



August 15, 2022

Terry Brown, PE
P.O. Box 92051
Albuquerque, NM 87199

Shahab Biazar, PE
City of Albuquerque
600 2nd Street NW
Albuquerque, NM 87102

Re: Oxbow and Coors Pavilion Developments Traffic Impact Study

NMDOT has been working and reviewing the traffic impacts studies for the Coors Pavilion and the Oxbow development for several years. NMDOT has been working with the team since 2015 on Coors Pavilion. The last updated traffic impact study (TIS) was submitted in February 2022 for both the Coors Pavilion and the Oxbow Development.

These developments are located in the northwest quadrant and southwest quadrant of NM 45 (Coors Blvd) and St. Joseph's Drive's for the Coors Pavilion and Oxbow development, respectfully. See the attached site plans. There are numerous pad sites in Coors Pavilion that have been built out since the start of this process. The original TIS proposed that Coors Pavilion would bring about 500 and 800 trips in the AM and PM peak hours, respectively. However, the updated TIS projects about 750 and 770 trips for Coors Pavilion in the AM and PM peak hours, respectively. Oxbow development is expected to generate about 920 and 1100 new trips in the AM and peak hours, respectively. This is a total of 1670 and 1870 new trips utilizing the signalized intersection of NM 45 and St. Joseph's Drive or one of the other two partial (right-in/out) access points on NM 45. Both developments are expected to utilize three access points to NM 45. A full signalized access at St. Joseph's Drive and one partial right-in/right-out access to the north of St. Joseph's Drive and one partial right-in/right-out access to the north of St. Joseph's Drive.

The NMDOT follows the State Access Management Manual (SAMM) for the acceptable levels of performance measures for traffic operations for its facilities. Those measures include but are not limited to the following:

- At minimum, one access per development to a public facility.
- Access spacing for full unsignalized, full signalized, and partial access on and from NMDOT facilities
- Deceleration lane lengths
- Level of Service (LOS) F is not acceptable for individual movements
- Level of Service (LOS) D is acceptable for multi-lane highways, two-lane highways, signalized and unsignalized intersections.

Michelle Lujan Grisham
Governor

Ricky Serna
Cabinet Secretary

Commissioners

Jennifer Sandoval
Commissioner, Vice-Chairman
District 1

Bruce Ellis
Commissioner
District 2

Hilma E. Chynoweth
Commissioner
District 3

Walter G. Adams
Commissioner, Chairman
District 4

Thomas C. Taylor
Commissioner
District 5

Charles Lundstrom
Commissioner, Secretary
District 6

- Where the existing or future year base condition do not meet our minimum acceptable standards, its mitigation is required to maintain the level of service at existing/base no build condition levels at a minimum.
- Redirect tapers should be used where it is necessary to establish a left-turn lane or median island. The straight-line taper shall be a length-to-width ratio of posted speed limit to one.

NMDOT has reviewed the study from 2022 and has concerns regarding the density of commercial development utilizing the existing public roadway system with its limited roadway network system for its use. The proposed mitigation schematic drawing is attached. Our concerns are outlined below.

1. The proposed geometry used to develop the triple eastbound lefts for on St. Joseph's Drive at NM 45 should meet the SAMM redirect taper requirements.
2. All widening on NM 45 shall be from its centerline. The proposed geometry used to develop the dual northbound and southbound lefts on NM 45 at St. Joseph's Drive shall meet the SAMM redirect taper requirements.
3. The proposed full signalized intersection on St. Joseph's Drive and the main access to the developments is about 630 feet centerline to centerline. The next full intersection adjacent to a full signalized access shall be 1320 feet and 2640 if signalized. The access spacing does not meet SAMM corner clearance access spacing requirements.
4. The lane widths for northbound and southbound through lanes shall remain twelve (12) feet.
5. The divided median island width on NM 45 shall be a minimum six (6) feet in width.
6. The proposed triple left turns shall be designed to contain design vehicle WB-40 with two passenger cars with no over tracking in adjacent lanes.
7. NMDOT has concerns regarding signal timing operations for pedestrians with the proposed triple right eastbound left turn configuration.
8. The eastbound left at NM 45 & St. Joseph's Drive increases from a delay of 81.6 sec (LOS F) in the 2026 No Build AM Peak to a delay of 89.8 sec (LOS F) in the 2026 Oxbow Build AM Peak (Mitigated).
9. The northbound left at NM 45 & St. Joseph's Drive increases from a delay of 30.3 secs (LOS C) in the AM Peak No Build to 96.9 secs (LOS F) in the AM Peak Oxbow Build (Mitigated).
10. The southbound left at NM 45 & St. Joseph's Drive increases from a delay of 18.7 secs (LOS B) in the AM Peak No Build to 73.3 secs (LOS E) in the AM Peak Oxbow Build (Mitigated).
11. The southbound through at NM 45 & St. Joseph's Drive increases from a delay of 38.1 secs (LOS D) in the AM Peak No Build to 27.2 secs (LOS F) in the AM Peak Oxbow Build (Mitigated). LOS F determined by the volume to capacity ratio.

