

Four Corners Intermodal Transloading Equinox (4CITE)

4CITE Master Plan

The 4CITE Master Plan is a comprehensive approach to coordinate the planning and delivery of transportation projects that would improve multi-modal access to the Gallup Energy Industrial Park (GELP), the Navajo Inland Port, as well as regional connections to the existing and future transportation infrastructure. This sub-regional plan provides a road map for our stakeholders and economic developers to proactively plan for major growth, rather than try to improve infrastructure in the mists of overwhelming growth.

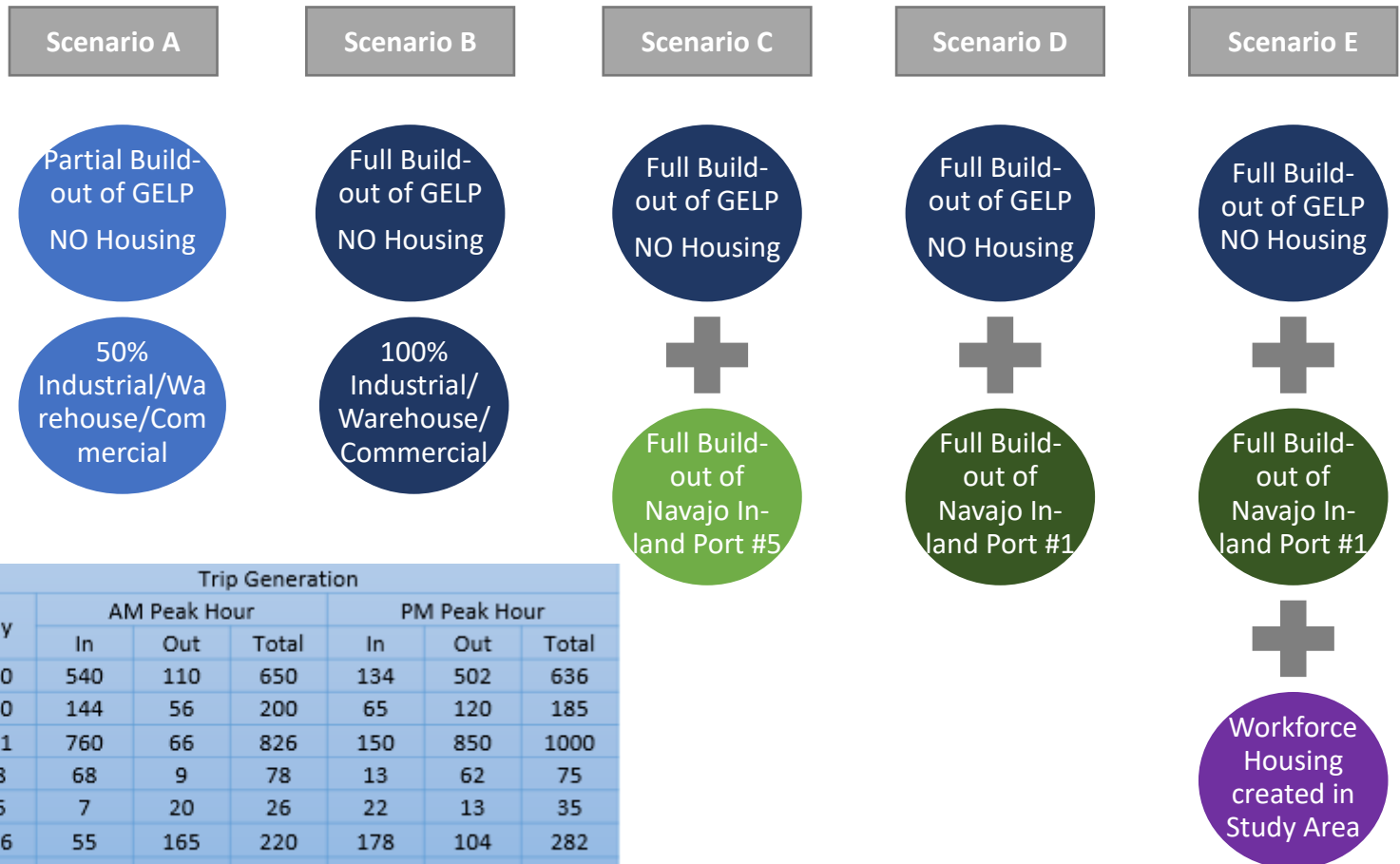


Funding: \$150,000, \$120,000 funded by NM Department of Transportation through Special Planning & Research (SPR) funds and \$30,000 provided through local matches by the City of Gallup and McKinley County.

