

CITY OF ALBUQUERQUE

Planning Department
Alan Varela, Director

Mayor Timothy M. Keller



January 4, 2023

Terry O. Brown, P.E.
P.O. Box 92051
Albuquerque, NM 87199
Via email terryobrown@outlook.com

Re: Oxbow Development / Coors Pavilion Traffic Impact Study
Engineer's Stamp dated December 20, 2022 (G11D067)
Received 12/20/2022
CABQ Planning Transportation approval

Dear Mr. Brown:

The subject Traffic Impact Study for the Oxbow Development / Coors Pavilion Traffic Impact Study dated December 20, 2022 has been reviewed by the City's Planning Transportation Development Section. The TIS has been approved with the following infrastructure improvement as the responsibility of the developer.

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1. Incorporation of the conditions listed in the NMDOT reply letter to the Oxbow and Coors Pavilion Development Appeal at NM 45 and St Joseph's Drive, dated August 26, 2022.

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The Oxbow Offsite Road Improvement Concept Plan exhibit, September 23, 2022, included in the report shows the proposed infrastructure improvements for this development.

NM 87103

2. Implementation Year Analysis (2026):

Coors Blvd. Corridor (Sequoia Rd., St. Joseph's Dr., and Western Trail):

- As the development progresses, monitor the increasing traffic volumes along the Coors Blvd. corridor (from Sequoia Rd. to Western Trail) and update the signal timing plan for Coors Blvd. as needed.

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St. Joseph's Dr. / Coors Blvd.:

- Reconstruct the signalized intersection to incorporate:
 - Dual northbound left turn lanes (protected)
 - Dual southbound left turn lanes (protected)
 - Triple eastbound left turn lanes (protected) – 448 feet long plus transition
 - Right turn overlap phasing for eastbound, westbound, and southbound right turn movements.
 - Lengthen eastbound right turn lane as far as possible.

Western Trail / Coors Blvd.

- Convert EB Thru lane to Thru / RT Lane, add EB RT overlap phase.

St. Joseph's Dr. from Atrisco Dr. to Coors Blvd.

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- Construct a second eastbound thru lane.

St. Joseph's Dr. / Atrisco Dr.

- Convert the existing eastbound right turn lane to a thru /right turn lane.

St. Joseph's Dr. / Main Driveway

- Construct the new Main Driveway on St. Joseph's Dr. approximately 630 feet west of Coors Blvd. (centerline to centerline) as a signalized driveway (when warranted) with the following minimum geometry:
 - Eastbound – 1 LT Lane, 2 Thru Lanes, and 1 RT Lane
 - Westbound - 1 LT Lane, 2 Thru Lanes, and 1 RT Lane
 - Northbound – 1 LT Lane and 1 Thru / Right Turn Lane
 - Southbound – 1 LT Lane and 1 Thru / Right Turn Lane

The eastbound and westbound Left Turn and Right Turn Lanes on St. Joseph's Dr. at the Main Driveway should be designed and constructed to a length of 240 feet including transition. Northbound and southbound left turn lanes in driveway should be designed and constructed to a length of 150 feet plus transition (minimum).

Site Access:

Coors Pavilion should be accessed in the same manner as it is currently accessed. That is, via one Main Access (full access) driveway on St. Joseph's Dr. approximately 630 feet west of Coors Blvd. (centerline to centerline) and one existing right-in, right-out driveway on the west side of Coors Blvd. approximately 530 feet north of St. Joseph's Dr. (centerline to centerline).

Oxbow should be accessed via four new driveways as shown on the site plan for the project (Appendix Page A-4). The Main Access should align with the Main

Access for Coors Pavilion and should eventually be signalized (when warranted).

- Driveway "A"/Coors Blvd. should be a new right-in, right-out only driveway located along the west side of Coors Blvd. approximately 800 feet (centerline to centerline) south of St. Joseph's Dr. Driveway "C" is a new full access driveway along the south side of St. Josephs Dr. located approximately 465 feet east of Atrisco Dr. (centerline to centerline) and aligned with the existing driveway to St. Josephs on the Rio Grande Catholic Church. Driveway "D" is a new full access driveway on the east side of Atrisco Dr. located approximately 770 feet south of St. Josephs Dr. (centerline to centerline). A southbound right turn deceleration lane is warranted (currently already exists).
- Driveway "B" / Coors Blvd. – a southbound right turn deceleration lane is warrants on Coors Blvd. at Driveway "B". The new southbound right turn deceleration lane should be designed and constructed to a length of 370 feet long (including a 125 feet long transition. Driveway "B" should be designed and constructed with one entering lane and one exiting lane and should be restricted to a right-in, right-out driveway.

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- St. Josephs Dr. / Driveway "C" – a new left turn lane on St. Josephs Dr. at Driveway "C" is warranted. The new westbound left turn lane should be designed and constructed to a length of 125 feet plus transition (150'-150' reverse curve).

Driveway "C" should be designed and constructed with one entering lane and two exiting lanes (one left turn lane and one thru / right turn lane). Driveway "C" should be aligned with the existing St. Josephs of the Rio Grande Catholic Church driveway.

- Driveway "D" / Atrisco Dr. – a new left turn lane on St. Josephs Dr. at Driveway "C" is warranted. The new westbound left turn lane should be designed and constructed to a length of 125 feet plus transition (150'-150' reverse curve).

All design and construction of roadway infrastructure and site plan elements shall maintain adequate sight distances at the access points for the project.

Sight design shall incorporate truck turning movement templates to demonstrate reasonable access of delivery vehicles (and other design vehicles) into and out of the project.

3. Horizon Year Analysis (2036):

Same as recommendations for the Implementation Year.

Western Trail / Coors Blvd.

- Re-stripe the west leg of Western Trail to create an exclusive eastbound right turn lane plus an eastbound thru / right turn lane. Install a right turn overlap phase on the existing traffic signal for the eastbound to southbound right turn movement.

The infrastructure improvements shall include all necessary sidewalks, traffic signs, pavement markings, traffic signals and street lighting with associated wiring and controls to comply with the City DPM and NMDOT design requirements.

The Traffic Impact Analysis shall be valid for a period of three years. Should significant modifications to the approved development proposal occur, the approved study shall be revised to incorporate the changes.

If you have any questions, please feel free to contact me at (505) 924-3362.

Sincerely,

Matt Grush, P.E.
Traffic Engineer, Planning Dept.
Development Review Services

via: email

C: Applicant, File
Margaret Haynes, NMDOT D3 Traffic
Ernest Armijo, CABQ Planning Transportation

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