12. The eastbound left on NM 45 at St. Joseph's Drive increases from 75.6 seconds of delay (LOS E) in the PM Peak No Build to 99.7 seconds of delay (LOS F) in the PM Peak Oxbow Build (Mitigated).
13. The northbound left on NM 45 at St. Joseph's Drive increases from 23.0 seconds of delay (LOS C) in the PM Peak No Build to 66.6 seconds of delay (LOS E) in the PM Peak Oxbow Build (Mitigated).
14. The southbound left at NM 45 & St. Joseph's Drive increases from 17.6 seconds of delay (LOS B) in the PM Peak No Build to 63.2 seconds of delay (LOS E) in the PM Peak Oxbow Build (Mitigated).
15. The eastbound left deceleration lane lengths on St. Joseph's Drive at NM 45 are not met in the AM and PM peak hours. The queue storage ratio increases from 1.1 and 0.6 in the 2026 No Build AM Peak to 1.4 and 1.3 respectively in the 2026 Oxbow Build AM Peak (Mitigated).
16. The eastbound right deceleration lane lengths on St. Joseph's Drive at NM 45 is not met in the AM and PM peak hours. The queue storage ratio increases from 2.0 and 1.5 in the 2026 No Build AM Peak to 3.3 and 1.9 respectively in the 2026 Oxbow Build AM Peak (Mitigated).
17. The offset at NM 45 and St. Joseph's Drive is changed from 0 seconds in the AM Peak No Build to 67.5 seconds in the AM Peak Oxbow Build (Mitigated). There is a coordinated signal system in place with offsets already determined. The offset should remain at zero for this analysis.
18. The eastbound left at NM 45 & St. Joseph's Drive increases from 100.0 seconds of delay (LOS F) in the AM Peak No Build Horizon to 117.3 seconds of delay (LOS F) in the AM Peak Oxbow Build Horizon (Mitigated).
19. The eastbound through at NM 45 & St. Joseph's Drive increases from 63.5 seconds of delay (LOS E) in the AM Peak No Build Horizon to 76.4 seconds of delay (LOS E) in the AM Peak Oxbow Build Horizon (Mitigated).
20. The eastbound right at NM 45 & St. Joseph's Drive increases from 69.1 seconds of delay (LOS E) in the AM Peak No Build Horizon to 77.2 seconds of delay (LOS E) in the AM Peak Oxbow Build Horizon (Mitigated).
21. The northbound left at NM 45 & St. Joseph's Drive increases from 24.1 seconds of delay (LOS C) in the AM Peak No Build Horizon to 116.7 seconds of delay (LOS F) in the AM Peak Oxbow Build Horizon (Mitigated).
22. The southbound left at NM 45 & St. Joseph's Drive increases from 27.9 seconds of delay (LOS C) in the AM Peak No Build Horizon to 73.3 seconds of delay (LOS E) in the AM Peak Oxbow Build Horizon (Mitigated).
23. The southbound through at NM 45 & St. Joseph's Drive increases from 16.0 seconds of delay (LOS B) in the AM Peak No Build Horizon to 34.6 seconds of delay (LOS F) in the AM Peak Oxbow Build Horizon (Mitigated). LOS F determined by the volume to capacity ratio.
24. The eastbound left at NM 45 & St. Joseph's Drive increases from 77.0 seconds of delay (LOS E) in the PM Peak No Build Horizon to 112.3 seconds of delay (LOS F) in the PM Peak Oxbow Build Horizon (Mitigated).

