 Project Goals

Project Goals
Increase vehicle and multimodal safety
Smooth traffic flow
Enhance bicycle and pedestrian movements
Provide for public transportation amenities
Improve access to businesses
Establish a unified corridor identity
Develop a community-based plan that is championed by all

4 - PUBLIC INVOLVEMENT

The IACAP public involvement process included eight meetings with more than 130 stakeholders, Tribal members, general public, decision makers, and property owners who are adjacent to the SH 172, SH 151, CR 517 and CR 318 corridors. The IACAP public involvement process was unique because four entities, Southern Ute Indian Tribe, Colorado Department of Transportation, La Plata County, and the Town of Ignacio, are working together along with property owners and stakeholders to accomplish a common set of goals. The principal goals of the plan are to increase vehicle and multimodal safety, smooth traffic flow, enhance bicycle and pedestrian movements, provide for public transportation amenities, improve access to businesses, establish a unified corridor identity, and develop a community-based plan that is championed by all. See Chapter 3 - Project Goals, for more information on goal development.

The IACAP public involvement process relied heavily on agency, stakeholder, and public input. Minimum and Maximum Alternatives were designed around input provided at the Stakeholder Meetings and from other entities with a direct interest in this corridor (see Chapter 7 - Alternatives Analysis, for more information on the alternatives development, analysis, and recommendations). The planning team received many comments, suggestions, and concerns and drafted the Recommended Alternative around this input. The Draft Recommended Alternative was presented to Tribal members and the general public. The feedback received aided the development of the Final Recommended Alternative.

Process

The project team formally notified adjacent property owners, Tribal members, stakeholders, and the general public of all meetings. The Town of Ignacio posted information for each meeting at local businesses; aired public service announcements on four different radio stations; placed ads in the DRUM, the local SUII newspaper, Pine River Times, and the Durango Herald; and also put meeting information in the town monthly utility bill and newsletter. The Southern Ute Indian Tribe planner sent out approximately 1,050 invitations to Tribal members and put meeting/project information in the SUII newspaper, on local radio, and on the Southern Ute web page (<http://www.southern-ute.nsn.us/planning>). Tribal Council, Town Council and County Commissioners were also provided introductory and update meetings throughout the planning process. See Figure 4-2 for a complete list of meetings.

Figure 4-1 IACAP Planning Process



Figure 4-2 Summary of IACAP Public Meetings

Meeting	Date	Purpose	Number of Attendees
Stakeholder Meetings	October 20-21, 2010	Begin the corridor access plan process, describe project goals, identify key issues and discuss types of possible improvements	34
Stakeholder Meetings	January 12-13, 2011	Present the Draft Minimum and Maximum Alternatives to the Stakeholders and receive feedback/input	26
Introductory Presentations to Decision Makers	January 26, 2011	Introduce Tribal Council, Town of Ignacio Board of Trustees and La Plata County Commissioners to the project and project goals, present the Draft Minimum and Maximum Alternatives to the decision makers and receive their feedback and input	8
Tribal Meeting	March 8, 2011	Present the Draft Recommended Alternative to the Tribe and receive feedback/input	25
Property Owner Meeting	March 9, 2011	Present the Draft Recommended Alternative to the Property Owners and receive feedback/input	12
Update Presentations to Decision Makers	March 23, 2011	Update the Councils/decision makers on the status of the project, present the Draft Recommended Alternative, and get feedback/input	8
General Public Meeting	May 17, 2011	Present the Draft Recommended Alternative to the General Public and receive feedback/input	12
Tribal Meeting	May 18, 2011	Present the Draft Recommended Alternative to the Tribe and receive feedback/input.	13
TOTAL ATTENDEES			133

Project Updates

The Planning Team also provided the public with several Project Update memos and other information via the SUIT web page, local newspaper, mailings, and posted the updates in some public buildings. The team produced the IACAP Introduction, IACAP Key Issues, the IACAP Corridor Plan overview, and four Project Updates.

Figure 4-3 Project Update Memos

IACAP Project Update 1	Project Introduction	October 2010
IACAP Project Update 2	Project Progress	December 2010
IACAP Project Update 3	Project Alternatives	February 2011
IACAP Project Update 4	Project Recommended Alternative	April 2011
IACAP Project Update 5	Final Plan Adoption	December 2011

First Stakeholders Meeting – October 20-21, 2010

Initial contact with the public began with two days of stakeholders meetings to learn about their concerns and key issues. Figure 4-4 shows a list of stake holders. Project maps, project goals, key issues and a list of potential ‘tools’ to achieve the project vision and goals were presented to the attendees. Some of the ‘tools’ presented were intersection and access improvements, turn lanes, roundabouts, and raised or painted medians. The maps showed some known issues, potential access points, future commercial development, and pedestrian facilities. Participants were asked to answer some general questions about themselves and 11 general questions about the corridor. This information proved to be very valuable to the planning team and was used in developing community-supported alternatives.

Figure 4-4 Stakeholders

Stakeholders		
Adjacent Tribal Property Owners	Bureau of Indian Affairs	Public Utilities
Permanent Fund Directors and Division Managers	Emergency Responders	LPC Planning
Growth Fund Representatives	• Los Pinos Los Pinos Fire and Protection District	Town of Ignacio Department Heads
Sky Ute Casino Representatives	• Ignacio Police Department	Ignacio School District
Southern Ute Community Action Program (SUCAP)	• Southern Ute Police Department	Business Owners
Southern Ute Indian Tribe Museum	• Office of Emergency Management	Adjacent Town Property Owners
KSUT Radio	• State Highway Patrol	Chamber of Commerce

The planning team distributed a brief survey designed to collect information about key issues and concerns of stakeholders attending the sessions. A summary of the survey results is presented below in Figures 4-5 and 4-6.

Figure 4-5 Stakeholder Survey Results

Parking in downtown Ignacio is:	I would like to see:	Getting across SH 172 or making a left turn in my car is:
Big problem 8	Bike lanes on the main street 8	Big problem 7
Somewhat of a problem 18	Bikes use multiuse trails & sidewalks 24	Somewhat of a problem 21
No problem 5		No problem 1
Trucks present:	The area may be about to undergo significant growth.	The town should have an alternative truck route.
Big problem 15	New jobs and residents will be a good thing. 24	Agree 25
Somewhat of a problem 14	I like things the way they are. 24	Disagree 2
No problem 0		
The intersection at SH 172/SH 151 should have a traffic signal.	I prefer to receive project updates by:	
Agree 25	Mail 8	
Disagree 4	Email 25	
	Radio 0	
	Newspaper 2	

Figure 4-6 Stakeholder-Identified Top Issues

What do you think are the top three transportation issues in the corridor study area?	What are the three most unsafe areas?	Where are the critical pedestrian areas?
<ul style="list-style-type: none"> • Intersection of SH 172/SH 151 • High truck traffic • Supporting & promoting public/mass transit • Access to Residential (West Mesa) • Access to (future) Commercial • Supporting and promoting trail/bike/pedestrian uses in planning • Protecting suitable green spaces and maintaining environment quality • Lack of Active Control • Safety concerns • Hazardous waste traffic • Parking at business in the downtown area • Pedestrian crossings/traffic • Transit service from Aztec, NM • Supporting economic development • Unified/coordinated planning within community • CR 517 • Sight distance issues at some intersections • Access to/from tribal campus onto SH 172 • SH 151/CR521 Buck Highway intersection • Downtown Ignacio • Lack of turn lanes • Need for a Truck bypass • SH 172/CR318 Intersection • SH 172/CR314 Intersection • Traffic around Schools 	<ul style="list-style-type: none"> • SH 172/SH 151 Intersection • SH 172/CR 318 Intersection • Downtown Ignacio - Pedestrian Crossings • SH 172 Tribal Campus Area • SUIT Campus vicinity of SH 172/SH 517; lack of pedestrian improvements • Lack of pedestrian connectivity between Town and Cedar Point Housing • Downtown congestion especially with truck traffic • High speed traffic on north end of corridor • Tribal Campus • Elementary School and SH 151/SH 172 area • Industrial areas • Hazardous waste traffic • Bicycles along SH 151; no shoulders • Heavy truck traffic • SH 172/Ute Road • Parking for business downtown • SH 151/Buck highway intersection • Pedestrian crossings in the area of Becker and Ignacio Streets on SH 172 	<ul style="list-style-type: none"> • SH 172 • Town of Ignacio • Schools, Parks • Downtown Ignacio • Growth Fund/Permanent Fund area • Casino to Museum vicinity • Need controlled crossing at SH 172 near schools • Cedar Point Residential Area • Ute Road from SH 172 to Buck Highway • Tribal Campus Area • Lack of sidewalk access on SH 172 north of town • Library to 7-11 store • CR517 from LCB building to LCB across SH 172 • Tribal Campus Area needs pedestrian/biking paths • Behind the Casino • New Museum Area • Senior Center • CR318/SH 172 area • CR517 crossing to tribal offices • Pioneer St/SH 172 intersection

Second Stakeholders Meeting – January 12-13, 2011

The planning team considered all the comments and issues heard concerning the corridor from the first stakeholder meetings. The Draft Minimum Alternative and Maximum Alternatives were developed to illustrate the possible range of alternatives to address public concerns. The draft alternatives took into account the project vision and goals, key issues and feedback from stakeholders and used the previously presented tool box to layout the alternatives. The Draft Minimum and Maximum Alternatives were presented at the second set of Stakeholders Meetings. The Maximum Alternative also included key components for downtown Ignacio. These proposed improvements included traffic calming, landscaping, a pedestrian friendly atmosphere, and a traffic signal at the downtown intersection.

Introductory Presentations to Decision Makers – January 26, 2011

The Planning Team met with the decision makers: Tribal Council, Town of Ignacio Board of Trustees, and La Plata County Commissioners, to introduce the project and Draft Minimum and Maximum Alternatives. The decisions makers made comments and suggestions that helped to refine the draft alternatives.

First Tribal and Property Owner Meetings – March 8-9, 2011

The refined Minimum and Maximum Alternatives were again presented to Tribal members and the General Public. They offered additional valuable input and comments to the planning team, resulting in several modifications to details presented in the alternatives. This resulted in the designation of the Draft Recommended Alternative representing the most effective improvements that meet the project goals, have community support, and can be implemented over time to address anticipated growth and traffic.

Update Presentation to Decision Makers – March 23, 2011

The planning team presented the Draft Recommended Alternative to decision makers for additional comment. The decision makers were brought up to date on the project and provided feedback on the Draft Recommended Alternative. The Planning Team made several revisions to the Draft in preparation for the General Public Meetings and Tribal Meeting.

General Public Meeting and Second Tribal Meeting – May 17-18, 2011

The Draft Recommended Alternative was presented to Tribal members and the General Public. The meetings proved to be very successful. The majority of the feedback from these two meetings was positive. The planning team believes the recommendations meet project goals and that the majority of the community was in support of the Draft Recommended Alternative.

Final Recommended Alternative

The Final Recommended Alternative for conceptual improvements to the IACAP planning area was developed based on the significant public input process outlined above and reflects community consensus on major issues. The Final Recommended Alternative allowed for the best effective improvements, met project vision and goals, had community support and can be implemented over time as needed to address growth and traffic. See Chapter 8 - Corridor Plan, for recommendations.

Key Issues

The public involvement process proved to be valuable for gathering information about all affected properties and key issues surrounding the corridor. The process was critical to the preparation of the Final Recommended Alternative. The Recommended Alternative was created with visions of providing solutions to the key issues raised by the community; providing the appropriate balance of mobility and access for residents and visitors alike; accommodating anticipated growth along the corridors; and being supported by the community. Concerns raised by the public are as follows:

High Potential for Growth in the Area

The Tribe and the Town are poised for significant additional growth. The IACAP will help address the potential new traffic over the long term. The Casino has yet to tap the full capabilities of its facilities and expects to attract more people to the area, including to its conference facilities. The addition of the new Museum and Cultural Events Center will also contribute to making this a destination. The Tribe's Growth Fund is evaluating possible development adjacent to SH 172, and potential redevelopment at the existing Sky Ute Downs. The Town has complementary development plans, including a downtown initiative and a large residential site on the West Mesa in partnership with the SUIT Growth Fund. Many employees commute to the area because there is a lack of affordable housing in the surrounding area, which could be relieved by this residential development. The existing Tribal Campus area also will be partially redeveloped in coming years, requiring changes to internal circulation and access points.

Safety

Concern was expressed for the safety of vehicles and pedestrians at many places in the planning area. This was the most frequently cited problem.

Congestion

Traffic over the last several years, coupled with significant projected growth, has reached uncomfortable levels in several areas including downtown, CR 517 adjacent to the Tribe's administrative facilities, and SH 172 adjacent to the Tribal Campus (including planned future commercial development)

Figure 4-7 Key Issues

Key Issues
High Potential for Growth in the Area
Safety
Congestion
Congestion at the SH 172/151 Intersection
Downtown Traffic Signal and Parking
Pedestrian Issues
Intersection of Buck Hwy/La Boca Rd. with SH 151
Other Key Intersections Issues
Gas/Oil Field Development
Transit
Traffic Detouring to Shoshone and Browning
School-Related Pedestrian and Bus Traffic
Pedestrian Access Between Town and Tribal Campus
Truck traffic
Downtown Redevelopment
Multiple Partners and Decision Makers

Congestion at the SH 172/151 Intersection

This intersection has several layers of issues. First among these is the significant observed congestion, particularly at morning and evening peak traffic times. The lack of adequate gaps in the traffic flow leads to long waits for trucks and other vehicles attempting left turns from westbound SH 151 to southbound SH 172, and for southbound SH 172 to eastbound SH 151. This intersection is constrained by available right-of-way for turn lanes. If turn lanes and/or a traffic signal are installed, several parking spaces would need to be eliminated. Other nearby parking may be available. The intersection is currently operating at Level of Service (LOS) D and is likely to worsen over time. LOS D is considered marginally acceptable on a scale of A to F, with A being the best conditions and F the worst. See Chapter 6 – Traffic Analysis for a discussion of level of service.



