

INTRODUCTION

The Village of Taos Ski Valley (Village) adopted this Roadway Improvements Element of the Master Plan to provide residents, property owners, developers and the Village staff with a clear guide of how the Village roadway network should be improved and maintained within the next several years. The Council and the Planning & Zoning Commission believed it was necessary to adopt the Roadway Improvements Element prior to the adoption of the complete Master Plan due to the redevelopment taking place within the Core Village. As new development occurs in the Core Village (and elsewhere), it is more important for the Village to set the parameters for the preferred design and construction of roadway improvements to facilitate safe and convenient circulation for vehicles and pedestrians.

EXISTING CONDITIONS

The existing roadway system is characterized by steep terrain with narrow rights-of-way, gravel road surfaces, several steep switch-backs, and icy driving conditions. The existing conditions make roadway improvements very difficult and very expensive. Furthermore, the icy conditions, narrow roads, lack of sidewalks, and steep switch-backs cause safety hazards for drivers and pedestrians. The intensity of development proposed in the Village Core will exaggerate these conditions if new roadways are not designed and maintained properly.

There are 5.6 miles of public roads and .9 miles of private roads within the Village. This does not include the 7.7 miles of NM 150 between the intersection of NM 230 and the Village entry and the roadways located in the U.S. Forest Service (USFS) parking lot. Only the USFS parking lot, the Pioneer Glade subdivision, and Sutton Place are paved roads; however, recent development plans include pavement of several roads within the Village Core area and Twining Road to Kachina area.

The Village is a member of the Northern Pueblos Regional Planning Organization (NPRTPO). The NPRTPO is a state-designated organization that orchestrates rural transportation planning with local and regional government agencies. The NPRTPO develops the Regional Transportation Improvement Plan Recommendation, a regional transportation plan consisting of project recommendations from rural, municipal, county, and tribal governments within the region. The Village Public Works Department is responsible for maintaining public roads, including snow removal and snow storage. Snow storage easements are scattered throughout the Village along roadways.

Erosion is a concern to the Village and private property owners due to the impacts to roadways, culverts, and riparian areas.

The **Existing Conditions Map** and **Table #1 - Existing Conditions** identify the individual roadway sections, their ownership, length, rights-of-way, surface type, slope and general condition. The general condition is determined by the combination of width, slope, surface condition, and drainage. The **Roadway Slope Map** identifies the average slope of each roadway.

PREVIOUS PLANS

The Village has entertained numerous roadway improvement proposals since the Village was first incorporated in 1996. The Village adopted a Master Plan in 2007 and an updated Master Plan in 2010. The Council adopts the annual Infrastructure Capital Improvements Plan. Below is a summary of these plans and a brief description of the roadway improvements that have been considered.

Some of the proposed projects found in previous plans have already been completed while many of the proposals have been disregarded due to the estimated cost or the lack of additional rights-of-way. Other projects will be completed through the Tax Increment Development District (TIDD). The current status or funding sources of each project is indicated in parentheses wherever possible.

2001 Comprehensive Plan

The Village Council recognized the importance of roadway improvements when it adopted the first Comprehensive Plan in 2001. The Comprehensive Plan included the following recommendations for transportation and circulation:

1. In order to enhance the Village core, increase pedestrian safety, reduce pedestrian/vehicle conflicts and generally create a pedestrian oriented Village core, every attempt will be made with both public and private projects to place priority on a pedestrian only Village core.
2. Any new parking structures or surface lots will be encouraged to locate beyond the perimeter of the Village core, although such parking may be allowed within the Village core.
3. Any new roadway in the Village will allow for adequate emergency vehicle access, snow storage, and pedestrian walkways as determined by the appropriate Village department, whether built by the Village or by a private party.
4. Because of the existing problem with snow storage, the Village will develop snow storage areas away from existing roadways where possible.

1999 Larkin Group Study

This study was conducted to quantify traffic conditions for vehicle and pedestrians and to recommend roadway projects to satisfy the projected traffic demand as a result of new development. The study also examined snow storage, signage, subdivision regulations, and maintenance issues. The study states, "The most critical areas of concern for travel within the Village seem to be along Thunderbird Road and Ernie Blake Road and along Twining Road." Amizette was not included in the study.