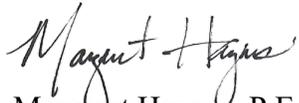
25. The northbound left at NM 45 & St. Joseph's Drive increases from 27.1 seconds of delay (LOS C) in the PM Peak No Build Horizon to 66.8 seconds of delay (LOS E) in the PM Peak Oxbow Build Horizon (Mitigated).
26. The southbound left at NM 45 & St. Joseph's Drive increases from 36.8 seconds of delay (LOS D) in the PM Peak No Build Horizon to 63.8 seconds of delay (LOS E) in the PM Peak Oxbow Build Horizon (Mitigated).
27. The eastbound left deceleration lane lengths on St. Joseph's Drive at NM 45 is not met in the AM and PM peak hours. The queue storage ratio increases from 1.4 and 0.6 in the 2036 No Build AM and PM Peak hours respectively to 1.6 and 1.4 in the 2036 Oxbow Build AM Peak (Mitigated).
28. The eastbound right deceleration lane lengths on St. Joseph's Drive at NM 45 is not met in the AM and PM peak hours. The queue storage ratio increases from 2.3 and 1.1 in the 2036 No Build AM and PM Peak hours respectively to 3.8 and 1.9 in the 2036 Oxbow Build AM Peak (Mitigated).
29. The eastbound right at NM 45 at Western Trail increases from 76.4 seconds of delay (LOS E) in the AM Peak No Build to 119 seconds of delay (LOS F) in the AM Peak Oxbow Build (Mitigated).
30. The northbound left at NM 45 and Western Trail increases from 75.5 seconds of delay (LOS E) in the AM Peak No Build to 102.9 seconds of delay (LOS F) in the AM Peak Oxbow Build (Mitigated).
31. The northbound left deceleration lane length on St. Joseph's Drive at NM 45 is not met in the PM peak hours. The queue storage ratio increases from 1.1 in the 2026 No Build AM Peak to 1.2 in the 2026 Oxbow Build AM Peak (Mitigated).
32. The eastbound right at NM 45 and Driveway "A" increases from a delay of 32.7 seconds of delay (LOS D) in the AM Peak No Build to 192 seconds of delay (LOS F) in the AM Peak Oxbow Build (Mitigated).
33. The eastbound right at NM 45 and Driveway "B" has 132.8 seconds of delay (LOS F) in the AM Peak Oxbow Build (Mitigated).

NMDOT is requesting that the development make additional considerations to reach SAMM compliance for NM 45 as much as possible. Some alternatives to consider that may help include the following:

- Increase roadway network connectivity to adjacent private properties or public roadways.
- Relocate the Main driveway to the western edge of its property to maximize the overall operations of the signalized intersection of NM 45 and St. Joseph's Drive. This would require limiting access to the access to the west on St. Joseph's Drive.
- Propose extending deceleration lanes on NM 45 wherever possible to meet queue plus deceleration lane lengths.
- Propose deceleration lane at potential u-turn location(s) on NM 45 south of St. Joseph's Drive.

Finally, NMDOT is requesting that the City of Albuquerque submit a request for an access permit for St. Joseph's Drive with its proposed mitigations for the concerns above. The access is required by local governments per NMAC 18.31.6.14.F(1)(b).

Sincerely,



Margaret Haynes, P.E.
Assistant Traffic Engineer
New Mexico Department of Transportation District Three

Cc:

File

Nancy Perea, NMDOT

Brad Julian, NMDOT

Jill Mosher, NMDOT

Ernest Armijo, COA

Matt Grush, COA

Tim Brown, COA

Josh Skarsguard

Attachments:

Coors Pavilion site plan

Oxbow site plan

Proposed mitigation schematic drawing

Coors Pavilion Plat

NOTE: The plan for Coors Pavilion was approved in 2017. The land use assumed for the western most parcels was office use. The updated (current) plan allows for a Target Discount Store on the westernmost parcels and various other retail uses on the remaining vacant parcels.