Downtown Traffic Signal and Parking

The intersection of SH 172/151 is well-known for its massive backups during the morning and afternoon peak hours. Various points of view concerning improvements at this location were expressed throughout the public process. The most significant differences revolved around whether the intersection should be signalized, and if so, whether dedicated turn lanes should be installed. The installation of turn lanes would require the removal of several on-street parking spaces in the blocks immediately adjacent to the intersection. Several downtown merchants are apprehensive that this would have a detrimental effect on downtown business. A compromise was eventually identified that would replace lost parking on Goddard Avenue with diagonal parking on Ute Street.



Pedestrian Issues

There is a desire to provide safe and user friendly pedestrian facilities along SH 172 between the Museum/Casino complex and the Town of Ignacio. Other crosswalks should be designated along SH 172 at the Growth Fund site, other future commercial sites at Ute Rd., near the senior center, and to facilitate school access as necessary to accommodate development when it occurs. The lack of pedestrian connections to the Cedar Point and Ignacio Peak residential areas south of town were frequently cited.

Intersection of Buck Hwy/La Boca Rd. with SH 151

This well-known location was mentioned many times by residents who cited the steep approach and poor sight distance as hazards.

Other Key Intersections Issues

- SH172/CR 318 - safety issues, high truck traffic, sight distance issues
- SH172/CR 517 - high traffic
- SH 172/CR 314 - high traffic
- SH 172/Ute Rd. - high traffic
- Buck Hwy (CR 521)/La Boca Rd. (CR 322) intersection on SH 151- misaligned; sight distance concerns; safety; potential auxiliary lanes (accel/decel/center turn lanes)
- Shoshone/SH 151 to Cedar - Truck traffic is cutting through the neighborhood to avoid the traffic queues at SH 172

Gas/Oil Field Development

There is a high probability of significant gas/oil field expansion to the east of Ignacio. The project team used historic truck traffic growth volumes to determine future traffic impacts on the corridor resulting from planned new wells in that area (see Chapter 7- Traffic Analysis). The Middle Mesa in New Mexico also contributes significant field worker and truck traffic, which has no alternative except routing directly through Ignacio.

Transit

Southern Ute Community Action Program (SUCAP) operates a regional transit service. The IACAP analyzed potential areas for adequate/safe bus stops along the corridor as well as designated park and ride areas. The plan should be flexible enough to accommodate future transit needs in both the Town and tribal areas.

Southern Connector

A connecting point for a potential South Connector from SH 172 to La Boca Rd. was evaluated. Current traffic models do not show a significant benefit to this new road at this time. The construction costs would be high due to the length of new road and the need for a new bridge across Los Pinos River. The presence of several tribal assignments would also complicate right-of-way acquisition. However, if future traffic grows beyond current projections, especially as a result of energy field exploration and development, this option should remain on the table as a possible way to reduce traffic, especially trucks, in the downtown area to acceptable levels. This option was not included for further analysis.

Traffic Detouring to Shoshone and Browning

Related to general congestion, wait times at the downtown intersection of SH 172/151 promote dangerous and unwanted traffic through adjacent neighborhoods. The West Mesa Master Plan (2009) indicated that detouring traffic to Shoshone and Browning may improve conditions at the intersection of SH 172/151.

School-Related Pedestrian and Bus Traffic

Children walking to and from the schools, as well as buses, confront a difficult and dangerous situation in the mornings and afternoons, especially in the crowded downtown area. While the potential relocation of the elementary school to the west side would help relieve some of these issues, especially regarding buses, there will always be a need for pedestrians (kids) to cross Goddard Avenue at multiple locations. During the planning process, the Town announced plans to move the elementary school to a location west of the downtown area. While this move would affect traffic and pedestrian flow in the downtown area, a date for the move has not yet been established.

Pedestrian Access Between Town and Tribal Campus

There is a notable lack of good sidewalks and crosswalks connecting Ignacio to the Sky Ute Casino. This is important for visitors, residents, and those living at the Senior Center.

Truck traffic

The presence of many trucks, large and small, connected with the energy industry contributes to safety, congestion, noise, and general livability issues throughout the corridor, and especially downtown.

Downtown Redevelopment

Downtown businesses are currently developing a conceptual plan to redevelop the downtown core to make it more attractive for customers and take advantage of the interdependent nature of the Town of Ignacio and the Tribe's commercial activities. The merchants are concerned that their needs and plans be addressed in the corridor plan. Most elements of the downtown redevelopment plan were incorporated in the IACAP, including traffic calming design elements, wider sidewalks, pedestrian crossings, additional parking along Ute Street west of SH 172, and the provision for unified landscaping and lighting elements throughout the corridor. The majority of the community eventually recognized that the installation of a traffic signal and eventual turn lanes, as included in the Recommended Alternative, are necessary improvements for safety and traffic flow.

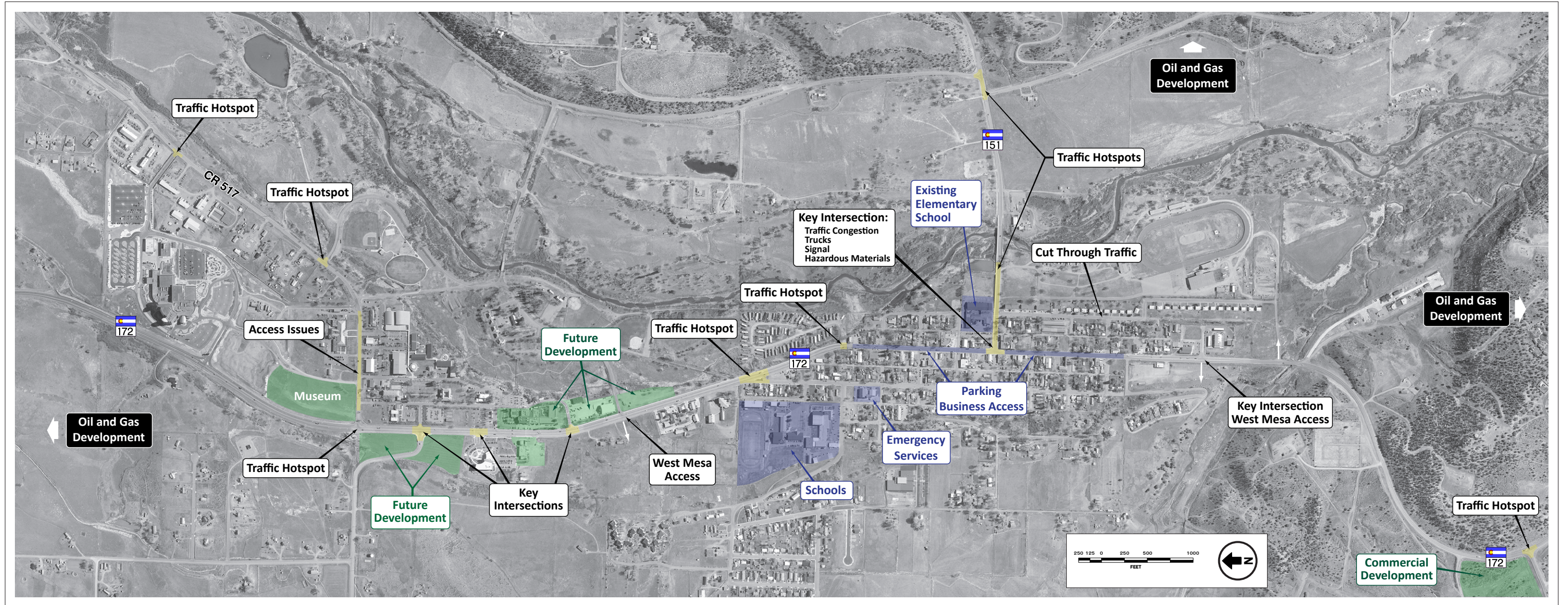
Multiple Partners and Decision Makers

The four partners have needs in common, as well as agency-specific needs. All partners will need to approve the IACAP through an intergovernmental agreement. Other stakeholders also have considerable influence and are being consulted and involved in the process. Key stakeholders include the Chamber of Commerce, the Growth Fund, the school district, emergency service providers, individual property owners, and tribe members.



Figure 4-8

KEY ISSUES MAP



5 - ALTERNATIVES ANALYSIS

The Planning Team developed alternatives around the project goals and key issues documented during the public involvement process. Two alternatives were developed for the corridor. The Planning Team evaluated the two alternatives along with input from the stakeholders, general public, and tribal members. The Minimum Alternative consisted of minimal consolidation and redesign of access points, closures, and signalization. The Maximum Alternative consisted of a more aggressive approach to access control, closures and signalization, including roadway cross-sections designed to maximize LOS in each corridor sub-area. Each intersection was analyzed for traffic signal application or other controls, as well as turn lane needs.

Key components of each alternative are listed below.

Figure 5-1 Key Components of Minimum and Maximum Alternative

Key features of the Minimum Alternative include:	Key features of the Maximum Alternative include:
CR 517 access improvements with sidewalks/curb/gutter	Addition of raised medians on SH 172
SH 172 north – sidewalks/curb/gutter	Bike lanes/sidewalks and landscaping
West Mesa access at Ute Road	CR 517 improvements from Ute Rd to SH 172
Crosswalk improvements at Becker	Access improvements and new intersections
Buck Hwy/La Boca Road intersection	Future signals at SH 172/SH 151, Ute Rd, Becker St, and CR 318 as traffic counts warrant
Shoshone Avenue traffic calming	Realignment of Buck Hwy and La Boca Rd intersection
West Mesa access at Cedar St.	New intersections at Ute Rd and West Mesa, south connector
Signal at Ute/Goddard (no turn lanes to preserve existing parking conditions)	
The Minimum Alternative would not improve conditions for the projected long term traffic growth	

SH 172/SH 151 Intersection Analysis

The SH 172/SH 151 intersection is the only intersection along the corridor that is currently operating at an unacceptable level of service. Figure 5.2 shows a matrix of several alternative options at this key intersection. A comparison of performance measures including impacts to parking, pedestrian mobility, safety, air quality and intersection operations are also shown. This alternative analysis helped determine recommendations for this intersection in the corridor plan.

Figure 5-2 Analysis of SH 172/SH 151 Intersection Alternatives

Relative Performance ● POOR ● NEUTRAL ● BEST	PARKING	PEDESTRIANS	SAFETY	AIR QUALITY	Congestion/LOS	Delay (sec/veh)	Queue
	No Signal (2011 Traffic - with westbound right turn lane on SH 151)	●	●	●	●	E	N/A
With Proposed Signal (2011 Traffic - With westbound turn lane on SH 151 only)	●	●	●	●	A	8.0	65 ft - westbound
With Proposed Signal (2031 Traffic - No Turn Lanes - Minimum Alternative)	●	●	●	●	B	18.7	595 ft - southbound 295 ft - westbound
With Proposed Signal (2031 Traffic - With westbound turn lane on SH 151 only)	●	●	●	●	B	10.5	550 ft - southbound 135 ft - westbound
With Proposed Signal - (2031 Traffic - With Turn Lanes on SH 172 & SH 151 - Maximum Alternative)	●	●	●	●	B	11.0	135 ft - southbound 135 ft - westbound

Recommended Alternative

The Planning team evaluated the Maximum and Minimum alternatives and recommended the best option to achieve appropriate access to the planned uses as well as maintain acceptable LOS on the roadways. The team relied on extensive agency and public input to develop a solution that best meets community needs. The Recommended Alternative combined elements of the Minimum and Maximum Alternatives to produce the most effective solution. It includes a phased implementation plan that calls for changes based on traffic volumes that trigger certain design standards.

While current traffic volumes may not require a change such as limited left turns, future development and traffic growth may activate the design requirement. In this way, the overall corridor plan can be phased in on a schedule that meets developing needs. The Recommended Alternative effectively meets the desired project goals, is supported by the community, and can be implemented over time as needed to address growth and traffic. See Chapter 7 – Corridor Plan for a full description of the Recommended Alternative.

Divided Parkway Area

Two major median treatments include two-way left turn lanes and raised medians. Median treatments for roadways represent one of the most effective means to regulate access. Raised medians also provide extra protection for pedestrians and have been shown to reduce crashes. The raised median also gives the corridor more of a boulevard concept and would allow for integrated landscaping if desired.

These sub-areas will include a raised median and will aid in controlling access along the SH 172 corridor. This typical section also includes sidewalks and a continuous right turn lane in designated areas.