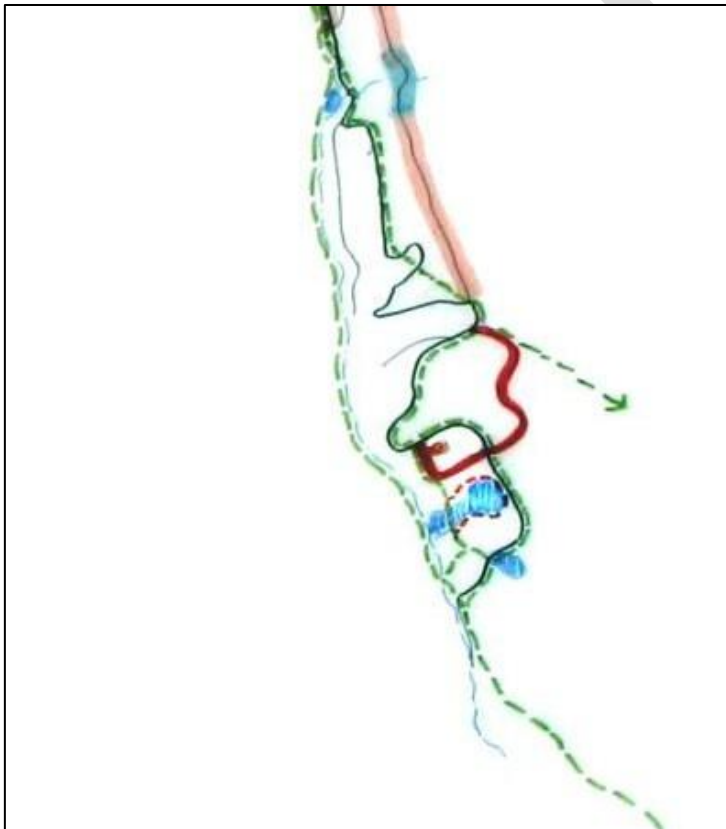
The Study recommended the following roadway improvements:

1. **Relocation of Ernie Blake Road** along the Sierra Del Sol condominiums toward the Twining Condominiums and connect to a new intersection at Twining Road. (TIDD)
2. **Improve Thunderbird Road** with 6 foot sidewalks and curb and gutter. (TIDD)
3. **Twining Road Drainage System** to provide positive drainage. (COMPLETE)
4. **Twining Road Pavement** near the Ernie Blake Road intersection. (TIDD)
5. **Phoenix Switchback Intersection Improvements** to improve turning movements. (COMPLETE)
6. **Cliffhanger Drive Improvement** to improve the sharp curves at Twining Road. (FURTHER STUDY)
7. **Ernie Blake Drainage Improvements** to reduce ponding at the Thunderbird Road intersection. (COMPLETE)
8. **Improve Cliffhanger Drive** as a potential one way pair with Twining Road.
9. **O.E Pattison Loop** to become a one way road. (COMPLETE)
10. **Improve Twining Road** with grade changes and acquire snow storage easements and apply dust suppressants during summer months. (COMPLETE)
11. **Kachina Road Avalanche Structure** (and avalanche bridge) to minimize damage caused by avalanches and provide an alternative access to Kachina. (FURTHER STUDY)
12. **Pedestrian Facilities** at Ernie Blake Road and Thunderbird Road, including a pedestrian path between Dolcetto Road and Twining Road. (FURTHER STUDY)

2010 Master Plan

The 2010 Master Plan included a variety of recommendations to improve roadways and traffic circulation. These included:

- develop a pedestrian circulation plan, (PARCEL CONCEPTUAL PLAN + TIDD)
- provide appropriate street lights, (IN PROGRESS)
- consider people moving options such as an electric shuttle, cog railroad, gondola or funicular, (FURTHER STUDY)
- examine the potential for a bypass to Kachina Road, (FURTHER STUDY)
- create areas of snow storage, (IN PROGRESS)
- "a landscaped entry along Armadillo Road (previously the Armadillo parking lot) that focuses attention in the "Center" and the scenic vista of the narrowing valley beyond" and "Prohibit parking along Armadillo Road." (FUTURE DOT MUNICIPAL ARTERIAL PROJECT)



The map illustrates the proposed Kachina Bypass. (FURTHER STUDY)

A gondola was also recommended to connect the Village Core and Kachina.

The Master Plan also included typical roadway sections to identify design standards for different roadways. However, the map and the illustrations do not identify which roadways should be developed to the particular standard.

Road Type	Right-of-Way	Travel Lane Width	Speed	Other
Entry Avenues and Queuing Lanes	60'	10'	30 MPH	on-street parking, 12' landscape buffer & sidewalk
Main Road	50'	12'	20 MPH	on-street parking, 12' landscape buffer & sidewalk
One-Way Lane	24'	12'	not identified	6' landscape buffer
Rural Road	24'	12'	not identified	6' landscape buffer

The Master Plan also recommended:

1. "Study the feasibility of improving the Kachina High Road for year-round use." (FURTHER STUDY)
2. "Also look at ways to improve Phoenix Switchback." (COMPLETE)
3. "The terminus of Armadillo is a public space, opening onto community facilities and providing a hub for transit services and mixed-use buildings." (IN PROGRESS)

2012 Parcel Conceptual Plan

The Planning & Zoning Commission and the Village Council amended the Zoning Regulations (Ordinance 14-30) to include the Core Village Zone to the zoning map and adopted a variety of development standards and procedures to facilitate new development within the Village Core. The Core Village Zone allows property owners to submit a Parcel Conceptual Plan for the purpose of "facilitating the redevelopment and revitalization of the CVZ area, stimulating a consistent and sustainable mixture of commercial, residential and recreational land uses, promoting a reasonable bed base of residential and lodging units to support the resort, fostering a vibrant pedestrian activity zone, and providing a base village environment that supports resort operations and provides a positive resident and visitor experience in multiple seasons."

