



May 16, 2022

Mr. Chuck Huffine, PE, PTOE  
CLH Associates, LLC  
17727 Polo Trail  
Bradenton, FL 34211

**Subject: Coffee Shop – Brayton Road Traffic Impact Study  
NM 45 (Coors Blvd.) and Brayton Road – northeast corner  
Albuquerque, New Mexico**

Dear Mr. Huffine:

This letter is to inform you that the **FINAL** Traffic Impact Study (TIS) for the proposed Coffee Shop – Brayton Road on the northeast corner of NM 45 (Coors Blvd) and Brayton, dated March 29, 2022, has been reviewed.

The NMDOT has no objection to utilizing the Right-in/out and Left-in partial access at Brayton Road. Please see Exhibit A for the proposed site plan and its access point location. This study has been finalized and its recommendations are attached. See Exhibit B for the Summary of Recommendations. NMDOT gives final concurrence of this development given the conditions below are met.

1. The development shall design and install a northbound right turn lane on NM 45 at Brayton Rd at a total length of 350-feet including taper.
2. 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 TIS, 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 must be approved by the NMDOT. Any schematic layout(s) for the proposed improvements that is contained in the

**Michelle Lujan  
Grisham**  
Governor

**Michael R. Sandoval**  
Cabinet Secretary

#### Commissioners

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**Bruce Ellis**  
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**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

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
  - Roadway lighting
  - 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. Tim Trujillo, PE. Mr. Trujillo can be reached at [Timothy.Trujillo@state.nm.us](mailto:Timothy.Trujillo@state.nm.us)
- d. Cultural resource approval will need to be obtained from Mr. Gary Funkhouser for disturbance to the state right-of-way. Mr. Funkhouser can be reached at [Gary.Funkhouser@state.nm.us](mailto:Gary.Funkhouser@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. Gerald Lujan. Mr. Lujan can be reached at [Gerald.Lujan@state.nm.us](mailto:Gerald.Lujan@state.nm.us)
- f. Once the design plans have been approved by NMDOT for construction, any access points that will access a state facility related to the proposed development shall obtain an access permit from Mr. Israel Suazo at [Israel.Suazo@state.nm.us](mailto:Israel.Suazo@state.nm.us)

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

Sincerely,

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

Copies:

Nancy Perea, NMDOT D3 ADE  
Israel Suazo, NMDOT D3  
Keith Thompson, NMDOT D3  
Gary Funkhouser, NMDOT  
Matt Grush, COA  
Jeanne Wolfenbarger, COA  
Jim Roeder, COA  
Curtis Cherne, COA  
file

Attachments:

Exhibit A – Proposed Site Plan  
Exhibit B – TIS page 34

# EXHIBIT A



## EXHIBIT B

## VII. SUMMARY OF FINDINGS

The proposed 928 sf drive-thru only coffee shop and 2,400 sf fast food restaurant development will not have a significant impact on the adjacent road system. LOS will not change at study area intersections with the addition of traffic from the development. Delay will increase slightly on some intersection movements due to site traffic. The one exception is the southbound left turn movement on Coors Blvd at Brayton. Analysis shows LOS dropping to "E" in the peak hours in 2032 with site traffic. This is not an uncommon situation on major roads and queues will not extend past the available storage. Also, the HCM7 methodology used for unsignalized intersections does not account for gaps created by adjacent traffic signals. Actual LOS should be better than indicated.

## VII. RECOMMENDATIONS AND MITIGATION MEASURES

Based on the analyses contained herein, the following recommendations for improvements to the study area intersections are presented in Table 7.

**TABLE 7**  
**SUMMARY OF RECOMMENDATIONS**

Intersection	Recommendations	Responsible	Timing
Coors / Fortuna	<ul style="list-style-type: none"><li>- Consider adding a separate westbound right turn lane to fix the existing LOS issue</li><li>- Lengthen the northbound left turn lane and the southbound left and right turn lanes to meet SAMM deceleration requirements</li></ul>	NMDOT	When deemed needed
Coors / Hanover	<ul style="list-style-type: none"><li>- Lengthen the southbound left turn lane to meet SAMM deceleration requirements</li><li>- Lengthen the northbound left turn lane to maximum extent possible</li></ul>	NMDOT	When deemed needed
Coors / Brayton	<ul style="list-style-type: none"><li>- Construct a northbound right turn deceleration lane 100' long</li></ul>	Developer	By Opening
59 <sup>th</sup> St / Site Access	<ul style="list-style-type: none"><li>- Install a "stop" sign on the eastbound exiting approach</li><li>- One lane exiting will be sufficient</li><li>- No separate left or right turn lanes are needed on 59<sup>th</sup> Street</li></ul>	Developer	By Opening