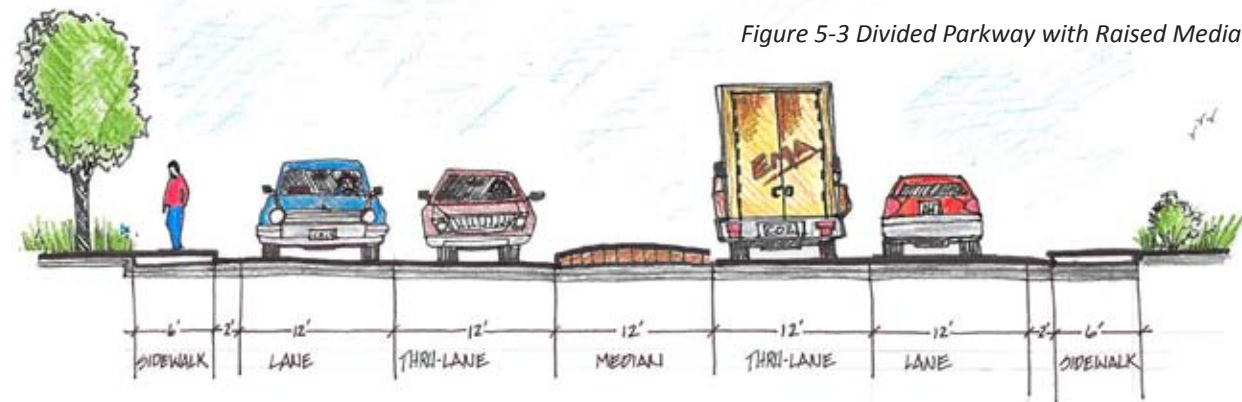


Figure 5-3 Divided Parkway with Raised Median

Transition Area

Two-way turn lanes have been shown to reduce crashes and increase lane capacity. The transition area will include a continuous two-way turn lane, sidewalks, and access control.

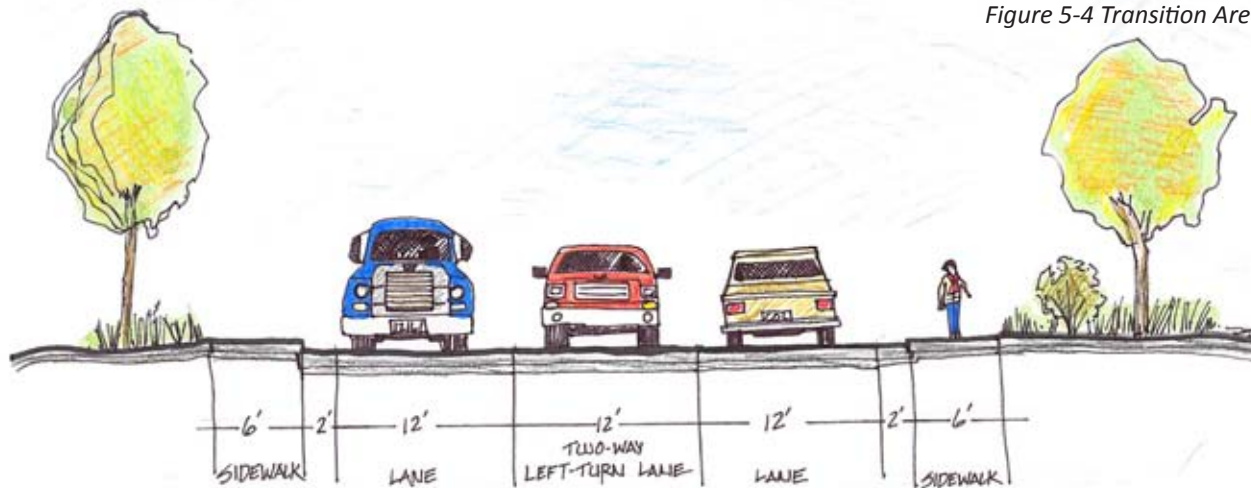


Figure 5-4 Transition Area

Downtown Business Area

The downtown business area has limited right-of-way and parking. The typical section for the downtown area includes parallel parking on-street, wider sidewalks, and bump outs at designated intersections. The wider sidewalks and bump outs will allow for a more pedestrian friendly downtown business area. Bump-outs provide traffic calming, in protection of vehicles parked on the street, and shorter, safer crossing for pedestrians at the intersections.

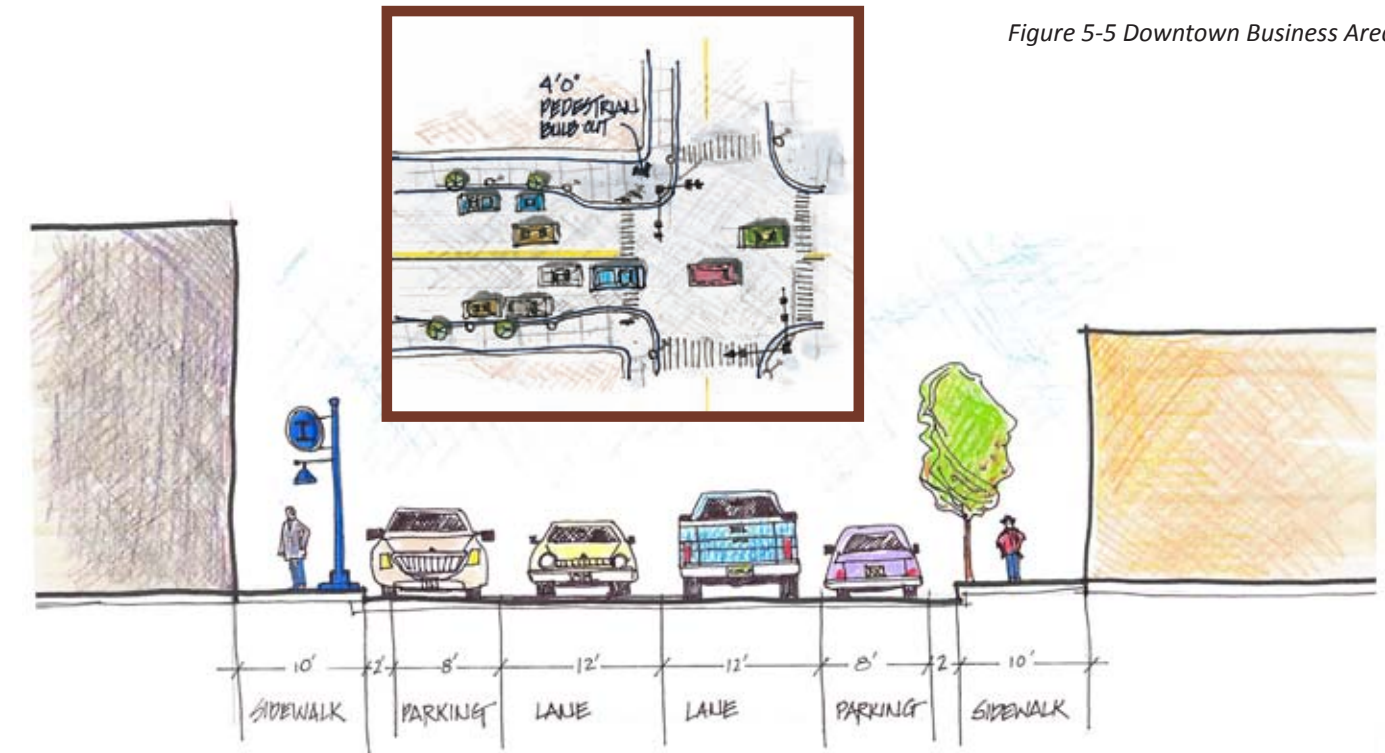


Figure 5-5 Downtown Business Area

Areas for Minor Improvements

Appropriate driveway spacing presents another major access issue. Large numbers of driveways increase the potential conflicts on the road. Fewer driveways spaced further apart allow for more orderly merging of traffic and present fewer challenges to drivers.

Minor improvements will include sidewalks and access control along CR 517 and access control at SH 151/ Shoshone Avenue.

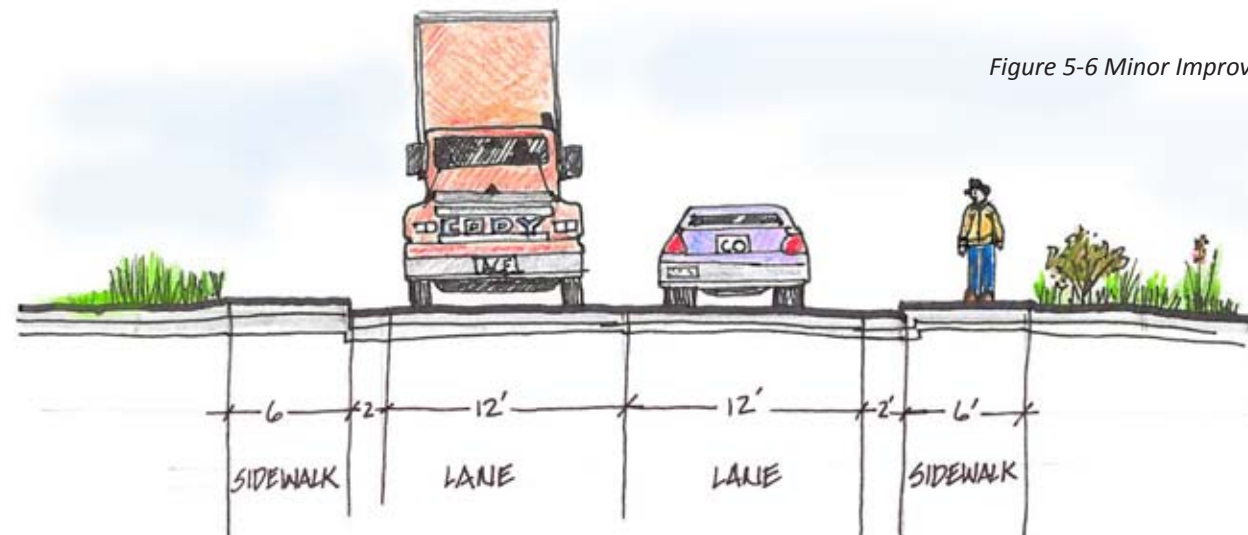


Figure 5-6 Minor Improvements

A traffic analysis was performed for Existing (2011) and Design Year (2031) traffic conditions to identify current and future operational deficiencies.

EXISTING CONDITIONS

The purpose of this section is to summarize the existing traffic volumes, traffic characteristics, roadway characteristics, signalization, levels of service, and deficiencies along the corridor.

Existing Traffic Volumes

Existing traffic count data was collected from various sources and included the CDOT Traffic Count Database (2009), the Sky Ute Casino Traffic Impact Study (2006) and the Ignacio Transportation Master Plan (2009). The existing 2011 average annual daily traffic (AADT) volumes were estimated using the available count data and a growth factor based on a percentage of the CDOT 20-year growth factor. The existing 2011 morning and afternoon peak hour intersection traffic volumes were estimated using available peak hour count data and a factor based on a percentage of the CDOT 20-year growth factor on SH 172 near each intersection.

Figure 6-1 illustrates the existing AADT volumes and the a.m. and p.m. peak hour traffic volumes in the study area. The AADT volumes were rounded to the nearest hundred and the peak hour traffic volumes were smoothed, balanced and rounded to the nearest five.

Existing Traffic Characteristics

The existing traffic characteristics for the corridor were calculated from the AADT and peak hour volumes that were developed. These characteristics include the K-factor (percentage of the daily volume occurring during the peak hour), the D-factor (the directional distribution of the traffic) and the T-factor (the percentage of trucks in the peak hour). The T-Factor used for the analysis was estimated based on available count data. Figure 6-2 summarizes the existing traffic characteristics.