Following the approval of the CVZ, the developers of Taos Ski Valley, Inc. submitted a Parcel Conceptual Plan for 6 parcels within the CVZ. The Parcel Conceptual Plan proposed roadway improvements for Sutton Place, Thunderbird Road, and the relocation of Ernie Blake and Burroughs Roads.

2015 Tax Increment Development District (TIDD)

The Village Council unanimously approved the formation of the TIDD and village residents and property owners overwhelmingly approved the TIDD in early 2015. The TIDD is a public finance “mechanism” whereby the developer provides the up-front bond financing for a variety of public infrastructure improvements in return for the dedication of future gross receipts taxes and property tax increments. The tax increments are used to re-pay the debt service of the bonds. A portion of the incremental taxes are dedicated to the local government to pay for the on-going operations and maintenance of the infrastructure after it has been developed and dedicated to the local government. The TIDD estimated over \$52 million in overall infrastructure needs. The following table identifies only the transportation and roadway improvements of the TIDD.

TIDD Projects

Project	Year	Cost Estimate
Sutton Place Crossing	2015	\$1,460,000
Snow Storage Solution	2016-2017	\$525,000
Ernie Blake & Thunderbird Road Upgrades	2016-2017	\$1,650,000
West Burroughs Crossing	2017	\$1,320,000
Route 150/Village Entry Road	2017	\$1,650,000
Strawberry Hill Access & Crossing	2018	\$2,335,000
Parking Lot Upgrades & RV Park	2018	\$1,100,000
Twining Road Pavement (.5 miles)	2018	\$660,000
Pave Road to Kachina	2018	\$2,200,000
Public Parking Facility (at Kachina)	2019	\$1,000,000

Infrastructure Capital Improvements Plan (ICIP)

Every year the Village Council adopts an ICIP. The ICIP is a list of unfunded infrastructure projects presented in priority order for a five year period. The following roadway and parking improvement projects have been included in the ICIP since 2011:

Project	Estimated Cost
Twining Road Improvement – Phase III Construction	\$50,000
Purchase Land for Pedestrian Walkways in Village Core	\$150,000
Village Core Pedestrian Walkway Construction	\$45,000
Construct Kachina Road Improvements – Phase II	\$70,000
Construct Kachina Road Improvements – Phase III	\$70,000
Phases I - IV Village Core Infrastructure Improvements	\$750,000
Phases IV – VIII Road Improvements	\$55,000
Acquire Land and Design New Village Entry Road	\$400,000
Construct Phase I Village Entry Road	\$1,800,000
Design and Construct Kachina Road Improvements (Hiker Parking to Bavarian)	\$100,000
Beaver Pond Sediment Control / Riparian Restoration	\$100,000/\$50,000/\$150,000
Terry Sports Demolition	\$50,000

State and Regional Plans

The Village falls within District 5 of the New Mexico DOT (DOT). DOT completes a Statewide Transportation Improvements Plan for state highways such as NM 150. The Northern Pueblos Regional Transportation Planning Organization (NPRTPO) is responsible for coordinating regional transportation planning with the Village and other government agencies and communities.

EXISTING ORDINANCES

Zoning Regulations

The Core Village Zone of the Village Zoning Regulations includes development standards for new roadways. It states, "The typical cross-sections should strive to strike a balance that provides a functionally efficient, safe and connected network of vehicular and pedestrian facilities with street cross-sections that balance the need for necessary vehicular movement with the minimized speeds and traffic management controls necessary to promote a pedestrian-oriented resort community. Parking on roads shall not be permitted unless the road is specifically designed for on-road parallel parking."

Impact Fees

The Village Council adopted impact fees as a part of the zoning ordinance. Impact fees are imposed on new development to pay "its fair and proportionate share of the costs to the Village of Taos Ski Valley associated with providing necessary public services and public facilities...that serve such development." (Ordinance 14-30. Section 22). Impact fees are charged for 1) roadway, pedestrian and drainage improvements, 2) parks & recreation / open space, 3) general government facilities, and 4) public safety. The fee for roadway, pedestrian and drainage improvements is \$2.4773 per square foot of development. The fee is determined from an estimate of the total square footage of future development divided by the total estimated costs of the public services and public facilities. Water and sewer systems are not included in the impact fee ordinance. These estimates were prepared by the Village staff and are contained in the "Public Facilities Needs Assessment Report" which was approved by the Village Council on June 10, 2014.

