



May 3, 2024

Terry Brown, PE  
Tierra West, LLC  
5571 Midway Park Pl NE  
Albuquerque, NM 87109

**Subject: Retail @ 7 Bar Traffic Impact Study  
NM 448 (Coors Road) and 7 Bar Loop (MP 5.79)  
Albuquerque, New Mexico**

Dear Mr. Brown:

This letter is to inform you that the **FINAL** Traffic Impact Study (TIS) for Retail @ 7 Bar dated January 2024 has been reviewed. The proposed development is located east of NM 448 (Coors Rd) and 7 Bar Loop.

The NMDOT has no objection to the use of its existing access points on 7 Bar Loop. See Exhibit A for the site plan and project plats for this development. TIS recommendations are shown in Exhibit B. Based on these analyses, the following conditions are required:

1. The property owner shall obtain a shared access permit for its access easement to NM 448 via Seven Bar Loop extension to the east.
2. At the signalized intersection of NM 448 (Coors Road) and 7 Bar Loop, the development
  - a. Shall design and install interconnect on NM 448 and provide redundancy as specified by the City of Albuquerque Traffic Division.
3. The NMDOT shall provide final approval on the design for the offsite improvements. The developer shall agree to incorporate all the comments requested by the NMDOT.

In addition to the TIA, all improvements are based on other factors, including but not limited to, the State Access Management Manual (SAMM) design criteria, Pedestrian Right of Way Accessibility Guidelines (PROWAG), roadway design references and any local jurisdiction planning documents.

**Michelle Lujan  
Grisham**  
Governor

**Ricky Serna**  
Cabinet Secretary

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**Walter G. Adams**  
Commissioner, Chairman  
District 4

**Thomas C. Taylor**  
Commissioner  
District 5

**Charles Lundstrom**  
Commissioner, Secretary  
District 6

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The following information will be required in combination with the approval of the development:

- a. All geometric details associated with the proposed offsite improvements must be approved by the NMDOT. Any schematic layout(s) for the proposed improvements that is contained in the report is for informational purposes only and should not be considered as an approved final design. These proposed improvements may include, but are not limited to:
  - Acceleration/deceleration lanes
  - Roadway widening
  - Traffic signal
- b. Detailed construction plans, including traffic control plans, for the proposed roadway improvements shall be submitted to Keith Thompson, P.E at [Keith.Thompson@dot.nm.gov](mailto:Keith.Thompson@dot.nm.gov) prior to any driveway application submittals. The roadway design shall be compliant with proposed right-of-way accessibility guidelines (PROWAG) for pedestrian facilities.
- c. Grading and drainage plans, shall be submitted with the driveway application for review and approval by Mr. Tim Trujillo, PE. Mr. Trujillo can be reached at [Timothy.Trujillo@dot.nm.gov](mailto:Timothy.Trujillo@dot.nm.gov)
- d. Cultural resource approval will need to be obtained from Mr. Gary Funkhouser for disturbance to the state right-of-way. Mr. Gary Funkhouser can be reached at [Gary.Funkhouser@dot.nm.gov](mailto:Gary.Funkhouser@dot.nm.gov)
- e. Traffic control permits within state right-of-way related to the proposed development shall be submitted to Mr. Israel Suazo at [Israel.Suazo@dot.nm.gov](mailto:Israel.Suazo@dot.nm.gov)
- f. All utility permits within state right-of-way related to the proposed development shall be submitted to Mr. Israel Suazo at [Israel.Suazo@dot.nm.gov](mailto:Israel.Suazo@dot.nm.gov)
- g. Once the design plans have been approved by Keith Thompson for construction, any proposed access points that will access a state facility shall obtain an access permit from Mr. Israel Suazo.

If you have any questions, please feel free to call me at 505.288.2086 or email me at [Margaret.Haynes@dot.nm.gov](mailto:Margaret.Haynes@dot.nm.gov)

Sincerely,

Margaret Haynes, P.E.  
District 3 Assistant Traffic Engineer

Copies:

Nancy R. Perea, NMDOT D3 DTE  
Keith Thompson, NMDOT D3  
Matt Grush, COA  
Tim Brown, COA  
file

Attachments:

Exhibit A – Site Plan and Plats  
Exhibit B – Summary of Findings and Recommendations

# EXHIBIT A







# EXHIBIT B

## Summary of Impacts

The three signalized intersections of Coors Rd. / Cottonwood Loop Rd, Coors Rd. / 7 Bar Loop Rd., and Coors Rd. / Old Airport Rd. were analyzed in HCS for a single period analysis. HCS identified that movements at these intersections had Volume to Capacity Ratios (V/C's) less than 1, therefore, a multi-period analysis was not required. A single period analysis was conducted on the remaining intersections (unsignalized) using Synchro 11 (Build 11.1.2.9) modeling software. See Appendix pages A-74 through A-103 and pages A-168 through A-197 for detailed results of the analysis.

Generally speaking, the operation of the three signalized intersections maintains an acceptable level-of-service for No Build and Build conditions. The Retail at 7 Bar Loop Development does not significantly impact the overall transportation network

## Recommendations

### **Intersection 1, Coors Rd. and Cottonwood Loop Rd.**

- b. There are no recommendations at this Intersection.

### **Intersection 2 - Coors Rd. and 7 Bar Loop Rd.**

- b. Approved construction for the northbound right deceleration lane is currently being extended with City of Albuquerque project No. 702183 Car Wash to meet the SAMM requirements for the Deceleration length. The proposed signal modifications for updated Pedestrian safety are also being installed as per these plans (by others).

### **Intersection 3 - Coors Rd. and Old Airport Rd.**

- b. There are no recommendations at this Intersection.

### **Intersection 4 - Coors Rd. and Albertsons Driveway**

- b. There are no recommendations at this Intersection.

### **Intersection 5 – 7 Bar Loop S. and Driveway “A”**

- b. The recommendations at Driveway “A” include the construction of a two-way stop-controlled intersection that provides access to Popeyes, 7 Bar Loop Rd S., and the proposed Development. All new access shall be constructed with adequate sight distance at all approaches to the intersection.

### **Intersection 6 - 7 Bar Loop S. and Driveway “B”**

- b. The recommendations at Driveway “B” include the construction of a T-intersection that provides access to 7 Bar Loop Rd S. from the proposed Development. All new access shall be constructed with adequate sight distance at all approaches to the intersection.

### **Intersection 7 - 7 Bar Loop S. and Driveway “C”**

- b. The recommendations at Driveway “C” include the construction of a T-intersection that provides access to the bank, 7 Bar Loop Rd S. and the proposed Development. All new access shall be constructed with adequate sight distance at all approaches to the intersection.

### **Intersection 8 - 7 Bar Loop N. and Driveway “D”**

- b. The recommendations at Driveway “D” include the construction of a T-intersection that provides access to the bank, 7 Bar Loop Rd N. and the proposed Development. All new access shall be constructed with adequate sight distance at all approaches to the intersection.

In summary, the proposed Retail @ 7 Bar Development will have a no significant adverse impact on the adjacent transportation system provided that the recommendations of this report are implemented.