Figure 6-1
EXISTING 2011 TRAFFIC VOLUMES

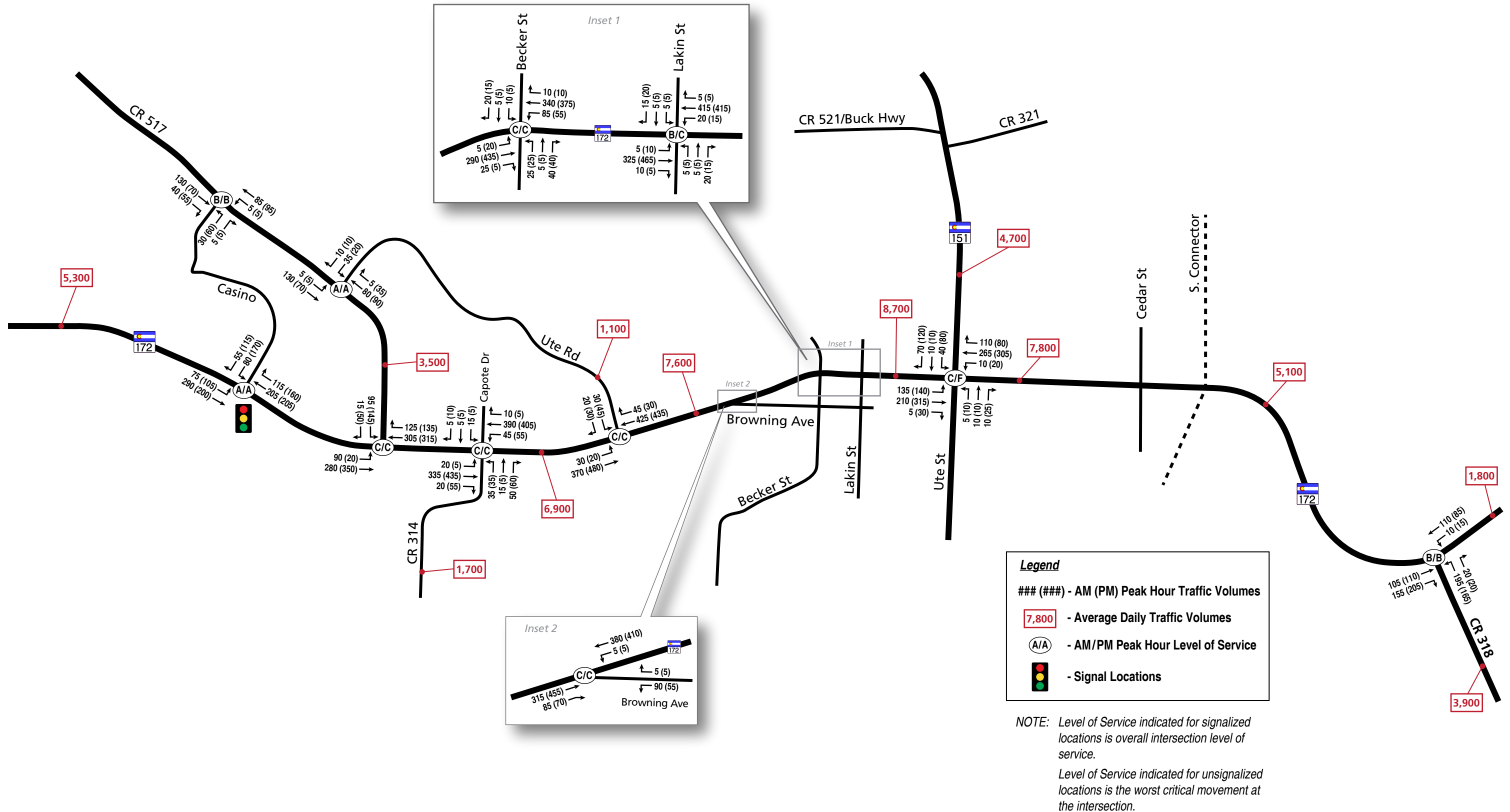


Figure 6-2 – Existing Traffic Characteristics

Location	Daily Volume	Direction	AM PEAK HOUR		PM PEAK HOUR	
			Peak Hour Volume	Truck %	Peak Hour Volume	Truck %
SH 172 North of Sky Ute Casino	5,300	NB SB	260 365	7	320 305	7
SH 172 South of CR 314	6,900	NB SB	445 400	7	465 500	7
SH 172 North of Browning Ave	7,600	NB SB	470 400	7	465 525	7
SH 172 North of SH 151	8,700	NB SB	440 350	7	435 485	7
SH 172 South of SH 151	7,800	NB SB	385 260	7	405 420	7
SH 172 South of CR 318	1,800	NB SB	120 125	11	100 130	11

Existing Roadway Characteristics

SH 172 is a regional north/south state highway that extends from the New Mexico state line to SH 160 east of Durango, Colorado. Through the study area, SH 172 is primarily two lanes with auxiliary turn lanes at various intersections and a speed limit of 25 mph in town increasing to 65 mph exiting town to the north and south.

SH 151 is a regional east/west state highway that extends from SH 172 in Ignacio, Colorado to US 160 west of Pagosa Springs, Colorado. Through the study area, SH 151 is two lanes with a speed limit of 25 mph in town increasing to 55 mph exiting town to the east.

CR 318, Becker Street, CR 314, and CR 517 are two lane collector roads with speed limits of 25 mph for all except CR 318 (45 mph). The remaining roadways in the study area are two lane local streets with posted speed limits of 25 mph.

All intersections within the study area are stop sign controlled with the exception of a signalized intersection at SH 172 and the Sky Ute Casino.

Accident History

Accident data was obtained from the Colorado State Patrol for the ten year period from 2001 to 2010. A review of the data indicated that the top four accident locations in the study area were at the following intersections:

- SH 172 and CR 517
- SH 172 and Ute Road
- SH 172 and CR 318
- SH 151 and CR 321/Buck Highway

Existing Traffic Operations

The existing levels of service for the corridor were estimated using the peak hour traffic volumes developed and SYNCHRO analysis software which is based on the procedures documented in the Highway Capacity Manual (HCM 2000), Transportation Research Board, 2000. The following subsections summarize the results of these evaluations.

Existing Signalized Intersection Operations

Intersection capacity analyses were performed for the signalized intersection at SH 172 and the Sky Ute Casino entrance. Currently, this is the only signalized intersection in the study area. The analyses were conducted for both the a.m. and p.m. peak hours using the traffic volumes illustrated on Figure 6-1. The results of these analyses are summarized in Figure 6-3.

Figure 6-3 – Existing Signalized Intersection Operations Summary

Intersection	AM PEAK HOUR			PM PEAK HOUR		
	V/C	Average Delay	LOS	V/C	Average Delay	LOS
SH 172 / Sky Ute Casino	0.40	9.9	A	0.42	9.9	A

V/C = Maximum Volume-to-Capacity Ratio

LOS = Level of Service

Average Delay = Expressed in terms of seconds/vehicle

As shown in the table, the existing signalized intersection is currently operating at LOS A during the a.m. and p.m. peak hours.

Figure 6-4 – Level of Service (LOS)

LOS
The transportation Level of Service (LOS) system uses the letters A through F, with A being the best and F being the worst.
A - Traffic flowing freely
B - Reasonably free flow traffic
C - Slower but stable flow with minor delays
D - Reduced speeds and increased delays
E - Slow speeds and significant delays
F - Stop and go traffic, high level of delay

Existing Un-Signalized Intersection Operations

Intersection capacity analyses were also performed for the un-signalized intersections in the study area. These analyses were conducted for the a.m. and p.m. peak hours using the traffic volumes illustrated on Figure 6-1. Unsignalized intersection level of service is measured in terms of critical movements, usually the side street turn movements and major street left turns. Level of service is not defined for the intersection as a whole. The results of these analyses are summarized in Figure 6-5.

Figure 6-5 – Existing Un-Signalized Intersection Operations Summary

Intersection Critical Movement	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
CR 517 / Sky Ute Casino				
Eastbound Left/Right	10.1	B	10.1	B
Northbound Left/Through	0.5	A	0.4	A
CR 517 / Ute Road				
Westbound Left/Right	9.9	A	9.5	A
Southbound Left/Through	0.3	A	0.5	A
SH 172 / CR 517				
Westbound Left/Through	22.5	C	23.5	C
Southbound Left	8.8	A	8.6	A
SH 172 / CR 314				
Eastbound Left/Through	18.4	C	19.5	C
Westbound Left/Through/Right	22.2	C	19.1	C
Northbound Left	8.3	A	8.8	A
Southbound Left	8.3	A	8.2	A
SH 172 / Ute Road				
Westbound Left/Right	15.2	C	16.7	C
Southbound Left	8.5	A	8.5	A
SH 172 / Browning Avenue				
Eastbound Left/Right	21.1	C	23.8	C
Northbound Left	8.2	A	8.6	A
SH 172 / Becker Street				
Eastbound Left/Through/Right	17.0	C	21.0	C
Westbound Left/Through/Right	16.3	C	17.5	C
Northbound Left	8.3	A	8.6	A
Southbound Left	8.1	A	8.3	A
SH 172 / Lakin Street				
Eastbound Left/Through/Right	13.6	B	16.6	C
Westbound Left/Through/Right	14.7	B	15.5	C
Northbound Left/Through/Right	0.6	A	0.5	A
Southbound Left/Through/Right	0.2	A	0.3	A
SH 172 / SH 151				
Eastbound Left/Through/Right	20.8	C	23.9	A
Westbound Left/Through/Right	21.8	C	75.2	F
Northbound Left/Through/Right	0.3	A	0.6	A
Southbound Left/Through/Right	4.2	A	3.6	A
SH 172 / CR 318				
Eastbound Left/Right	12.2	B	11.7	B
Northbound Left/Through	0.7	A	1.3	A

As shown in the table, all of the critical movements at the un-signalized intersections in the study area are operating at LOS C or better with the exception of the westbound approach at the SH 172/151 intersection during the p.m. peak hour. The approach movements at this intersection are operating at LOS F.

Existing Deficiencies

The existing corridor is generally operating at LOS C or better during both the a.m. and p.m. peak periods. The signalized intersection at SH 172 and the Sky Ute Casino is operating at LOS A during both peak periods. All of the critical movements at the un-signalized intersections are operating at LOS C or better with the exception of the westbound approach during the p.m. peak hour at SH 172 and SH 151. The movements for this approach are operating at LOS F during the p.m. peak hour. The existing analysis results indicate that the traffic operations at the SH 172/151 are the only traffic operational deficiencies in the study area.

DESIGN YEAR 2031 TRAFFIC VOLUME PROJECTIONS

The purpose of this section is to document the development of the design year 2031 Average Daily Traffic Volumes (ADT's) and peak hour intersection turning movement volumes. The design year 2031 AADT and peak hour intersection turning volumes were developed by applying the CDOT 20-year growth factors in the study area to the Existing 2011 AADT and peak hour volumes. These volumes were then compared to the volumes reported in the Ignacio Transportation Master Plan and the Sky Ute Casino Traffic Impact Study and were consistent.

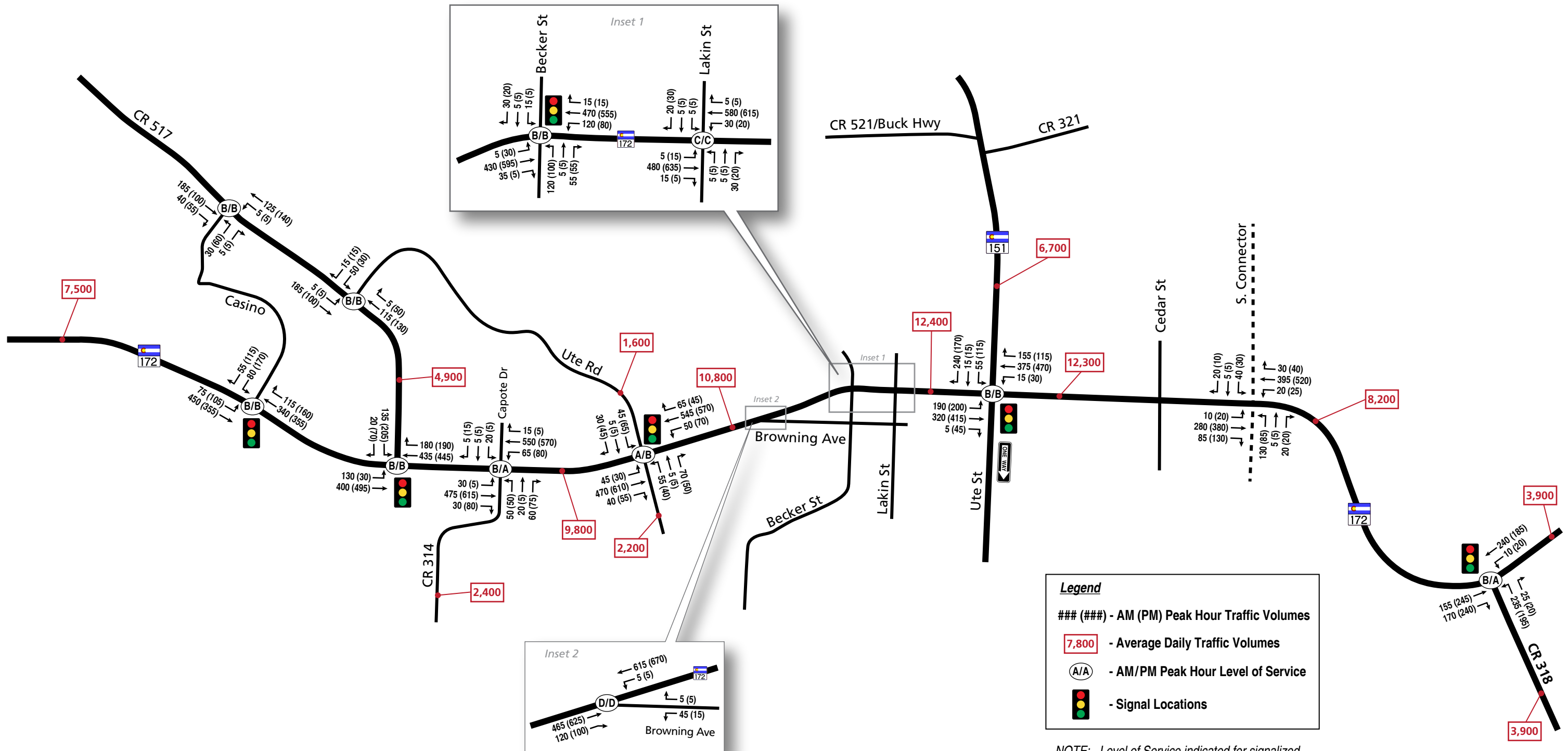
The traffic projections also include a connection to the West Mesa at Ute Road and an intersection south of Cedar Street that provides a southern connection to the West Mesa and truck by-pass to the east. At this time, truck traffic related to the oil and gas industry is unpredictable. The southern connector intersection was not included as part of the recommended alternative. As the West Mesa develops and the growth of the oil and gas industry becomes clearer, the need for this intersection can be revisited. The resulting design year traffic projections are shown on Figure 6-6.

DESIGN YEAR 2031 RECOMMENDED ALTERNATIVE

The traffic operations goal of the Recommended Alternative is to provide vehicle and pedestrian safety, improve traffic mobility and improve business access. As traffic volumes increase on SH 172, un-signalized cross street vehicles have greater difficulty in safely turning onto or crossing SH 172. The Recommended Alternative provides a traffic signal at five locations along SH 172; CR 517, CR 314, Becker Street, SH 151 and CR 318. The signals at these locations will reduce delays and provide safer movements for cross street traffic. Traffic signals at these locations can also provide pedestrian phasing for safer pedestrian movements. Turn lanes are provided at select locations which removes turning vehicles from the through lanes to provide improved mobility along the corridor. The following sections summarize the traffic operations for the design year.