Public Facilities Needs Assessment Report June 10. 2014

"In addition to the current deficiencies found in the Village's transportation system, future traffic problems generated by increased residential and commercial growth in Taos Ski Valley will severely impact the Village's current roadway system. Because all the traffic into or out of the Village must use NM State Highway 150, the traffic volume on the streets at the north end of the Village are highest. Additionally, this area will see the greatest traffic impact as a result of growth in the southern section of the Village. Specific areas where existing traffic problems will be further exacerbated by new growth are the following:

- Ernie Blake Road
- Sutton Place
- Thunderbird Road
- Twining Road
- The intersection of Phoenix Switchback and Twining Road
- Kachina District Roads and Intersections
- Lack of snow storage along Twining Road and in commercial core creates traffic congestion problems and safety issues.

Taos Ski Valley receives on average 300 inches of snow per year. Because of this, adequate **snow removal and storage sites are needed in order to facilitate traffic, pedestrian and emergency vehicle movement throughout the Village.**"

The Assessment identified the following roadway improvements and cost estimates:

VTSV Road Improvements	Costs
Phoenix Switchback Retaining Wall (COMPLETE)	\$275,000.00
Village Entry Road (TIDD)	\$2,548,273.00
Twining Rd, ending at Phoenix Switchback, sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD)	Phase I - \$528,895.50 Phase II - \$528,895.50
Ernie Blake paving, sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD + LAND ACQUISITION)	\$459,430.00
Replace Sutton Place river crossing (TIDD)	\$375,000.00
Sutton Place resurfacing, sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD)	\$278,771.00
Thunderbird Rd. Paving, sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD)	\$293,655.00
Kachina District Improvements (TIDD)	\$275,000.00
West Burroughs Road sidewalk, street lights, curb, gutter, storm water management, etc. (TIDD - NEED RIGHT OF WAY)	\$303,402.00
Purchase of Land for Snow Storage & Right of Way (TIDD)	\$525,000.00
Total:	\$6,291,322.00

Subdivision Ordinance

The subdivision ordinance includes design standards for new roadways to be constructed within a new subdivision. These standards are intended to preserve views and protect the natural characteristics of the hillside. Specific design standards require a minimum street right-of-way width not less than thirty (30) feet, two 12-foot travel lanes, twenty (20) feet snow storage easement on each side (excluding driveways), and a slope not to exceed 12% grade.

The Village applies these standards for re-design and re-construction of existing roadways when a development necessitates roadway improvements to service the development.

GOAL, POLICIES, AND OBJECTIVES

The goal, policies, and objectives present a framework for evaluating new development proposals and for implementing roadway projects.

Goal

The Village accommodates the transportation needs of all users with a safe, convenient, and cost effective roadway network.

Policies

1. The Village will improve roadways (or propose new roadways) where there is a clear benefit to public safety, convenience, and welfare and when the development of the Village's public facilities requires new roadways.
2. Private property owners will pay for all necessary roadway improvements which are necessitated by new development, particularly in areas where the existing roadways do not meet design standards.
3. The Village will accept dedication of roadways only when they are built to the Village's design standards and protect the public safety and welfare.
4. Village roads will be designed, constructed, and maintained to provide adequate snow storage areas without placing an undue burden to individual property owners or the Village.
5. Roadway design will minimize cut and fill to avoid erosion and landslides and to minimize sedimentation and jeopardize surface water quality; the installation of underground utilities will be coordinated to the maximum extent possible prior to any construction to avoid trenching after the roadway has been improved.
6. The Village will maintain public roadways to ensure the safety and convenience of the public.
7. The Village will seek funding from federal and state agencies for roadway improvements, including the DOT Coop program, wherever possible and feasible.
8. The Village will participate in regional transportation and transit planning efforts sponsored by Taos County, DOT, the Regional Transit Authority, the Town of Taos Chili Line, the Northern Pueblos Planning Organization, or the Intergovernmental Council of the Enchanted Circle.

Objectives

1. Improve Village roadways.

Each of the following roadways will be designed and developed according to the proposed conditions and typical cross sections to the maximum extent feasible. Not all roadway sections can be developed to these standards for the entire length the roadway, however. The roadway design should balance the needs for vehicle traffic, access to private property, public safety, lighting, pedestrian safety, snow storage requirements, signage, rights-of-way, utility easements, driveways, drainage and slope, and other potential limitations.

