



April 9, 2019

Mr. Terry Brown  
P.O Box 92051  
Albuquerque, New Mexico 87199

**Subject: Maverik Gas and Convenience Store Traffic Impact Study  
Southwest quadrant of I-25 and Jefferson Street  
Albuquerque, Bernalillo County, New Mexico**

Dear Mr. Brown:

This letter is to inform you that the **FINAL** Traffic Impact Study (TIS) for the proposed Maverik Store on the southwest quadrant of I-25 northbound off-ramp and Jefferson Street Interchange dated March 18, 2019 has been reviewed.

The NMDOT has no objection to the partial access at Driveway "A" on Jefferson Street located 275-feet southeast of the signalized intersection of I-25 northbound off-ramp and Jefferson Street. The proposed Maverik Store site plan is shown in Exhibit A. NMDOT gives final concurrence of this development given the conditions below are met. This TIS proposed the recommendations shown in Exhibit B.

1. The property owner shall submit a Commercial Driveway Application for the entire property (including both driveways).
2. The development shall construct ADA facilities along its frontage on Jefferson Street.
3. Driveway "A" shall be built as a RIGHT-IN ONLY driveway with enhanced median islands to prevent a potential left/right-out from occurring.
4. The development shall construct a deceleration lane at Driveway "A" that is 200 feet in total length (including taper).
5. Driveway "B" does not meet the State Access Management Manual's corner clearance spacing for a full access.
6. The development shall provide a platted access easement to the property to the south to prevent an additional access request along Jefferson Street.
7. The development shall provide signal timing recommendations for signalized intersections at the interchange to the NMDOT and City of Albuquerque Traffic Section for concurrence.

**Michelle Lujan  
Grisham**  
Governor

**Michael R. Sandoval**  
Cabinet Secretary

**Commissioners**

**Jennifer Sandoval**  
Commissioner  
District 1

**Bruce Ellis**  
Commissioner  
District 2

**Keith Mortensen**  
Commissioner  
District 3

**Walter G. Adams**  
Commissioner  
District 4

**Vacant**  
Commissioner  
District 5

**Charles Lundstrom**  
Commissioner  
District 6

8. 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.

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

- a. All geometric details associated with the proposed offsite improvements as shown in Exhibit B 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 Margaret Haynes, P.E at [Margaret.Haynes@state.nm.us](mailto:Margaret.Haynes@state.nm.us) 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. Keith Thompson, PE District 3 Engineer. Mr. Thompson can be reached at [Keith.Thompson@state.nm.us](mailto:Keith.Thompson@state.nm.us)
- d. Cultural resource approval will need to be obtained from Ms. Kasey Flavin for disturbance to the state right-of-way. Ms. Flavin can be reached at [Kasey.Flavin@state.nm.us](mailto:Kasey.Flavin@state.nm.us)
- e. All utility and traffic control permits, within state right-of-way related to the proposed development shall be submitted to Mr. Peter Kubiak. Mr. Kubiak can be reached at [Peter.Kubiak@state.nm.us](mailto:Peter.Kubiak@state.nm.us)

If you have any questions, please feel free to call me at 505.206.1069 or email me at [Nancy.Perea@state.nm.us](mailto:Nancy.Perea@state.nm.us)

Sincerely,



Nancy R. Perea, P.E.  
District 3 Traffic Engineer

Copies:

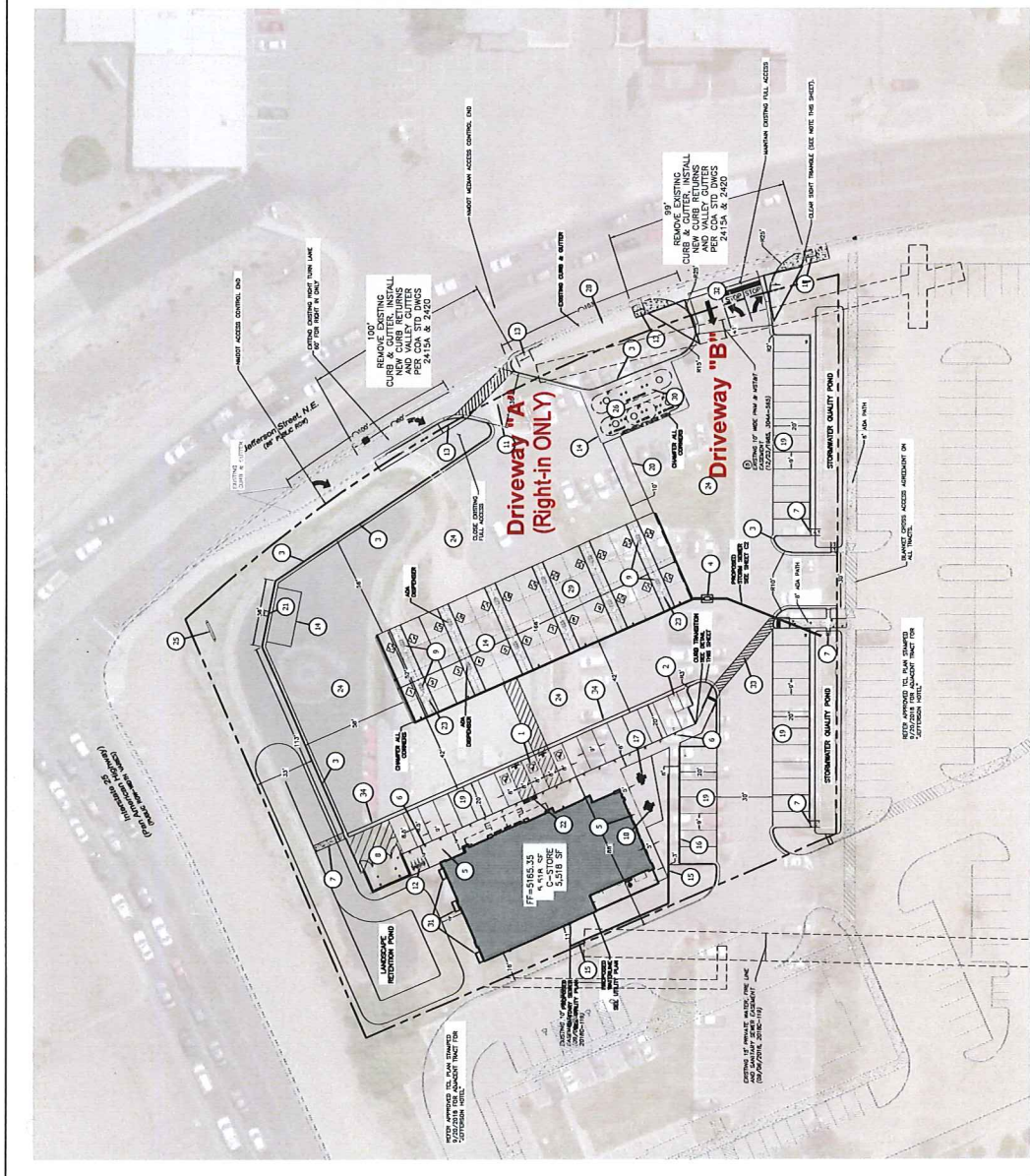
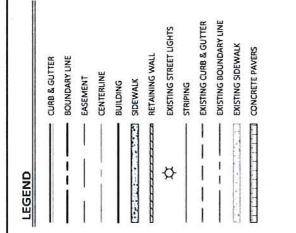
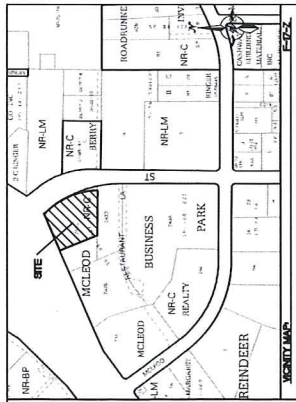
Jill Mosher, NMDOT D3 ADE  
Margaret Haynes, NMDOT D3 ADTE  
Kasey Flavin, NMDOT GO  
Racquel Michel, COA  
Ernest Armijo, COA  
Tim Brown, COA  
file

Attachments:

Exhibit A –Proposed Site Plan  
Exhibit B – TIS page 31 and 32 – Summary of Deficiencies, Anticipated Impacts  
and Recommendations