Figure 6-6

PROJECTED 2031 TRAFFIC VOLUMES



DESIGN YEAR 2031 TRAFFIC OPERATIONS

The purpose of this section is to document the design year 2031 operational analysis. Intersection operations analyses were performed for a No Action Alternative as well as the Recommended Alternative to compare the benefits of the Recommended Alternative.

The design year levels of service for the intersections in the study were estimated using the projected peak hour traffic volumes shown on Figure 6-6 and SYNCHRO analysis software which is based on the procedures documented in the Highway Capacity Manual (HCM 2000), Transportation Research Board, 2000. These analyses were conducted for both the a.m. and p.m. peak hours using the projected 2031 traffic volumes. The following sections summarize the results of these evaluations.

Design Year 2031 No Action Alternative Intersection Operations

The No Action Alternative was analyzed using the projected 2031 traffic volumes assigned to the existing roadway network. The results of the signalized intersection operations are summarized in Figure 6-7 and the results of un-signalized intersection operations are summarized in Figure 6-8.

Figure 6-7 – Design Year 2031 No Action Alternative Signalized Intersection Operations Summary

Intersection	AM PEAK HOUR			PM PEAK HOUR		
	V/C	Average Delay	LOS	V/C	Average Delay	LOS
SH 172 / Sky Ute Casino	0.54	10.0	A	0.59	10.1	B

V/C = Maximum Volume-to-Capacity Ratio

LOS = Level of Service

Average Delay = Expressed in terms of seconds/vehicle

Figure 6-7 indicates that the signalized intersection at SH 172 and the Sky Ute Casino is projected to operate at LOS A during the a.m. peak hour and LOS B during the p.m. peak hour for the No Action Alternative.

Figure 6-8 – Design Year 2031 No Action Alternative Un-Signalized Intersection Operations Summary

Intersection Critical Movement	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
CR 517 / Sky Ute Casino				
Eastbound Left/Right	10.9	B	10.7	B
Northbound Left/Through	0.3	A	0.3	A
CR 517 / Ute Road				
Westbound Left/Right	10.7	B	10.1	B
Southbound Left/Through	0.2	A	0.4	A
SH 172 / CR 517				
Westbound Left/Through	96.3	F	138.9	F
Southbound Left	9.8	A	9.3	A
SH 172 / CR 314				
Eastbound Left/Through	53.1	F	67.3	F
Westbound Left/Through/Right	51.0	F	31.2	D
Northbound Left	9.0	A	9.9	A
Southbound Left	8.9	A	8.8	A
SH 172 / Ute Road				
Westbound Left/Right	21.4	C	27.1	D
Southbound Left	9.1	A	9.1	A
SH 172 / Browning Avenue				
Eastbound Left/Right	65.7	F	74.3	F
Northbound Left	8.8	A	9.4	A
SH 172 / Becker Street				
Eastbound Left/Through/Right	35.5	E	63.8	F
Westbound Left/Through/Right	27.8	D	28.8	D
Northbound Left	9.0	A	9.3	A
Southbound Left	8.5	A	9.0	A
SH 172 / Lakin Street				
Eastbound Left/Through/Right	17.7	C	24.7	C
Westbound Left/Through/Right	20.1	C	22.2	C
Northbound Left/Through/Right	0.8	A	0.6	A
Southbound Left/Through/Right	0.2	A	0.5	A
SH 172 / SH 151				
Eastbound Left/Through/Right	48.2	E	141.4	A
Westbound Left/Through/Right	180.7	F	>999.0	F
Northbound Left/Through/Right	0.4	A	0.8	A
Southbound Left/Through/Right	5.2	A	5.4	A
SH 172 / CR 318				
Eastbound Left/Right	17.3	C	17.5	C
Northbound Left/Through	0.4	A	1.0	A

Figure 6-8 shows that many of the un-signalized intersections are projected to have failing movements if no improvements are made by 2031. The following un-signalized intersections are projected to have one or more turning movements operating at LOS E or worse during the a.m. and/or p.m. peak hours in 2031.

- SH 172 and CR 517
- SH 172 and CR 314
- SH 172 and Browning Avenue
- SH 172 and Becker Street
- SH 172 and SH 151

DESIGN YEAR 2031 RECOMMENDED ALTERNATIVE INTERSECTION OPERATIONS

The Recommended Alternative was analyzed using the projected volumes shown on Figure 6-6 and the Recommended Alternative roadway network. The results of the signalized intersection operations are summarized in Figure 6-9 and the results of un-signalized intersection operations are summarized in Figure 6-10.

Figure 6-9 – Design Year 2031 Recommended Alternative Signalized Intersection Operations Summary

Intersection	AM Peak Hour			PM Peak Hour		
	V/C	Average Delay	LOS	V/C	Average Delay	LOS
SH 172 / Sky Ute Casino	0.54	10.9	B	0.59	11.9	B
SH 172 / CR 517	0.61	13.8	B	0.73	14.4	B
SH 172 / CR 314	0.72	13.9	B	0.81	9.3	A
SH 172 / Ute Road	0.71	7.2	A	0.80	14.3	B
SH 172 / Becker Street	0.74	10.7	B	0.82	12.6	B
SH 172 / SH 151	0.67	10.5	B	0.67	11.0	B
SH 172 / CR 318	0.56	10.2	B	0.64	8.5	A

V/C = Maximum Volume-to-Capacity Ratio
 LOS = Level of Service
 Average Delay = Expressed in terms of seconds/vehicle

Figure 6-9 shows that with the improvements of the Recommended Alternative, all of the signalized intersections are projected to operate at LOS B or better during both the a.m. and p.m. peak hours in the design year.

Figure 6-10 – Design Year 2031 Recommended Alternative Un-Signalized Intersection Operations Summary

Intersection Critical Movement	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
CR 517 / Sky Ute Casino				
Eastbound Left/Right	10.9	B	10.7	B
Northbound Left/Through	0.3	A	0.3	A
CR 517 / Ute Road				
Westbound Left/Right	10.7	B	10.1	B
Southbound Left/Through	0.2	A	0.4	A
SH 172 / Browning Avenue				
Eastbound Left/Right	34.0	D	33.9	D
Northbound Left	8.8	A	9.4	A
SH 172 / Lakin Street				
Eastbound Left/Through/Right	17.4	C	23.3	C
Westbound Left/Through/Right	19.6	C	21.0	C
Northbound Left/Through/Right	0.9	A	0.8	A
Southbound Left/Through/Right	0.2	A	0.5	A

Figure 6-10 shows that the un-signalized intersections in the corridor are projected to operate at acceptable levels of service during the design year for the Recommended Alternative. The critical movements are projected to operate at LOS C or better with the exception of the eastbound approach at the SH 172/Browning Avenue intersection. This movement is projected to operate at LOS D during both the a.m. and p.m. peak hours. As delays for this movement increase in the future, it is expected that more vehicles will divert to the recommended signal location at SH 172 and Becker Street.

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SECTION II

CORRIDOR PLAN

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The Planning Team solidified the Recommended Alternative for conceptual improvements to the IACAP planning area, following input from the public and agencies during the public involvement process. The Recommended Alternative is a combination of intensive analysis of the Minimum and Maximum Alternatives and was offered for public review and comment before finalization.

Figure 7-1 Key Components of the Recommended Alternative

Key Components of the Recommended Alternative

SH 172 north – with raised medians and sidewalks/curb/gutter connecting the town to the casino. The median will terminate near the Catholic Church where it transitions to a painted median, then to the downtown two-lane cross section.

Crosswalks will be provided at all major intersections.

CR 517 access improvements with sidewalks/curb/gutter extends from SH 172 to Ute Road. Several driveway access points to tribe administrative areas will be reconfigured to conform to the Tribe’s Comprehensive Land Use Plan.

Provisions for sidewalks, lighting, signage, and landscaping will be integrated throughout the corridor.

New or improved intersections will be added as needed. Traffic signals will be installed at CR 517, CR 314, Ute Rd, Becker St, and CR 318 as development and associated traffic growth requires.

Intersection improvements will be made at two locations for the proposed West Mesa development. North access will be across from Ute Rd.; south access will be at Cedar Street.

The only intersection requiring a signal under current conditions is at SH 172/151. Traffic models show that the signal can be installed without turn lanes, using the existing lane configuration. This allows all on-street parking to remain in place for the foreseeable future. The signal can be timed during non-peak hours to only call for a red light when traffic stops waiting for a left turn on SH 151. During peak hours, the signal will be timed in a normal sequence.

A future phase for the downtown intersection will be identified with left turn lanes that would require the removal of several on-street parking spaces. Additional or replacement parking would be required at that time.

The downtown redevelopment plan will be incorporated to the extent possible for the seven blocks between Lakin and Pine Streets. The cross section includes several features such as 10 ft. sidewalks, on-street parallel parking, one travel lane in each direction, pedestrian friendly “bump-outs” at certain intersections, integrated landscaping, and crosswalks. Ute St., across from SH 151, will become a one-way segment for part of the block to allow diagonal parking on both sides.

Traffic calming devices such as speed tables (a friendlier and more effective form of speed bump) will be placed on Shoshone Ave. The street will also be restricted from through traffic and trucks.

Full movement/four-way intersection at Cedar St.

Raised median and sidewalks from approximately south town limits to CR 318. Access to the commercial property at CR 318 is provided at two locations.

Improvements at the intersection of Buck Hwy and La Boca Rd with SH 151 will include turn lanes and roadway realignment with a conventional configuration.

Figure 7-2 Major Assumptions

Major assumptions include:

All improvements in the plan are conceptual and subject to necessary design requirements.

Major improvements, such as intersection construction, will only be undertaken when development or traffic volumes dictate that the improvement is required for operational or safety reasons.

Traffic signals will be installed when warranted (traffic volumes, traffic delay, vehicular safety, pedestrian safety, truck traffic)

Modification of private access points such as limiting left turns, closure, or relocation is dependent on availability of suitable alternative access. Land use changes may trigger access changes as described in this plan.

Implementation Plan

Coordination with Southwest Transportation Planning Region (TPR) Long Range Transportation Plan

The Southwest TPR, under the jurisdiction of a regional planning commission, is designated by the State of Colorado with the authority to conduct regional transportation planning activities. This cooperative body, with its long range transportation plan, represents the transportation needs of its member agencies, including the four IACAP partner agencies. The long range plan documents prioritized needs across the region. All transportation projects anticipating use of state or federal funds must be consistent with this plan in order to receive the funds. The partner agencies will seek to have the IACAP recognized in the regional long range plan to become eligible for such funds.

Early Action Items

While all components of the IACAP are important to the continued success of the community, two locations require early attention due to their potential to relieve safety and congestion concerns. The partner agencies should seek to move forward as soon as possible with improvements at the two following locations:

Installation of Traffic Signal at SH 172/151

The recommended traffic signal at the intersection of SH 172 (Goddard Ave.) and SH 151(Ute St.) is the only intersection in the corridor that warrants a traffic signal with current traffic volumes. In fact, this improvement has been needed for a number of years. It is the key component to alleviating the morning and evening peak hour congestion that occurs at the location.

- **Interim improvements** – As a short term improvement, traffic flow and safety would be improved by the installation of a traffic signal using the current lane configuration. By not installing dedicated turn lanes in the interim, important on-street parking can be preserved on Goddard Ave. immediately adjacent to the intersection. The signal should be programmed to maximize flexibility and minimize unnecessary stops during non-peak traffic times. This improvement can be expected to allow acceptable traffic flow for several years.
- **Ultimate improvements** – Eventually, the projected growth of traffic at this location will overwhelm the interim design. At that time, it may become necessary to install dedicated left turn lanes to allow turning traffic to move out of the through lane while waiting for a turn. This will significantly improve

traffic flow. In addition to the recommended additional on-street parking west of Goddard Ave. on Ute St., the community should seek to identify other nearby off-street parking that is convenient to businesses in the core of downtown.

Safety Improvements at Intersection of SH 151 with Buck Highway and La Boca Road

The off-set intersection of SH 151 with Buck Highway and La Boca Road is documented through public comment and accident analysis as a dangerous location. In addition to the off-set, the approach on SH 151 has sight distance limitations due to the grade horizontal alignment and the side roads enter the highway at a skewed angle. The southbound approach on Buck Highway is similarly limited, potentially leading to dangerous side-impact and rear-end collisions on all approaches.

- **Interim improvements** – Short term, low cost improvements should be undertaken to alleviate some of these conditions. Improvements include grading the northeast corner, removing vegetation to improve sight distance, and installing vehicle-activated warning lights on all approaches to advise motorists of the presence of traffic at the intersection.
- **Ultimate improvements** – The recommended improvement, when funding allows, is to realign the approach of La Boca Rd. from the south to allow a more conventional T-type intersection. Turn lanes and acceleration and deceleration lanes will also be installed to provide a more safe condition. The realignment will require an easement or other acquisition of property in the south east quadrant.

Funding Opportunities

The IACAP does not include a funding plan or a distribution of costs to various sources or agencies. However, it is an important tool that represents the community needs in the corridor. With this jointly completed plan in place, agencies can aggressively pursue funding to implement the recommendations contained within. While the plan is not likely to be fully implemented in a single project, it is reasonable to expect that some pieces can move forward toward implementation on a phased schedule as funding permits and needs require.