a. Thunderbird Road

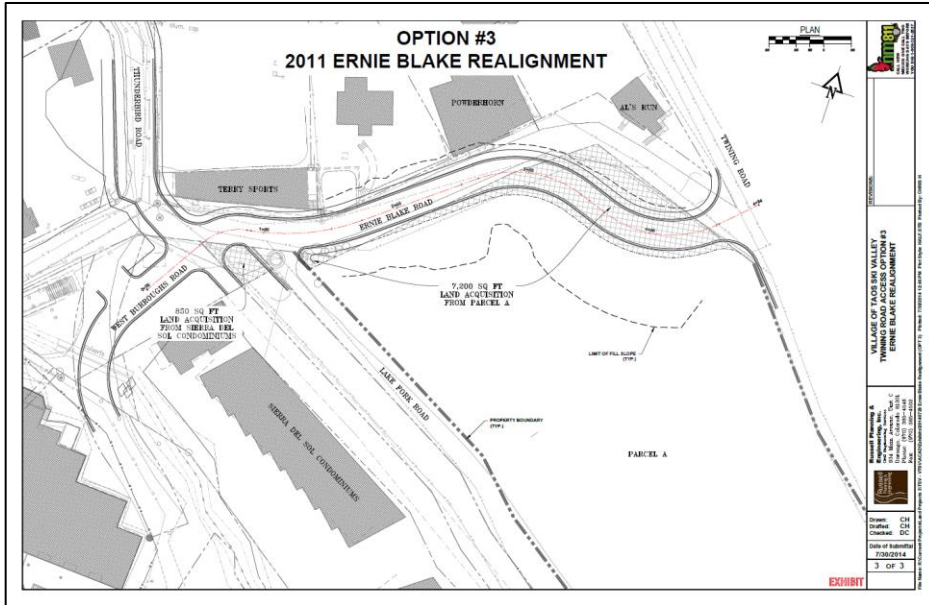
The Planning & Zoning Commission approved the roadway improvements to Thunderbird Road as a part of the Conditional Use Permit for the Parcel D Development. There will be a minimum of a five-foot sidewalk on both sides; however, the Village will continue negotiations with adjacent property owners to acquire the necessary rights-of-way for adequate sidewalks.



Illustration of Thunderbird Road taken from the TSV, Inc. Core Revitalization Conceptual Plan. February 2012.

b. Ernie Blake Road

Ernie Blake is currently not safe for two-way traffic. The Planning & Zoning Commission approved Option #3 for the new alignment of Ernie Blake Road during a Commission meeting held on August 4, 2014 . A land acquisition or land



exchange will be required with private property owners to improve the roadway to safe conditions prior to permitting two-way traffic along the entire length of the road. The road will be realigned to reduce the slope and provide a perpendicular intersection at Twining Road. It will include two travel lanes, curb and gutter, sidewalks.

c. Sutton Place

Sutton Place will be developed as a part of the mixed-use development on Parcel G. It will include two 10-foot travel lanes, curb and gutter, a landscape strip of various widths, and an 8- to 6-foot sidewalk on the east side. The existing walkway along the Edelweiss will serve as the pedestrian passage on the west side.

d. West Burroughs Road

West Burroughs Road will remain a private road beyond the Lake Fork Stream to provide access to private developments. The design and schedule for construction of be determined between the developer and the consulting engineers.

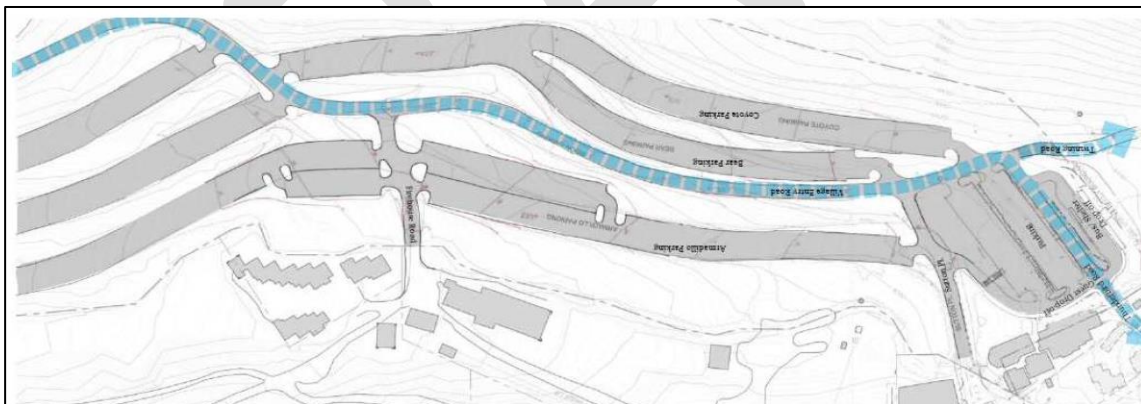
e. Twining Road to the Phoenix Switchback

Twining Road improvements will include water line upgrades and dry utilities, pavement of two 12-foot travel lands, shoulders and roadside drainage ditches.

A ROAD SITE PLAN AND TYPICAL SECTIONS OF ROADWAY IMPROVEMENTS FOR THE VILLAGE CORE AREA ARE INCLUDED AS EXHIBITS #1 - #5. A NARRATIVE IS INCLUDED AS EXHIBIT #6.