## EXHIBIT A





**KEYED NOTES**

- 1 ACCESSIBLE PARKING PER ADA STANDARDS WITH SIGN (SEE DETAIL SHT. C3)
- 2 MOTORCYCLE PARKING WITH SIGN (SEE DETAIL SHT. C3)
- 3 ON-SITE CURB & GUTTER (SEE DETAIL SHT. C3)
- 4 6" WATER SEPARATOR (SEE DETAIL SHT. C3)
- 5 CONCRETE SIDEWALK (SEE DETAIL SHT. C7)
- 6 BOLLARDS (SEE DETAIL SHT. C7)
- 7 CONCRETE RAMPDOWN
- 8 DUMPTER (SEE DETAIL SHT. C3)
- 9 GAS PUMP ISLAND (TYP)
- 10 MAVERIK MONUMENT SIGN (SEE ARCH. PLANS)
- 11 NEW 30'-0" HIGH-IN DRYWALL ENTRANCE
- 12 BICYCLE RACKS (SEE DETAIL SHT. C7)
- 13 UNIDIRECTIONAL ACCESSIBLE RAMP (SEE DETAIL SHT. C3)
- 14 CONCRETE SLAB W/CHAMFERED CORNERS
- 15 RETAINING WALL (SEE CHASING SHT. C2, MAX HEIGHT 2.4')
- 16 HEADER CURB (SEE DETAIL SHT. C3)
- 17 ADA PAVING TABLE (SEE ARCH. PLANS)
- 18 PAVING TABLE (SEE ARCH. PLANS)
- 19 CONCRETE PARKING STALL (SEE DETAIL SHT. C7)
- 20 PETROLEUM TRENCH CAP SECTION (SEE DETAIL SHT. C3)
- 21 VACUUM AIR STATION (SEE DETAIL SHT. C3)
- 22 TRUNCATED DOMES (SEE DETAIL SHT. C3)
- 23 "HOSP" BOLLARD (SEE DETAIL SHT. C7)
- 24 ASPHALT PAVING (SEE DETAIL SHT. C7)
- 25 MAVERIK D/F ILLUMINATED Pylon SIGN (SEE ARCH. PLANS)
- 26 MAVERIK MONUMENT SIGN (SEE ARCH. PLANS)
- 27 SIDEWALK CULVERT COA STD DWG 2236
- 28 EXISTING 6" PUBLIC SIDEWALK
- 29 ALL UNDER CANOPY LIGHTING TO BE RECESSED
- 30 EXISTING WALL TO BE LINED WITH SCHEDULE 40 GALV. STEEL PER VERTS PANK SPEC.
- 31 6", 28" HIGH LANDSCAPE PLANTER BOX
- 32 MOVED EXISTING FULL ACCESS DRIVEWAY
- 33 5' PEDESTRIAN CROSS WALK
- 34 2' CONCRETE WATERWAY (SEE DETAIL SHT. C3)

**SITE DATA:**

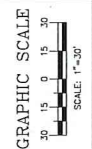
- PROPOSED USAGE: GAS & CONVENIENCE STORE  
 PROPOSED LOT AREA: 94,900 SF (2.17 ACRES)  
 BUILDING AREA: 5,519 SF  
 ASPHALT AREA: 25,742 (28 UNITS)  
 PARKING PROVIDED: 22 SPACES (4 SPACES PER 1,000 SF)  
 HIC PARKING REQUIRED: 48 SPACES  
 HIC PARKING PROVIDED: 3 SPACES (1 VAN ACCESSIBLE)  
 MC PARKING REQUIRED: 2 SPACES  
 MC PARKING PROVIDED: 2 SPACES  
 BICYCLE PARKING REQUIRED: 2 SPACES  
 BICYCLE PARKING PROVIDED: 4 SPACES  
 LANDSCAPE AREA REQUIRED: 13,405 SF  
 LANDSCAPE AREA PROVIDED: 2,421 SF

**CLEAR SIGHT TRIANGLE NOTE:**

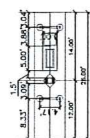
1. LANDSCAPING AND SIGNAGE SHALL NOT INTERFERE WITH CLEAR SIGHT REQUIREMENTS. THEREFORE, SIGNS, WALLS, TREES, AND SHRUBBERY SHALL BE MAINTAINED WITHIN THE CLEAR SIGHT TRIANGLE. ANY OBSTACLES WILL NOT BE ACCEPTABLE IN THE CLEAR SIGHT TRIANGLE.

**GENERAL NOTES:**

1. ALL BROKEN OR CRACKED SIDEWALKS MUST BE REPLACED WITH SIDEWALK CURB AND GUTTER AS REQUIRED PER COA STD DWG 2430
2. REFER ATTACHED DETAIL SHEETS FOR STD DWGS REFERENCED THIS PLAN.
3. AND ELEVATIONS.