Possible funding sources include, but are not limited to:

Southwest TPR Regional Priority Program (RPP) – Regionally significant projects may be funded through Region 5's RPP. Competition through this and other CDOT programs is high; funds are diminished and often take years to come to fruition. However, the program is coordinated through the TPR and represents the best efforts of regional jurisdictions to look at the “big picture” and how transportation affects all aspects of life.

CDOT Highway Safety Improvement Program Funds – CDOT Region 5 provides funding for projects on the state highway system that improve operations and safety for the traveling public. Projects considered under this program are compared to other projects statewide as part of the selection process.

CDOT Transportation Enhancement (TE) Funds – CDOT Region 5 provides limited funding for this federal program that seeks to construct amenities associated with the transportation system. The program is sometimes used for sidewalk or other pedestrian projects, traffic calming, medians, trails, and other non-roadway improvements. The Southwest TPR selects projects annually for the program through a competitive process for very limited funds.

CDOT Intersection Priority Program- CDOT Region 5 provides funding to intersection improvement projects based on a list of regionally prioritized intersections. As projects are completed, new projects are regularly added to an updated list.

Town of Ignacio Capital Improvement Program – Local funding for project implementation and/or match for other funds

La Plata County Capital Improvement Program – Local funding for project implementation and/or match for other funds.

Tribal Transportation Improvement Program (TTIP) – The TTIP is the list of Tribal transportation projects to be funded in the near term from BIA or other Tribal resources.

Southern Ute Indian Tribe Growth Fund – This financial arm of the Tribe funds transportation and other projects that contribute to economic growth and stability. The community has found that prosperity for the Tribe and for surrounding communities are inextricably linked.

Colorado Energy and Mineral Impact Assistance Fund – Administered by the Colorado Department of Local

Affairs (DOLA), the Energy and Mineral Impact Assistance Program's general mission is to provide financial assistance to communities socially and economically impacted by energy and mineral development. Grants may be used for planning, construction, and maintenance of public facilities. Seventy percent of these funds are allocated to local governments through discretionary grants and loans; the remaining 30% is distributed directly to municipalities and counties economically and socially impacted by mineral production.

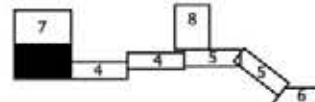
Community Development Block Grant (CDBG) Program – Also administered by DOLA, this federally funded program provides grants for community development efforts.

Developer Funded Improvements – Developer of proposed residential or commercial parcels are typically required to conduct a traffic impact study to determine the effects of additional traffic on the roads system. Permitting agencies can require roadway improvements that are needed as a direct result of the development to be provided as part of the approval process.

Special Improvement District – Commercial areas often elect to create a special tax district in a narrowly delineated area, such as a downtown, to generate a funding stream that is used to finance bonds. This sort of “loan” against future earnings enables communities to finance improvements that are needed now to encourage economic growth.

Figures 7-3 through 7-8 depict the Recommended Alternative plan.

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**IGNACIO
CORRIDOR ACCESS PLAN
RECOMMENDED ALTERNATIVE**

SCALE: 1" = 100' DATE: 12/2011 DRAWN BY: MPR JOB #: 21711831

- TRAFFIC SIGNAL
- TRAFFIC CALMING DEVICE
- EXISTING DRIVE CUTS
- RAISED MEDIAN

LEGEND

- CLOSED ACCESS
- TOWN LIMITS
- SIDEWALK
- GATE
- CROSSWALK

IGNACIO AREA
CORRIDOR ACCESS PLAN

Figure 7-3

MATCHLINE 1 (See Figure 7-3)



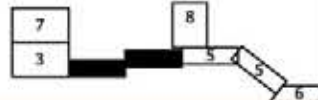
MATCHLINE 2

MATCHLINE 2



MATCHLINE 3 (See Figure 7-5)

URS



**IGNACIO
CORRIDOR ACCESS PLAN
RECOMMENDED ALTERNATIVE**

SCALE: 1" = 100' DATE: 12/2011 DRAWN BY: MPR JOB #: 21711831

- TRAFFIC SIGNAL
- TRAFFIC CALMING DEVICE
- EXISTING DRIVE CUTS
- RAISED MEDIAN

LEGEND

- CLOSED ACCESS
- TOWN LIMITS
- SIDEWALK
- GATE
- CROSSWALK

Figure 7-4

MATCHLINE 7 (See Figure 7-8)



IGNACIO AREA
CORRIDOR ACCESS PLAN

IGNACIO
CORRIDOR ACCESS PLAN
RECOMMENDED ALTERNATIVE

SCALE: 1" = 100' DATE: 12/2011 DRAWN BY: MPR JOB #: 21711831

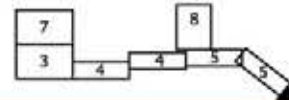
LEGEND

	TRAFFIC SIGNAL		CLOSED ACCESS
	TRAFFIC CALMING DEVICE		TOWN LIMITS
	EXISTING DRIVE CUTS		SIDEWALK
	RAISED MEDIAN		GATE
			CROSSWALK

Figure 7-5



URS



IGNACIO CORRIDOR ACCESS PLAN RECOMMENDED ALTERNATIVE

SCALE: 1" = 100' DATE: 12/2011 DRAWN BY: MPR JOB #: 21711831

- TRAFFIC SIGNAL
- TRAFFIC CALMING DEVICE
- EXISTING DRIVE CUTS
- RAISED MEDIAN

LEGEND

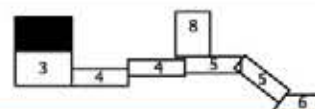
- CLOSED ACCESS
- TOWN LIMITS
- SIDEWALK
- GATE
- CROSSWALK

Figure 7-6



MATCHLINE 6 (See Figure 7-3)

URS



**IGNACIO
CORRIDOR ACCESS PLAN
RECOMMENDED ALTERNATIVE**

SCALE: 1" = 100' DATE: 12/2011 DRAWN BY: MPR JOB #: 12/2011

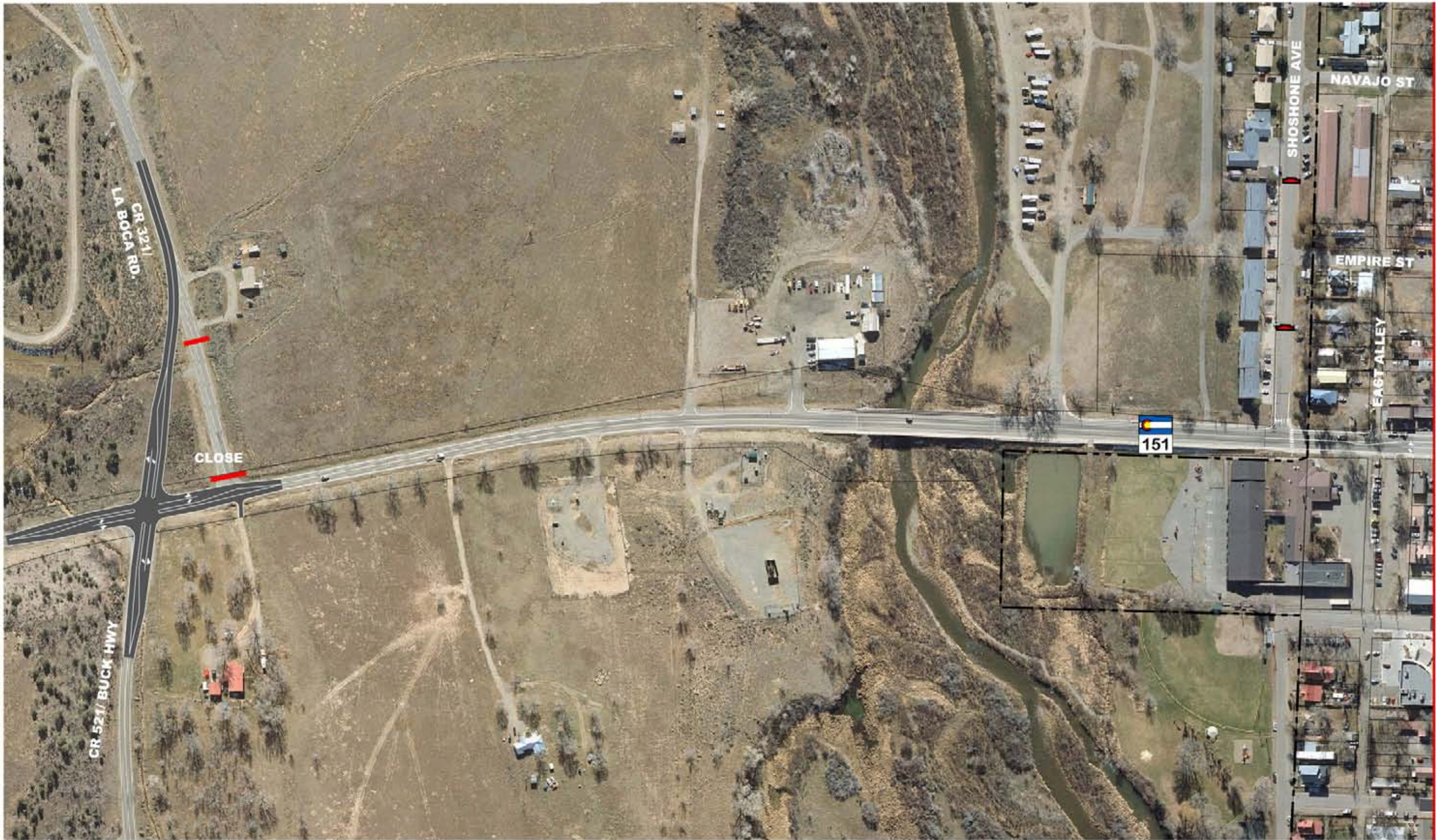
- TRAFFIC SIGNAL
- TRAFFIC CALMING DEVICE
- EXISTING DRIVE CUTS
- RAISED MEDIAN

LEGEND

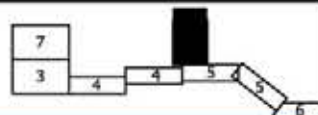
- CLOSED ACCESS
- TOWN LIMITS
- SIDEWALK
- GATE
- CROSSWALK

IGNACIO AREA
CORRIDOR ACCESS PLAN

Figure 7-7



MATCHLINE 7 (See Figure 7-5)



**IGNACIO
CORRIDOR ACCESS PLAN
RECOMMENDED ALTERNATIVE**

SCALE: 1" = 100' DATE: 12/2011 DRAWN BY: MPR JOB #: 21711831

- LEGEND**
- TRAFFIC SIGNAL
 - TRAFFIC CALMING DEVICE
 - EXISTING DRIVE CUTS
 - RAISED MEDIAN

- CLOSED ACCESS
- TOWN LIMITS
- SIDEWALK
- GATE
- CROSSWALK

Figure 7-8

8 - IMPLEMENTATION COSTS

The Planning Team developed a planning level cost estimate to implement the Recommended Alternative. The costs include estimated design fees. The estimated costs do not include right-of-way acquisition, drainage studies, environmental mitigation, or utilities relocations which will be determined at the preliminary design stage. The estimated costs show a planning level estimate of pavement cost if repaving during construction is required. Pavement costs are excluded from total costs.

Figure 8-1 – Planning Level Costs

DRAFT IGNACIO CONCEPTUAL PLANNING COST ESTIMATE					
Roadway Section - Divided Parkway					
Quantity	Unit	Unit Cost	Cost	Notes	
Pavement	4500	TON	\$190	\$855,000	6" thickness; For Conceptual Planning Information ONLY, NOT included in cost
Sidewalk	4400	SY	\$90	\$396,000	6' wide sidewalk
Curb & Gutter	7000	LF	\$70	\$490,000	
Lighting	90	EA	\$2,500	\$225,000	200' spacing
Raised Median	18700	LF	\$85	\$1,589,500	Raised Median plus curb and gutter
Non-Signalized Intersection	3	EA	\$50,000	\$150,000	
Signalized Intersection	3	EA	\$275,000	\$825,000	CR 314, Ute Rd, CR 318
Landscaping	1	LS	5%	\$183,775.00	
Drainage	1	LS	15%	\$551,325.00	
Engineering & Environmental	1	LS	20%	\$735,100.0	
Total - Divided Parkway				\$5,145,700	

Roadway Section - Downtown Business Area					
Quantity	Unit	Unit Cost	Cost	Notes	
Pavement	1995	TON	\$190	\$379,050.00	6" thickness; For Conceptual Planning Information ONLY, NOT included in cost
Sidewalk	10444	SY	\$90	\$939,960	10' wide sidewalk
Curb & Gutter	4200	LF	\$70	\$294,000	
Lighting	40	EA	\$2,500	\$100,000	200' spacing
Raised Median	0	LF	\$85	\$0	None
Non-Signalized Intersection	7	EA	\$50,000	\$350,000	
Signalized Intersection	0	EA	\$275,000	\$0	SH 172/SH 151 included in SH 151 Improvements costs
Landscaping	1	LS	5%	\$84,198.00	
Drainage	1	LS	15%	\$252,594.00	
Engineering & Environmental	1	LS	20%	\$336,792.0	
Total - Downtown Business Area				\$2,736,594	