2. Adopt a comprehensive **snow management plan** by winter, 2015.
3. The Village anticipates increases in dust pollution as new development occurs at the Kachina area. The Village Public Works Department will apply **bionic soil** to selected sections of gravel roads for more effective **dust and erosion control**. Thunderbird Road and Twining Road are likely candidates as a pilot project to determine if the bionic soil should be applied throughout the Village. Completed in 2015 and 2016.
4. Utilize **GIS** to complete a comprehensive inventory of roadway conditions, rights-of-way, and the location, type, and age of all roadway signs, utilities, and drainage structures. To be completed by 2017.
5. Amend the Village Zoning Regulations to quantify the **shared parking** calculations for mixed use developments. To be completed by 2017.
6. Work with TSV, Inc. and the US Forest Service to design and construct a new **Village Entry** road. The road will provide direct access to Twining Road and Thunderbird Road. Sidewalks will not be necessary. A landscaped median, way-finding signs, and adequate lighting should be included in the design. To be completed by 2017. A typical cross section is included as **EXHIBIT #7**.

The proposed alignment of the new Village Entry taken from the TSV, Inc. Core Village Conceptual Plan. February 2012.



7. **Adopt roadway design standards** for Village roadways. Standards should address minimum slope, drainage, travel lane width, sidewalk width, crosswalks, landscape buffers, public lighting, snow storage, and other potential conditions. Standards will be adopted for Primary and Secondary Roads. A Primary Road serves high density commercial development and anticipates heavy pedestrian traffic. There should be a 10-foot travel lane, ample sidewalks with space for street lights, trash receptacles, ski racks, benches, planting strips, street trees, and other street furniture to create an urban character. A Secondary Road

serves the residential areas of the Village. The car is the predominant use of the Secondary Road with limited pedestrian traffic. There should be a 30-foot right-of-way with two 10- to 12-foot travel lanes, a 3-foot drainage swale, and a ten foot front set-back on private property for snow storage. Completed by 2018.

8. Install standard **name signs on all Village roads** and **require standard name signs on all private roads**. To be completed by 2019.

Table #2 summarizes the **Proposed Roadway Improvements** for all roadways. Roadway maintenance will consist of routine grading, clearing of drainage and culverts, dust control with magnesium chloride and water, and the application of base course and/or pit run. The **Roadway Improvement Plan Map** identifies the location and proposed improvements.

Any paving, curb and gutter improvements to roadways must be preceded by the proper design and installation of all underground utilities to avoid any unnecessary cuts to the finished road surface. The village will coordinate with utility providers on the timing and placement of underground utilities during the planning, design, and construction phases of each project.

FUNDING SOURCES

The following is a summary of potential funding sources for the roadway improvements and related projects. The Village will utilize the impact fees as much as possible to leverage additional funds for roadway improvements.

- **Tax Increment Development District**

As described above, the TIDD will be paying for over \$15 million in roadway improvements within the next several years. These projects are:

1. Sutton Place Crossing
2. Snow Storage Solution
3. Ernie Blake & Thunderbird Road Upgrades
4. West Burroughs Crossing
5. Route 150/Village Entry Road (Trenching)
6. Strawberry Hill Access & Crossing
7. Parking Lot Upgrades
8. Twining Road Pavement (.5 miles)
9. Pave Road to Kachina
10. Public Parking Facility (at Kachina)

The Village will work with the TIDD Board of Directors, TSV, Inc. and other developers and engineers to coordinate in the planning, phasing, design, construction, and dedications of these projects.

- **Local Government Road Fund**

The Local Government Road Fund was established by state law to provide funds to local governments for projects where local entities take the lead in developing and contracting construction and maintenance projects. Funding is eligible for project development, construction, reconstruction, improvement, maintenance or repair of public highways, streets and public school parking lots, and acquisition of right-of-way. The State will pay for 75% of the project costs if the Village contributes 25% of the project costs. There are four primary Programs funded by Local Government Road Fund: 1) The County Arterial Program, 2) the School Bus Route Program, 3) the Cooperative Agreement Program, and 4) the Municipal Arterial Program. The County Arterial Program and the School Bus Route Program do not apply to the Village; however, the Cooperative Agreement Program and the Municipal Arterial Program are excellent sources of funding for maintaining and improving the Village roads.

- **US Department of Transportation - Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants**

TIGER can provide discretionary, competitive grants for capital funding directly to any public entity, including municipalities. This flexibility allows traditional partners at the state and local level to work directly with a host of entities that own, operate, and maintain transportation infrastructure. TIGER's competitive structure and broad eligibility allow project sponsors to develop multi-modal, multi-jurisdictional projects that may not be eligible for funding through traditional DOT programs. The TIGER program focuses on capital projects that generate economic development, and improve access to reliable, safe and affordable transportation for disconnected communities, both urban and rural, while emphasizing improved connection to employment, education, and services, workforce development, and community revitalization.

- **Highway Safety Improvement Program**

The New Mexico Highway Safety Improvement Program (NM HSIP) is designed to reduce traffic crashes causing fatalities and serious injuries in New Mexico. The New Mexico DOT issues an announcement soliciting proposals for either engineering stand-alone transportation safety improvement projects or non-construction transportation safety programs for consideration for discretionary funding in the appropriate fiscal year.