**Curb Transition**  
SCALE: NONE



**Fuel Island Layout**  
SCALE: NONE

ENGINEER'S SEAL	MAVERIK	DRAWN BY	LA
DATE	3/12/2019	DATE	3/12/19
PROJECT	5001 JEFFERSON ST. NE 87109	PROJECT	2018056-TCL
SHEET #	TCL 1	SHEET #	TCL 1
PROJECT	3571 MIDWAY PARK PLACE, NE	PROJECT	3571 MIDWAY PARK PLACE, NE
PROJECT	ALBANY, ALASKA 99571	PROJECT	ALBANY, ALASKA 99571
PROJECT	3571 MIDWAY PARK PLACE, NE	PROJECT	3571 MIDWAY PARK PLACE, NE
PROJECT	ALBANY, ALASKA 99571	PROJECT	ALBANY, ALASKA 99571

## EXHIBIT B

transportation system. All the levels-of-service were determined to be acceptable for the overall intersections.

### ***Access Design Specifications***

Sight distance at Driveway "A" and at Driveway "B" are adequate. The Maverik driveways are both along the inside of a horizontal curve in Jefferson St. but considering the posted speed limit of 35 MPH in this area, the sight distances are sufficient.

There is an existing southbound right turn deceleration lane (about 60 feet long plus transition) on Jefferson St. at Driveway "A". The right turn deceleration lane will be extended a bit when the driveway is relocated approximately 35 feet to the south.

Driveway "B" is located on Jefferson St. outside of the I-25 / Jefferson interchange access control area. Driveway "A" is located within the I-25 / Jefferson interchange access control area (with the access control line located in the center of Jefferson St.) so that left turns in and out are prohibited. The detailed design and construction of driveways should comply with the Development Process Manual and the City design policy for driveways consistent with the Traffic Engineer in the Transportation Development Section of the City of Albuquerque Planning Department.

## **Summary of Deficiencies, Anticipated Impacts, and Recommendations**

Neither the 2019 (Implementation Year) nor the 2029 (Horizon Year) analyses determined any significant deficiencies in the adjacent transportation system. The Jefferson St. / I-25 Interchange was studied as a part of the North I-25 Phase 1A Final Report w/Appendix. With regard to the Jefferson / I-25 Interchange, the Report states:

### **Jefferson Street**

The existing interchange at Jefferson Street consists of a standard diamond. Notable aspects of the existing interchange to consider in the development of improvement alternatives include:

- The existing bridge is relatively new, but is too narrow to provide the capacity that is needed. There is insufficient left-turn storage on the bridge.
- The bridge span is not wide enough to build continuous frontage roads along with providing an additional mainline lane on I-25.
- This interchange serves large retail developments in the southwest and northwest quadrants and provides the southern access to the North I-25 Business Center, which is one of the major activity centers in the Albuquerque region.



The New Mexico Department of Transportation is in the initial stages of considering options to solve existing traffic issues at the interchange. Under the North I-25 Phase 1A Report (Sheet 5-18), there are four options being considered:

- Alternative 1 - The standard diamond configuration is maintained, but the bridge would be widened to accommodate dual left turn bays in each direction
- Alternative 2 – Similar to Alternative 1.
- Alternative 3 - The standard diamond configuration is maintained, but the existing bridge is replaced with a new structure able to accommodate dual left turn bays and Texas U-turns for both northbound and southbound traffic. The new bridge structure would also accommodate continuous frontage roads which would provide a route to bypass the signalized intersections of Jefferson Street and the northbound and southbound frontage roads.
- Alternative 4 - A Diverging Diamond Interchange (DDI) layout was considered (see Sheet INT-3 in Appendix G), but without substantial right-of-way impacts, the geometry of a DDI would be undesirable.

The queuing issues at the Jefferson / I-25 Interchange are existing regional issues that should be addressed in the foreseeable future by constructing the recommended improvements as defined in the North I-25 Phase 1A Report.

The proposed Maverik Convenience Store does not contribute any additional traffic to the southbound left turn movement on Jefferson St. at the I-25 South Ramp nor to the southbound right turn movement on Jefferson St. at the I-25 North Ramp, two of the turning movements with the longest calculated queue lengths. The Maverik Convenience Store will only generate a small percentage of trips to the northbound left turn movement on Jefferson St. at the I-25 North Ramp.

### **Recommendations:**

Implementation Year (2019) – Design and construction of all improvements including driveway modifications should preserve adequate sight distances along Jefferson St.

Driveway “A” should be designed and constructed as a right-turn-in only driveway.

Driveway “B” should be designed and constructed as a full-access unsignalized driveway with two exiting lanes (one for left turns and one for right turns) and one entering lane minimum.

Drive design should be able to accommodate large delivery trucks.

Horizon Year (2029) – Same recommendations as Implementation Year. Also, cross access should be incorporated when the property to the south develops to provide Maverik traffic access to Outback Dr. to relieve future congestion at Driveway “B”.