Roadway Section - Transition Area					
Quantity	Unit	Unit Cost	Cost	Notes	
Pavement	150	TON	\$190	\$28,500	6" thickness; For Conceptual Planning Information ONLY, NOT included in cost
Sidewalk	600	SY	\$90	\$54,000	6' wide sidewalk
Curb & Gutter	900	LF	\$85	\$76,500	
Lighting	8	EA	\$2,500	\$20,000	200' spacing
Raised Median	0	LF	\$85	\$0	None
Non-Signalized Intersection	0	EA	\$50,000	\$0	None
Signalized Intersection	1	EA	\$275,000	\$275,000	Becker St
Landscaping	1	LS	5%	\$21,275	
Drainage	1	LS	15%	\$63,825	
Engineering & Environmental	1	LS	20%	\$85,100	
Total - Transition Area				\$624,200	

Roadway Section - Minor Improvements - CR 517					
Quantity	Unit	Unit Cost	Cost	Notes	
Pavement	1915	TON	\$190	\$363,850	6" thickness; For Conceptual Planning Information ONLY, NOT included in cost
Sidewalk	3540	SY	\$90	\$318,600	
Curb & Gutter	4200	LF	\$70	\$294,000	
Lighting	20	EA	\$2,500	\$50,000	250' spacing
Raised Median	0	LF	\$85	\$0	None
Non-Signalized Intersection	0	EA	\$50,000	\$0	
Signalized Intersection	1	EA	\$275,000	\$275,000	CR 517/SH 172
Landscaping	1	LS	5%	46,880	
Drainage	1	LS	15%	140,640	
Engineering & Environmental	1	LS	20%	187,520	
Total - Minor Improvements - CR 517				\$1,676,490	

Roadway Section - Minor Improvements - SH 151					
Quantity	Unit	Unit Cost	Cost	Notes	
Pavement	200	TON	\$190	\$38,000	6" thickness; For Conceptual Planning Information ONLY, NOT included in cost
Sidewalk	0	SY	\$90	\$0	no sidewalk
Curb & Gutter	6180	LF	\$70	\$432,600	
Lighting	6	EA	\$2,500	\$15,000	200' spacing
Raised Median	0	LF	\$85	\$0	None
Non-Signalized Intersection	1	EA	\$500,000	\$500,000	Re-build SH 151/172 Intersection
Signalized Intersection	1	EA	\$275,000	\$275,000	
Landscaping	1	LS	5%	\$61,130.00	
Drainage	1	LS	15%	\$183,390.00	
Engineering & Environmental	1	LS	20%	\$244,520.0	
Total - Minor Improvements - SH 151				\$1,749,640	

Summary of Costs		Total Cost of Each Section
Roadway Section - Divided Parkway		\$5,145,700
Roadway Section - Downtown Business Area		\$2,736,594
Roadway Section - Transition Area		\$624,200
Roadway Section - Minor Improvements - CR 517		\$1,676,490
Roadway Section - Minor Improvements - SH 151		\$1,749,640
Total - All Sections		\$11,932,624

9 - PLAN ADOPTION PROCESS

Presentations to Partner Agencies

The IACAP was presented to each of the partner agencies as a final draft plan for their review and comment. The presentations included a review of the key components of the plan, including the public involvement process, all public comments, alternatives considered, and the Recommended Alternative. Each agency had the opportunity to propose changes to the plan prior to adoption by Intergovernmental Agreement (IGA).

Figure 9-1 IACAP Adoption Process

IACAP Adoption Process		
Agency	Presentation and Review	Adoption
Town of Ignacio Board of Trustees	August 2011	October 13, 2011
La Plata County Board of Commissioners	August 2011	October 25, 2011
Colorado Department of Transportation	August 2011	November 8, 2011
Southern Ute Indian Tribe Council	August 2011	December 7, 2011

Intergovernmental Agreement

The IACAP planning process was set in motion by an IGA among the partner agencies, executed May 18, 2010, describing authority and mutual responsibilities of each party. With the completion of the plan, and after full review by the partner agencies, it was adopted by each partner agency through a subsequent IGA, designating the plan as the vision for future roadway development in the corridor study area. The IGA is included as Appendix B.

Amendments

The IACAP and the adopting IGA provide for an amendment process, should future needs require a significant change in the general plan and access controls described for the corridor. An example of a situation appropriately requiring an amendment might be a change in plans for a future development that was unforeseen or significantly changed in scale or location that might require intersection improvements of a different type or location than originally planned.

Highlights of the amendment process:

- The jurisdictional entity where the proposed changes are to be made submits a request to an advisory committee comprised of one member from each of the four partner agencies.
- The request is accompanied by a brief report of the requested changes.
- The advisory committee has three choices: accept without modifications; accept with conditions or modifications; or disapprove.
- A decision to accept the amendment must be unanimous.

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APPENDIX A

ACCESS CONTROL PLAN

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APPENDIX A - ACCESS CONTROL

Access	Highway	Rt/Lt	CDOT MM (Measured)	Parcel #	Permit Number	Proposed Closure on Re-Development	Permit Description/Use	Current Description/Use
1	SH 172	LT	7.555	-	-	No		CR 318 off of CO172
2	SH 172	LT	7.692	-	-	No		Future Residential Access
3	SH 172	LT	7.934	-	-	No		Cemetery
4	SH 172	RT	8.12	-	-	No		Dog pound
5	SH 172	RT	8.265	-	597071	No	Transfer Station	Transfer Station
6	SH 172	LT	8.272	-	-	No		Dirt road north of Rock Creek
7	SH 172	RT	8.314	-	-	No		Sky Ute Events Center S. Entrance
8	SH 172	LT	-	-	-	Proposed Access		Potential West Mesa Access
9	SH 172	LT	-	595517200052	-	Proposed Access		Access into Olguin property
10	SH 172	RT	8.464	-	598001	No	Cedar Street	Cedar Street
11	SH 172	LT	8.533	595517200052	-	Yes		Access into Olguin property
12	SH 172	RT	8.537	-	-	No		Single Family Residence/Moore
13	SH 172	RT	8.545	595517200046	-	No		Single Family Residence/Cruz
14	SH 172	RT	8.551	595517200045	-	No		Single Family Residence/Pacheco
15	SH 172	RT	8.57	-	507122	No	Resturant/Glass Co/10 SFRs	Pinkham
16	SH 172	RT	8.603	595517200004	-	No		Single Family Residence/Fleming
17	SH 172	LT	8.614	-	-	No		El Paso Street
18	SH 172	RT	8.621	595508320008	-	No		Single Family Residence/Atencio
19	SH 172	LT	8.621	595508321004	-	No		Vacant land/Santistevan
20	SH 172	LT	8.631	595508321001	-	No		Vacant land/Valdez
21	SH 172	LT/RT	8.647	-	-	No		Pine Street
22	SH 172	RT	8.656	595508317011	-	No		Single Family Residence/Candelaria
23	SH 172	LT	8.66	595508318010	-	No		Ignacio School District
24	SH 172	RT	8.666	595508317010	-	No		Single Family Residence/Candelaria
25	SH 172	LT	8.669	-	-	No		Ignacio School District
26	SH 172	RT	8.675	595508317009	-	No		Vacant/Garcia
27	SH 172	LT	8.692	595508318012	-	No		Single Family Residence/Pennington
28	SH 172	RT	8.692	595508317008	-	No		Single Family Residence/Meadows
29	SH 172		8.709	595508318001	-	No		Southern Ute Community Action
30	SH 172	LT	8.709	595508317007	-	No		Single Family Residence/Rotenberger
31	SH 172	LT/RT	8.721	-	-	No		Navajo Street
32	SH 172	LT	8.739	595508315014	-	No		Commercial/O'Hare Investments
33	SH 172	LT	8.764	595508315011	-	No		Commercial/Mooney
34	SH 172	RT	8.764	595508314016	-	No		Vacant/SUIT
35	SH 172	RT	8.772	595508314006	-	No		Single Family Residence/Velasquez
36	SH 172	RT	8.782	-	-	No		Single Family Residence/Velasquez
37	SH 172	LT/RT	8.795	-	-	No		Empire Street
38	SH 172	RT	8.827	595508311009	-	No		Residential/Mestas
39	SH 172	LT	8.837	5955083122006	-	No		Wells Fargo Parking Lot
40	SH 172	LT	8.849	5955083122006	1979-1258	No	Bank	Wells Fargo Dri ve-thru exit only
41	SH 172	LT/RT	8.869	-	-	No		Ute Street (Lt); SH151 (Rt)
42	SH 172	RT	8.889	595508308008	510088	No	Resturant	Resturant
43	SH 172	LT	8.889	595508309010	-	No		WaCiCi
44	SH 172	RT	8.889	595508308004	-	No		Town Hall
45	SH 172	RT	8.904	595508308004	-	No		Town Hall
46	SH 172	RT	8.922	595508308006	-	No		Town Hall
47	SH 172	LT/RT	8.942	-	-	No		Pioneer Street
48	SH 172	LT	8.961	595508306009	1978-1206	No	Laundramat	Laundramat
49	SH 172	LT	8.982	595508306012	583062	No	Convenience Store	Convenience Store
50	SH 172	LT	8.993	595508306018	583062	No	Convenience Store	Convenience Store
51	SH 172	RT	8.996	595508305008	-	No		Chiropractic Office
52	SH 172	RT	9.008X	595508305006	-	No		Liquor Store
53	SH 172	LT/RT	9.017X	-	-	No		Lampert Street
54	SH 172	RT	9.033X	595508301007	-	No		Single Family Residence/Salazar?
55	SH 172	LT	9.039X	595508302001	-	No		Julie's El Amigo Resturant
56	SH 172	RT	9.045X	595508301002	-	No		Single Family Residence/Phillips?
57	SH 172	LT	9.049X	-	-	No		Julie's El Amigo Resturant
58	SH 172	LT	9.068	595508302002	-	No		Single Family Residence/Ross
59	SH 172	RT	9.075	595508301008	-	No		Colorado Southwest Inc.
60	SH 172	LT/RT	9.090X	-	-	No		Lankin Street
61	SH 172	RT	9.005	595508324004	-	No		Ice Cream Shop/Abeyta

Access	Highway	Rt/Lt	CDOT MM (Measured)	Parcel #	Permit Number	Proposed Closure on Re-Development	Permit Description/Use	Current Description/Use
62	SH 172	LT	9.026	595508206008	-	No		SUCAP
63	SH 172	RT	9.026	595508205001	-	No		Commercial/Talamante
64	SH 172	LT	9.038	595508206010	-	No		Auto Parts Store
65	SH 172	RT	9.04	595508205005	-	No		Commercial/Talamante
66	SH 172	LT	9.045	595508206011	-	No		Print Shop
67	SH 172	LT/RT	9.068	595508213001	-	No		Becker Street
68	SH 172	LT	9.091	595508204011	-	No		Silva
69	SH 172	LT	9.101	595508200005	-	No		Smokin' Moe's
70	SH 172	LT	9.11	595508200004	-	No		Smokin' Moe's
71	SH 172	LT	9.122	595508200004	-	No		Liquor Store
72	SH 172	LT	9.13	595508200003	-	No		Liquor Store
73	SH 172	LT	9.137	595508200003	-	YES		Liquor Store
74	SH 172	LT/RT	9.146	-	-	No		Ignacio Street
75	SH 172	LT	9.174	595508214001	-	No		The Patio Restaurant
76	SH 172	LT	9.199	595508214001	-	No		The Patio Restaurant
77	SH 172	LT	9.223	595508214001	-	YES		The Patio Restaurant
78A	SH 172	LT	9.234	-	-	No		Browning Street/Side Access
78B	SH 173	LT	9.236	595508201006	-	YES		Close Northern Browning Access
79	SH 172	RT	9.253	595508213001	-	No		Mobile home park emergency access
80	SH 172	LT	9.264	595508201004	-	YES		Residential/Poulton
81	SH 172	LT	9.276	595508201004	-	YES		West Alley
82	SH 172	LT	9.293	595508200010	-	No		Catholic Church
83	SH 172	LT	9.32	595508200010	-	YES		Catholic Church
84	SH 172	LT	9.346	595508200010	-	No		Catholic Church
85	SH 172	LT	9.373	-	503161	No	Senior Center	Senior Center
86	SH 172	LT	9.397	-	504069	No	Senior Center	Senior Center
87	SH 172	LT	9.42	-	504070	YES	Senior Center	Senior Center
88	SH 172	LT	9.438	-	504071	No	Senior Center	Senior Center
89	SH 172	LT	9.46	-	504072	YES	Senior Center	Senior Center
90	SH 172	LT	9.482	-	-	YES		Vacant/Tribal
91	SH 172	LT/RT	9.527	-	-	No		Ute Street (Rt); West Mesa Access(Lt)
92	SH 172	LT	9.541	-	-	YES		Vacant/Tribal
93	SH 172	LT	9.596	-	-	No		Single Family Residence/Tribal
94	SH 172	RT	9.626	-	1972-826	No	Pavilion	Old Pavilion/Commercial
95	SH 172	RT	9.652	-	1971-794	YES	Old Casino	Old Casino
96	SH 172	RT	9.698	-	1971-794	No	Old Casino	Old Casino
97	SH 172	LT	9.699	-	585035	No	Gas Station	Gas Station
98	SH 172	LT	9.739	-	585035	YES	Gas Station	Gas Station
99	SH 172	RT	9.775	-	-	YES		Ouray Street
100	SH 172	LT/RT	9.808	-	-	No		Growth Fund Building
101	SH 172	LT	9.923	-	503031	No	County Road 314	County Road 314
102	SH 172	RT	9.923	-	-	No		Weeminuche Avenue
103	SH 172	LT	10.045	-	-	No		Woodshop
104	SH 172	RT	10.045	-	-	No		County Road 517
105	SH 172	LT	0.537	-	-	No		Buck Highway/CR521
106	SH 151	RT	0.499	-	-	YES		La Boca Rd/CR321
107	SH 151	LT	0.495	616711100004	-	No		Residential/Tribal Land
108	SH 151	LT	0.409	616711100004	-	No		Residential/Tribal Land
109	SH 151	LT	0.348	616711100004	583046	No	Gas Well	Gas Well
110	SH 151	RT	0.308	616711100004	-	No		Ranch/Tribal Land
111	SH 151	LT	0.308	616711100004	-	No		Residential/Tribal Land
112	SH 151	RT	0.265	616711100004	-	No		SUIT Construction
113	SH 151	RT	0.16	616711100004	-	No		SKY Ute Events Center E. Entrance
114	SH 151	LT	0.145	595508400002	-	No		Utility Access?/Ignacio School District
115	SH 151	RT	0.099	-	-	No		SKY Ute Events Center W Entrance
116	SH 151	RT	0.068	-	-	No		Shoshone Avenue
117	SH 151	LT	0.033	595508308001	-	No		School
118	SH 151	RT	0.028	-	-	No		Alley
119	SH 151	LT	0.022	595508308002	-	No		School Parking/Joint District #11
120	SH 151	RT	0.009	595508311016	-	No		Sunshine Moters/John H. Clark
121	SH 151	LT	0.009	595508308008	510087	No	Sandwich shop	Vega West/sandwichshop