Local governments must send their applications first to the Regional Transportation Planning Organization (RTPO) for review, processing, and approval and then have the RTPO submit the applications to the DOT General Office, Traffic Technical Support Bureau.

CONCLUSIONS

The Roadway Improvements Element will be used as a guide to develop the annual Infrastructure Capital Improvements Plan and to work with private land owners, developers, and the state of New Mexico DOT in meeting the transportation needs of the community.

The Roadway Improvements Element was adopted prior to the other elements of the Master Plan due to the amount of development planned for the Core Village and the need to identify the Village's priorities and design standards for future roadway improvements.

The Village recognizes that many of the existing roadways are too narrow and too steep to allow for proper slope, drainage, and snow storage. The Village also recognizes that the cost of improving these roads to current standards is not feasible from an engineering and financial perspective. Nonetheless, the Village will work diligently to make any necessary roadway improvement to protect the health, safety and welfare of all residents and guests of the Village of Taos Ski Valley.

TABLE #1 – EXISTING CONDITIONS						
Name	Ownership	Right of Way Width	Surface Type	Distance (Feet)	Average Slope (%)	General Condition
Armadillo	USFS	0	Paved	1222	5.4	Fair
Bear	USFS	0	Paved	640	2.3	Fair
Big Horn Hill	Public	20	Gravel	323	18.7	Poor
Bison	USFS	0	Paved	823	6.4	Fair
Bull of the Woods Road	Public	30	Gravel	1261	23.9	Poor
Chipmunk Lane	Public	20	Gravel	483	20.9	Poor
Cliffhanger Loop	Public	20	Gravel	1187	13.1	Poor
Coyote	USFS	0	Paved	1263	4.0	Fair
Coyote Lane	Public	20	Gravel	1199	16.6	Fair
Dolcetto Lane	Public	20	Gravel	968	17.3	Poor
Eagle	USFS	0	Paved	1106	4.4	Fair
Ernie Blake Road	Public	30	Gravel	393	6.7	Poor
Firehouse Road	Private	0	Gravel	737	12.9	Fair
Gila Monster	USFS	0	Paved	841	7.6	Fair
Kachina Road	Public	50	Gravel	5230	4.1	Good
Lake Fork	Private	20	Gravel	511	8.1	Fair
Lynx Road	Public	40	Gravel	629	7.3	Fair
Mineslide Road	Private	0	Gravel	754	4.4	Poor
O.E. Pattison	Public	20	Gravel	738	3.8	Fair
Ocean Blvd	USFS	0	Gravel	1227	26.8	Fair
Phoenix Switchback	Public	30	Gravel	1503	8.0	Fair
Porcupine Road	Public	50	Gravel	1876	4.6	Good
Snow Shoe Trail	Public	20	Gravel	506	13.2	Fair
State Road 150	State	0	Paved	40667	12.2	Fair
Sutton Place	USFS	0	Gravel	340	23.2	Fair
Thunderbird Road	Public	30	Gravel	511	7.3	Fair
Twining Road	Public	30	Gravel	2046	5.2	Fair
Wolf Lane	Public	20	Gravel	222	2.3	Fair
Kachina Road South	Public	50	Gravel	1777	6.1	Good
Deer Blvd	USFS	0	Paved	735	13.9	Fair
Armadillo	USFS	0	Paved	92	8.2	Fair
Upper Twining Road	Public	20	Gravel	1583	5.7	Good
Zap's	Public	40	Gravel	1257	4.6	Fair
Blue Jay Ridge Road	Private	40	Gravel	1465	1.8	Fair
Emma	Public	0	Gravel	849	9.8	Poor
Gusdorf	Public	40	Gravel	643	10.0	Poor
Deer Lane	Private	0	Gravel	381	12.8	Fair
Big Horn Cove	Public	30	Gravel	135	1.9	Fair
Marmot Lane	Public	0	Gravel	292	6.5	Fair
Coyote	USFS	0	Paved	624	4.9	Fair
Bear	USFS	0	Paved	256	6.1	Fair
Bear	USFS	0	Paved	459	6.9	Fair
Burroughs Road	Public	30	Paved	597	2.8	Good
Lily Lane	Public	30	Paved	182	11.5	Fair
Gerson	Public	40	Gravel	513	6.9	Poor
Ocean Blvd	USFS	0	Paved	1180	4.4	Fair
Twining Road	USFS	0	Gravel	666	9.2	Fair
Twining Road	Public	30	Gravel	396	8.3	Fair
Twining Road	Public	30	Gravel	530	10.7	Fair
Firehouse Road	Private	0	Gravel	703	11.0	Fair
Borroughs	Private	30	Gravel	126	12.8	Poor
Firehouse Road	USFS	0	Gravel	222	4.1	Poor
Sutton Place	Private	0	Gravel	199	9.0	Fair
Marmot Lane	Public	0	Gravel	103	4.7	Fair
O.E. Pattison Loop	Public	20	Gravel	291	7.6	Fair
Twining Road	Public	30	Gravel	485	16.0	Fair
Twining Road	Public	30	Gravel	113	46.2	Fair
Twining Road	Public	30	Gravel	529	14.3	Fair
Kachina Road South	Public	50	Gravel	1818	6.8	Fair
Kachina Road South	Public	50	Gravel	522	6.6	Fair