Lead: Northwest New Mexico Regional Transportation Planning Organization (RTPO), administered through the COG supporting local and regional transportation planning and development.

Consultants: Wilson & Company, Bohannon Huston, Souder Miller & Associates

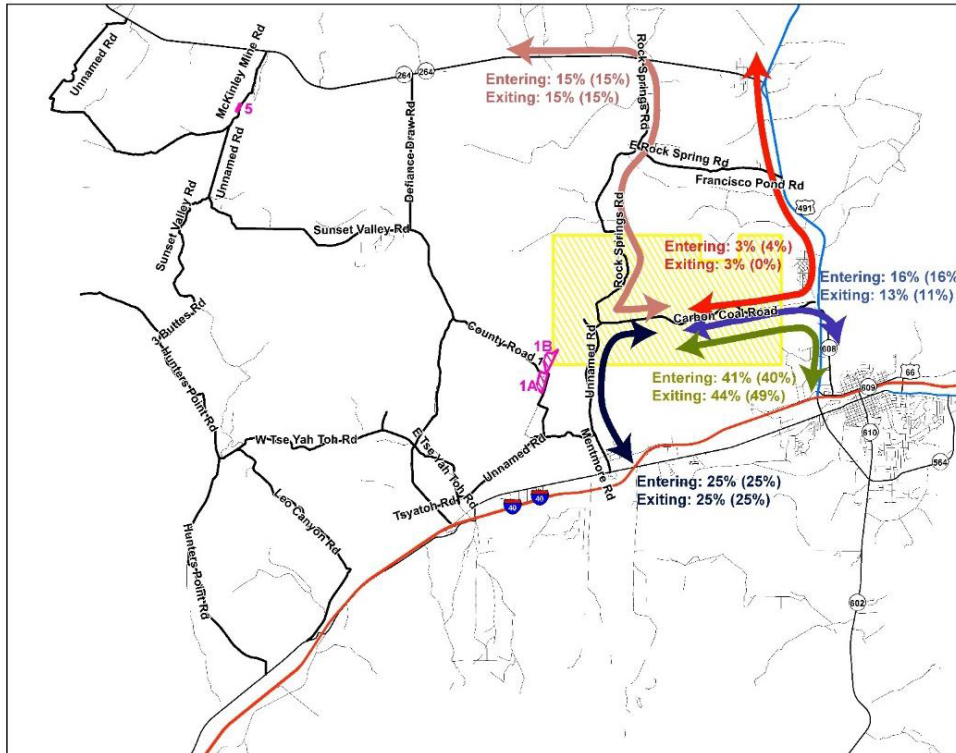
Technical Approach:



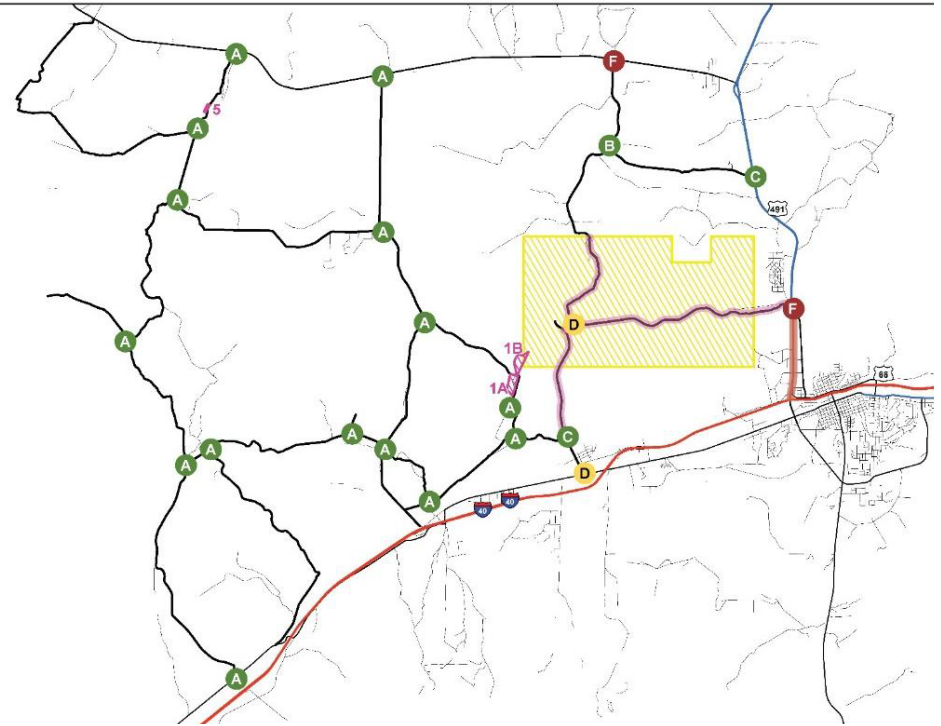
Scenario #5

Land Use	Quantity	Trip Generation						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Industrial Park	100 acres	5400	540	110	650	134	502	636
Warehousing	20 acres	1170	144	56	200	65	120	185
Office Park	40 acres	6981	760	66	826	150	850	1000
Industrial	50,000 SF	348	68	9	78	13	62	75
General Office Building	35,000 SF	385	7	20	26	22	13	35
Single Family	300 units	2856	55	165	220	178	104	282
Totals		17140	1574	426	2000	562	1651	2213

Traffic Analysis



Level of Service



Recommended Roadway Improvements

Improvement	Recommended Improvements				
	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
Pave Carbon Coal Road	X	X	X	X	X
Pave Rock Springs Road	X	X	X	X	X
Pave Unnamed Road (aligned with Rock Springs Road - south)	X	X	X	X	X
Widen US HWY 491 - south of Ninth Street/Chino Street - to six lanes		X	X	X	X
Pave Sunset Valley Road			X		
Pave 3 Buttes Road			X		
Pave Hunters Point Road			X		
Signal Warrant Analysis/Signalize intersection at SR 264 & County Road 9/Rock Springs Road		X	X	X	X
Add a westbound right turn lane at Carbon Coal Road & County Road 9/Rock Springs Road					X
Signal Warrant Analysis/Signalize Intersection at Frontage Road/Historic Highway 66 & Mentmore Road					X
Add a westbound dual left turn at US Highway 491 & Ninth Street/Chino Street	X	X	X	X	X
Add a northbound dual left turn at US Highway 491 & Ninth Street/Chino Street		X	X	X	X

Table 12: Preliminary Cost Estimates

Transportation Recommendation	Scope of Work	Total Cost
Carbon Coal Road Improvement	Concrete Pavement	\$20,289,649.48
Rock Springs Road Improvement	Concrete Pavement	\$6,268,617.79
Unnamed Road (aligned with Rock Springs Road - south)	Concrete Pavement	\$6,525,290.48
Widen US 491 - south of 9th Street/ Chino Road - six lanes	Asphalt Pavement Left-turn lane and Signal Retrofit	\$953,034.67
Sunset Valley Road Improvement	Double Penetration Chip Seal Pavement	\$2,218,679.13
3 Buttes Road Improvement	Double Penetration Chip Seal Pavement	\$587,758.10
Hunters Point Road Improvement	Double Penetration Chip Seal Pavement	\$5,842,260.51
Signal Warrant Analysis/ Signalize (NM 264 and County Road 9/ Rock Springs Road)	Intersection Signalization	\$268,073.44
Add a westbound right turn lane (Carbon Coal Road and County Road 9/ Rock Springs Road)	Concrete Pavement / Right-turn Lane	\$135,900.19
Signal Warrant Analysis/ Signalize (Frontage Road/ Historic Highway 66 and Mentmore Road)	Intersection Signalization	\$268,073.44
Add westbound dual left turn at US 491 and 9th Street/ Chino Road	Asphalt Pavement Left-turn lane and Signal Retrofit	\$166,800.02
Add a northbound dual left turn at US 491 and 9th Street/ Chino Road	Asphalt Pavement Left-turn lane and Signal Retrofit	\$166,800.02