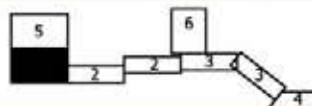
Access	Highway	Rt/Lt	CDOT MM (Measured)	Parcel #	Permit Number	Proposed Closure on Re-Development	Permit Description/Use	Current Description/Use
122	SH 172	RT	10.333	-	-	No		New Casino/ Traffic Signal



PROJECT LIMITS

MATCHLINE 1 (See Figure 2)

IGNACIO CORRIDOR ACCESS CONTROL PLAN



SCALE: 1" = 100' DATE: 12/2011 DRAWN BY: MPR JOB #: 21711831

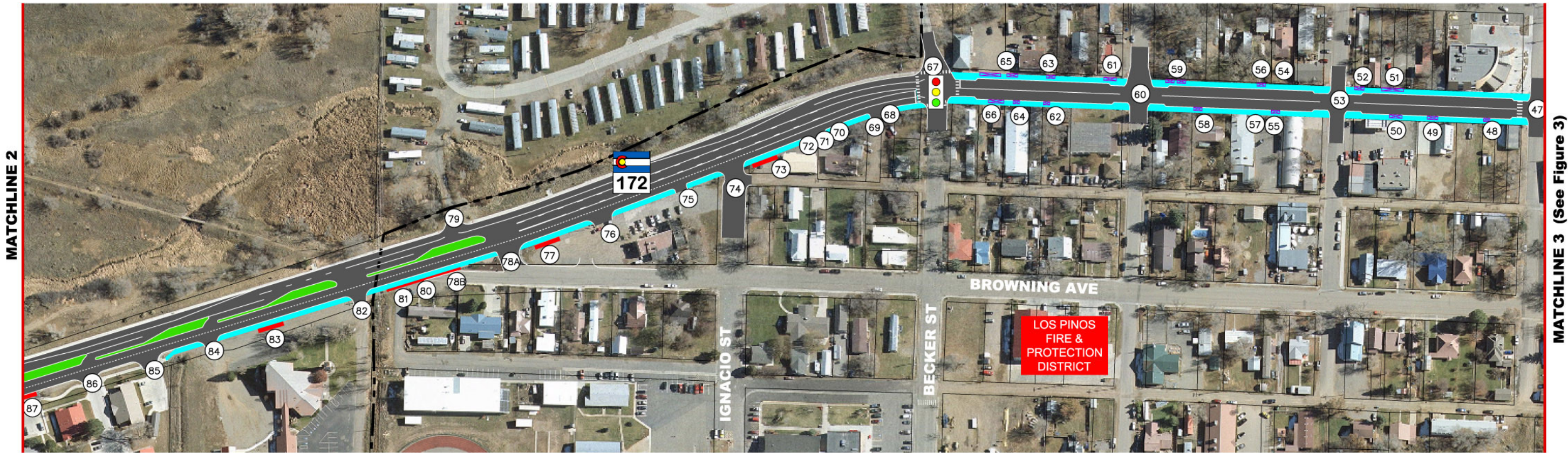
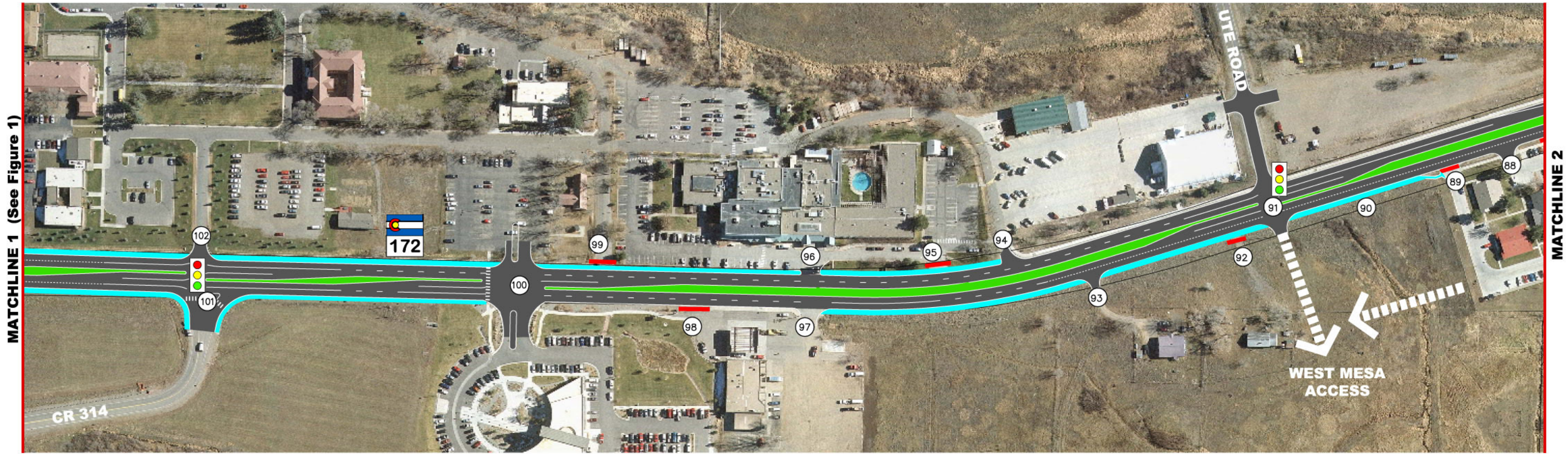
- TRAFFIC SIGNAL
- TRAFFIC CALMING DEVICE
- EXISTING DRIVE CUTS
- RAISED MEDIAN

LEGEND

- CLOSED ACCESS
- TOWN LIMITS
- SIDEWALK
- GATE
- CROSSWALK
- PARCEL ACCESS ID NUMBER

IGNACIO AREA
CORRIDOR ACCESS PLAN

Figure 1



IGNACIO CORRIDOR ACCESS CONTROL PLAN

SCALE: 1" = 100' DATE: 12/2011 DRAWN BY: MPR JOB #: 21711831

LEGEND

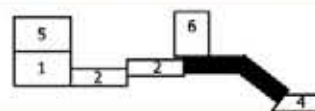
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	EXISTING		TOWN LIMITS
	PROPOSED		SIDEWALK
	TRAFFIC CALMING DEVICE		GATE
	EXISTING DRIVE CUTS		CROSSWALK
	RAISED MEDIAN		PARCEL ACCESS ID NUMBER

Figure 2

MATCHLINE 7 (See Figure 6)



URS



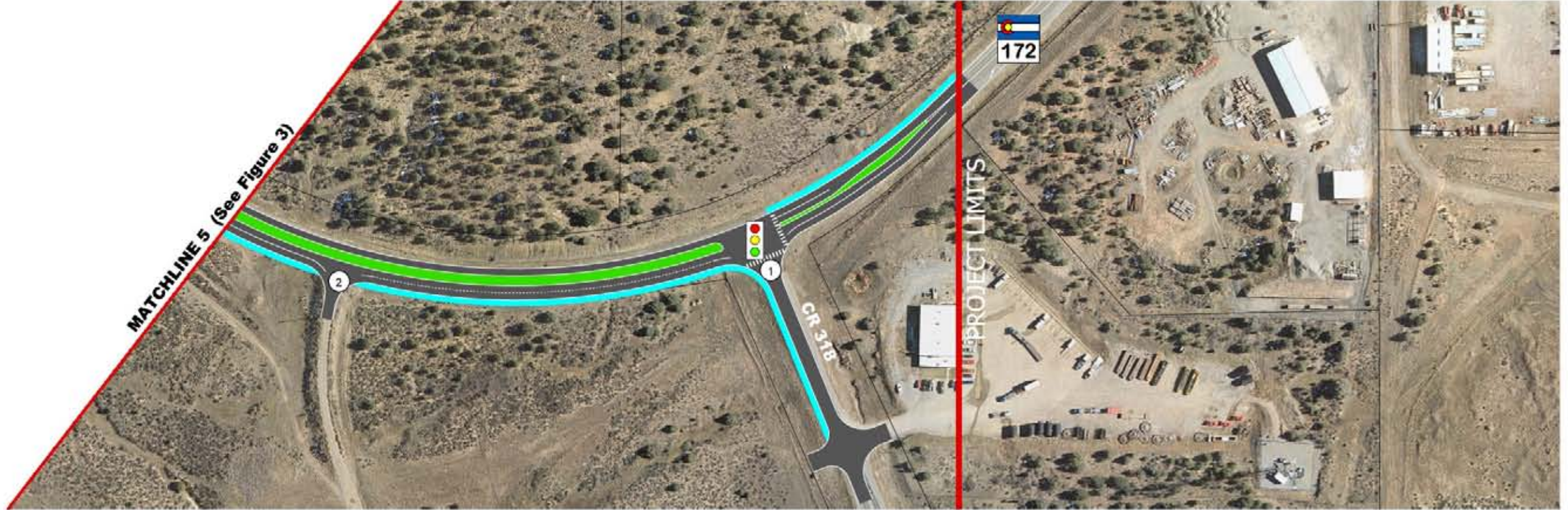
**IGNACIO
CORRIDOR ACCESS
CONTROL PLAN**

SCALE: 1" = 100' DATE: 12/2011 DRAWN BY: MPR JOB #: 21711831

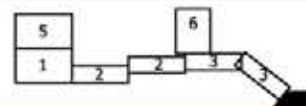
LEGEND	
	CLOSED ACCESS
	TOWN LIMITS
	SIDEWALK
	GATE
	CROSSWALK
	PARCEL ACCESS ID NUMBER
	TRAFFIC SIGNAL
	TRAFFIC CALMING DEVICE
	EXISTING DRIVE CUTS
	RAISED MEDIAN

IGNACIO AREA
CORRIDOR ACCESS PLAN

Figure 3



URS



IGNACIO CORRIDOR ACCESS CONTROL PLAN

SCALE: 1" = 100' DATE: 12/2011 DRAWN BY: MPR JOB #: 21711831

- EXISTING PROPOSED
- TRAFFIC SIGNAL
 - TRAFFIC CALMING DEVICE
 - EXISTING DRIVE CUTS
 - RAISED MEDIAN

LEGEND

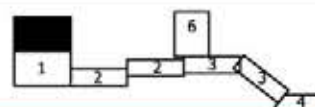
- CLOSED ACCESS
- TOWN LIMITS
- SIDEWALK
- GATE
- CROSSWALK
- PARCEL ACCESS ID NUMBER

Figure 4



MATCHLINE 6 (See Figure 1)

URS



IGNACIO CORRIDOR ACCESS CONTROL PLAN

SCALE: 1" = 100' DATE: 12/2011 DRAWN BY: MPR JOB #: 21711831

- TRAFFIC SIGNAL
- TRAFFIC CALMING DEVICE
- EXISTING DRIVE CUTS
- RAISED MEDIAN

LEGEND

- CLOSED ACCESS
- TOWN LIMITS
- SIDEWALK
- GATE
- CROSSWALK
- PARCEL ACCESS ID NUMBER

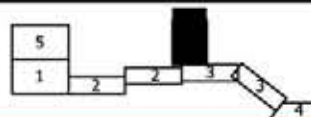
IGNACIO AREA
CORRIDOR ACCESS PLAN

Figure 5



MATCHLINE 7 (See Figure 3)

URS



IGNACIO CORRIDOR ACCESS CONTROL PLAN

SCALE: 1" = 100' DATE: 12/2011 DRAWN BY: MPR JOB #: 21711831

- EXISTING
- PROPOSED
- TRAFFIC SIGNAL
- TRAFFIC CALMING DEVICE
- EXISTING DRIVE CUTS
- RAISED MEDIAN

LEGEND

- CLOSED ACCESS
- TOWN LIMITS
- SIDEWALK
- GATE
- CROSSWALK
- PARCEL ACCESS ID NUMBER

Figure 6

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