TABLE #2 - PROPOSED ROADWAY IMPROVEMENTS

Priority Year	Roadway Name	Proposed Improvement	Funding Source
2015/2016	Sutton Place	Pave, Curb & Gutter, Sidewalk	TIDD
2016	Zap's Road	Grading & Drainage	DOT - NPRTPO
2016	Twining Road	Grading & Drainage	DOT - NPRTPO
2016	Kachina Road South	Grading & Drainage, Widen 20' for Snow Storage	DOT - NPRTPO
2016	Coyote Lane	Maintenance	DOT - NPRTPO
2016/2017	Ernie Blake Road	Realignment, Pave, Curb & Gutter, Sidewalk	TIDD
2016/2017	Thunderbird Road	Pave, Curb & Gutter, Sidewalk	TIDD
2016/2017	Snow Storage Solution	Acquire land and equipment for snow storage	TIDD
2017	West Burroughs Crossing	Pave, Curb & Gutter, Sidewalk	TIDD
2017	NM 150 / Village Entry	Planning and Design, Pave and Shoulder	TIDD
2017	Upper Twining Road	Grading & Drainage, Widen 10' for Snow Storage	DOT - NPRTPO
2017	Chipmunk Lane	One-Way, Improve Intersection at Phx Switchback	DOT - NPRTPO
2017	Phoenix Switchback	Improve Intersection at Chipmunk	DOT - NPRTPO
2017	Big Horn Hill	Grading & Drainage	DOT - NPRTPO
2018	Bull of the Woods Road	Maintenance	DOT - NPRTPO
2018	Dolcetto Lane	Maintenance	DOT - NPRTPO
2018	Emma	Reconcile Roadway alignment with Right of Way	DOT - NPRTPO
2018	Lake Fork Creek	Gravel	DOT - NPRTPO
2018	Kachina Road	Pavement	TIDD
2018	Strawberry Hill	Pave, Curb & Gutter, Sidewalk	TIDD
2018	Twining Road (.5 miles)	Dust Control, Pave, Curb & Gutter	TIDD
2018	Parking Lot Upgrades	Redesign and resurface the TSV parking lot	TIDD
2019	State Road 150	Resurface & Bike Lane	DOT - NPRTPO
2019	Wolf Lane	Grading & Drainage	DOT - NPRTPO
AS NEEDED	Big Horn Cove	Maintenance	DOT - NPRTPO
AS NEEDED	Porcupine Road	Maintenance	DOT - NPRTPO
AS NEEDED	Snow Shoe Trail	Maintenance	DOT - NPRTPO
AS NEEDED	Twining Road	Maintenance	DOT - NPRTPO
AS NEEDED	Lily Lane	Maintenance	DOT - NPRTPO
AS NEEDED	Lynx Road	Maintenance	DOT - NPRTPO
AS NEEDED	Marmot Lane	Maintenance	DOT - NPRTPO
AS NEEDED	O.E. Pattison Loop	Maintenance	DOT - NPRTPO
AS NEEDED	Gerson	Maintenance	DOT - NPRTPO
AS NEEDED	Gusdorf	Maintenance	DOT - NPRTPO
AS NEEDED	Cliffhanger Loop	Maintenance	DOT - NPRTPO
AS NEEDED	John Burroughs Trail	Maintenance	DOT - NPRTPO
N/A	Bear	Pave, Curb & Gutter	Private
N/A	Blue Jay Ridge Road	None	Private
N/A	Firehouse Road	None	Private
N/A	West Burroughs Road	Pave, Curb & Gutter, Sidewalk	Private
N/A	Armadillo	None	N/A
N/A	Bear	None	N/A
N/A	Bison	None	N/A
N/A	Coyote	None	N/A
N/A	Deer Blvd	None	N/A
N/A	Deer Lane	None	N/A
N/A	Eagle	None	N/A
N/A	Gila Monster	None	N/A
N/A	Lake Fork	None	N/A
N/A	Mineslide Road	None	N/A
N/A	Ocean Blvd	None	N/A

EXHIBITS

#1 – ROAD SITE PLAN

#2 – SUTTON PLACE ROAD SECTIONS

#3 – WEST BURROUGHS & ERNE BLAKE ROAD SECTIONS

#4 – THUNDERBIRD ROAD SECTIONS

#5 – TWINNING ROAD SECTIONS

#6 – CORE ROADWAY IMPROVEMENTS NARRATIVE

7- ENTRY DRIVE AND ARRIVAL CONCEPT TYPICAL CROSS SECTION

DRAFT