The developer of the Coors Pavilion project constructed roadway improvements on Coors Blvd. and on St. Joseph's Dr. at the time of development.

Plat for
Lots 8-A, 8-B, 8-C, 9-A,
9-B and 9-C
Coors Pavilion
Being Comprised of
Lots 8 and 9
Coors Pavilion
City of Albuquerque
Bernalillo County, New Mexico
January 2021

THIS PLAT BENEFITING THE OWNERS OF LOTS 1-7, 8-A, 8-B, 8-C, 9-A, 9-B, AND 9-C TO BE MAINTAINED BY THE UNDERLYING OWNER OF EACH TRACT PURSUANT TO THE PROVISIONS CONTAINED IN THE DECLARATION OF ECR RECORDED ON DECEMBER 13, 2016 AS DOC. NO. 2016116329 AND AS AMENDED BY FIRST AMENDMENT TO DECLARATION OF ECR RECORDED SEPTEMBER 25, 2019 AS DOC. NO. 2019081522.

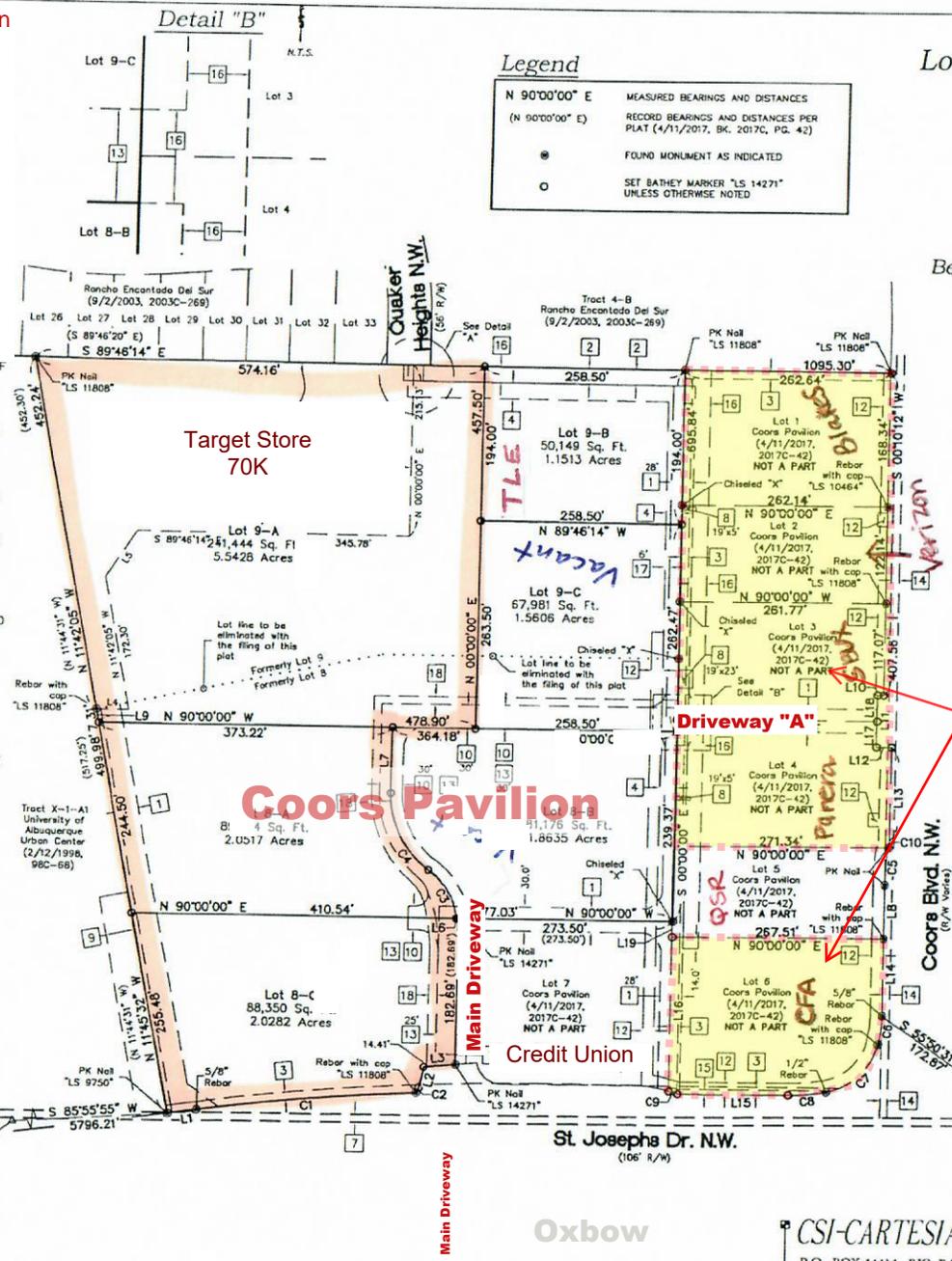
- 11 EXISTING PRIVATE DRAINAGE POND EASEMENT, BENEFITING LOTS 1-7, 8-A, 8-B, 8-C, 9-A, 9-B, AND 9-C TO BE MAINTAINED AS "COMMON USE AREA" BY ALL THE OWNERS PURSUANT TO THE PROVISIONS CONTAINED IN THE DECLARATION OF ECR RECORDED ON DECEMBER 13, 2016 AS DOC. NO. 2016116329 AND AS AMENDED BY FIRST AMENDMENT TO DECLARATION OF ECR RECORDED SEPTEMBER 25, 2019 AS DOC. NO. 2019081522. THE LOCATION AND DESIGN OF THIS PRIVATE DRAINAGE POND EASEMENT, MAY BE AMENDED PURSUANT TO THE TERMS CONTAINED IN THE DECLARATION OF SAID ECR.
- 12 EXISTING 15' PNM EASEMENT (1/30/2018, AS DOC. NO. 2018009029)
- 13 PUBLIC WATER AND SEWER EASEMENT GRANTED WITH THE FILING OF THIS PLAT TO ABCWUA. SEE SHEET 3 FOR DETAIL.
- 14 EXISTING 10' PNM & MOUNTAIN STATES TELEPHONE & TELEGRAPH CO. EASEMENT (09/03/1953, BK. D254, PG. 217)
- 15 EXISTING 6' PUBLIC ROADWAY EASEMENT FOR LOT 6 (09/17/19, AS DOC. NO. 2019078636)
- 16 EXISTING 20' PUBLIC SEWER EASEMENT TO ABCWUA (_____/_____/_____) DOCUMENT NO. _____. NOTE: A 10' PRIVATE SEWER EASEMENT WAS LOCATED IN THE SAME APPROXIMATE LOCATION AND WAS VACATED AND FILED ON _____ AS DOCUMENT NO. _____
- 17 INTENTIONALLY OMITTED
- 18 10' P.U.E. GRANTED WITH THE FILING OF THIS PLAT. SEE SHEET 3 FOR DETAIL.

BENEFITING AND FOR USE OF THE OWNERS OF LOT 1 THRU 9, COORS PAVILION. MAINTENANCE OF SAID EASEMENT SHALL BE THE RESPONSIBILITY OF THE OWNERS OF SAID LOTS 1 THRU 9, COORS PAVILION AS FURTHER DEFINED IN THE RECORDED "DECLARA EASEMENTS, COVENANTS, AND RESTRICTIONS".

THE PUBLIC SEWER EASEMENT WAS ESTABLISHED OVER AN EXISTING PRIVATE SANITARY SEWER EASEMENT THAT WAS VACATED ON _____ AS DOCUMENT NO. _____

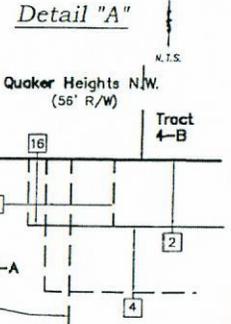
THE PROPERTIES (LOTS 1-7, 8A, 8B, 8C, 9A, 9B AND 9C) ARE SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS AS REFLECTED IN THE "FIRST AMENDMENT TO DECLARATION OF EASEMENTS, COVENANTS & RESTRICTIONS "COORS PAVILION" FILED IN THE OFFICE OF THE COUNTY CLERK'S OFFICE OF BERNALILLO COUNTY NEW MEXICO ON 9/25/2019 AS DOCUMENT 2019081522. SAID DECLARATION PROVIDES FOR ASSURANCES THAT FUTURE PRIVATE UTILITY EASEMENTS SHALL BE GRANTED FOR AND ACROSS SAID LOTS INCLUDING PRIVATE SEWER EASEMENTS TO THE PUBLIC SEWER EASEMENT AS SHOWN HERE ON AS EASEMENT 16.

ACS Monument * 7-G10
NAD 1983 CENTRAL ZONE
X=1498606.697 *
Y=1501787.741 *
Z=5159.487 * (NAVD 1988)
G-G=0.999680173
Mapping Angle=-0°16'22.41"
*U.S. SURVEY FEET

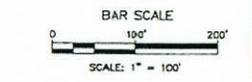


Legend

N 90°00'00" E	MEASURED BEARINGS AND DISTANCES
(N 90°00'00" E)	RECORD BEARINGS AND DISTANCES PER PLAT (4/11/2017, BK. 2017C, PG. 42)
●	FOUND MONUMENT AS INDICATED
○	SET BATHY MARKER "LS 14271" UNLESS OTHERWISE NOTED



Currently Implemented Uses.



ACS Monument * 8-G11
NAD 1983 CENTRAL ZONE
X=1505431.887 *
Y=1502236.625 *
Z=5116.009 * (NAVD 1988)
G-G=0.999680082
Mapping Angle=-0°15'35.17"
*U.S. SURVEY FEET

CSI-CARTESIAN SURVEYS INC.
P.O. BOX 44414 RIO RANCHO, N.M. 87174
Phone (505) 896-3050 Fax (505) 891-0244
wplotnerjr@gmail.com

St. Josephs Drive NW

intersection

Scale: 1" = 60'



Detention Pond

Fuel Center
179 sf

Pad
5,200 sf

Site Area 43,629 s.f.
(1,001 a.c.)
14
15

Smith's MARKETPLACE
Building Area = 123,722 sf

Site Area 646,717 s.f.
(14,847 a.c.)
Parking = 624 Stalls (5.04/1,000 s.f.)

Coors Boulevard NW

Atrisco Drive NE

C.P. & F. PARKING AREA

C.P. & F. PARKING AREA

C.P. & F. PARKING AREA

VILLA DE PAZ

VILLA DE PAZ

NOTE:

This plan has been prepared without benefit of a complete survey. This plan has also been prepared without a full review of City Ordinances and requirements. It is conceptual in nature and no guarantee of its accuracy or compliance with City codes is implied.

Designed by: BW
Drafted by: KJ/DC
Client Name:
Smith's Food & Drug Stores
smc449 CSP C

ANWA
ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801.321.8529 - Awahengineering.net

Conceptual Site Plan
Smith's #449 Marketplace
Coors Boulevard & St. Josephs Drive
Albuquerque, New Mexico

14 Jan, 2022

SHEET NO.
C

W:\smc449\wpa\smc449 CSP C.dwg - 1/14/2022 12:44:48 PM 1:1, DC

NAME: N:\Projects\W0007 Skarsgard\W0007.0004 Skarsgard Oxbow Center\3_CAD\Sheets\SIGNAGE AND STRIPING COORS AND ST JOSEPH.dwg PLOT DATE: May 18, 2022 2:07pm



**OXBOW OFFSITE
ROAD IMPROVEMENT
CONCEPT PLAN**
MAY 18, 2022



RESPEC

COMMUNITY DESIGN SOLUTIONS
5971 JEFFERSON STREET SUITE 101
ALBUQUERQUE, NEW MEXICO 87109
WWW.RESPEC.COM PHONE: (505)253-9718