



July 25, 2025

Mr. Jon Kruse, PE, PTOE  
Lee Engineering, LLC  
8220 San Pedro Drive NE, Suite 150  
Albuquerque, NM 87113

**Subject: Mark Armijo Academy Neighborhood Impact Assessment  
NM 45 and Gonzales Rd SW  
Albuquerque, New Mexico**

Dear Mr. Kruse:

This letter is to inform you that the FINAL Mark Armijo Academy Neighborhood Impact Assessment (NIA) on the southwest quadrant of NM 45 and Gonzales Rd SW dated April 2025 has been reviewed. See Exhibit A for the site plan for this development.

The NMDOT has no objection to using the existing unsignalized access on NM 45 and Gonzales Rd. The recommendations provided for these analyses are shown in Exhibit B attached. Based on these analyses, the following conditions are required:

1. At NM 45 and Gonzales Rd the development
  - a. Shall install a median to limit the access to right-in, right-out, and left-in only. NMDOT is open to the consideration of a roundabout in lieu of the modified access;
  - b. Shall extend the existing southbound left deceleration lane at a length of 370-feet plus 25-foot queue, to a total length of 395-feet including taper; and
  - c. Shall install a northbound right lane at a length of 370-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.
3. The NMDOT shall require a preconstruction meeting once plans are finalized, prior to any construction activities.

**Michelle Lujan  
Grisham**  
Governor

**Ricky Serna**  
Cabinet Secretary

**Commissioners**

**John McElroy**  
Commissioner  
District 1

**Gary Tonjes**  
Commissioner  
District 2

**Hilma E. Chynoweth**  
Commissioner, Vice Chairman  
District 3

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

**Thomas C. Taylor**  
Commissioner  
District 5

**Charles Lundstrom**  
Commissioner, Secretary  
District 6

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 must be approved by the NMDOT. Any schematic layout(s) for the proposed improvements is for informational purposes only and should not be considered as an approved final design.
- 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 (interim). Mr. Suazo can be reached at [Israel.Suazo@dot.nm.gov](mailto:Israel.Suazo@dot.nm.gov)
- f. Once the design plans have been approved by NMDOT for construction, the property owner may submit for an access permit via NMDOT ePermitting website. Please visit [www.dot.nm.gov/epermitting/](http://www.dot.nm.gov/epermitting/) to submit the application. If you have any questions regarding your ePermit, you may contact Mr. Israel Suazo at [Israel.Suazo@dot.nm.gov](mailto:Israel.Suazo@dot.nm.gov)

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,

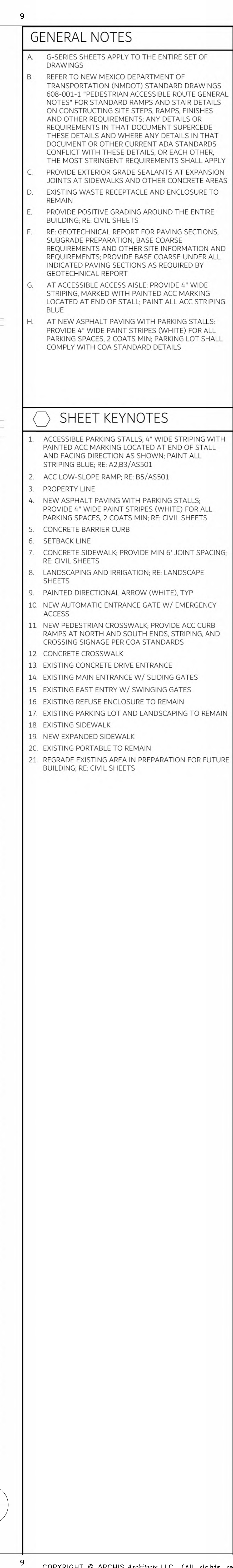
Margaret Haynes, P.E.  
District 3 Assistant Traffic Engineer

Copies:  
Nancy Perea, NMDOT D3  
Keith Thompson, NMDOT D3  
Ernest Armijo, COA  
Tim Brown, COA  
file

Attachments:  
Exhibit A – Site Plan  
Exhibit B – Conclusions and Recommendations pg 47-50

# EXHIBIT A



[illegible]



# EXHIBIT B

## CONCLUSIONS AND RECOMMENDATIONS

This section summarizes this report's traffic analysis, mitigations, and recommendations.

Traffic operations for Gonzales Road and Coors Boulevard are summarized as follows:

- WBL and WBR operate at LOS F during the AM peak hour under the Horizon Year 2036 Total scenario.
- All other movements operate at acceptable LOS levels and have adequate storage to accommodate the 95<sup>th</sup> percentile queue lengths under all scenarios.

Traffic operations for Central Avenue and Coors Boulevard are summarized as follows:

- NBL, SBL, EBL, and WBL operate at LOS E and LOS F during the AM and PM peak hours for the Existing 2024, Build-Out Year 2026 Background, Build-Out Year 2026 Total, and Horizon Year 2036 Total scenarios.
  - Queue storage is anticipated to be exceeded for the EBL movement during the AM and PM peak hours for the Existing 2024, Build-Out Year 2026 Background, Build-Out Year 2036 Total, and Horizon Year 2036 Total scenarios.
  - Queue storage is anticipated to be exceeded for the WBL movement during the AM and PM peak hours for the Existing 2024, Build-Out Year 2026 Background, Build-Out Year 2026 Total, and Horizon Year 2036 Total scenarios.
- NBT operates at LOS E during the AM peak hour for the Existing 2024, Build-Out Year 2026 Background, and Build-Out Year 2026 Total scenarios and LOS F for the AM peak hour in the Horizon Year 2036 Total scenarios.
- SBT and SBR operate at LOS E during the PM peak hour in the Build-Out Year 2026 Total scenario and LOS F during the PM peak hour in the Horizon Year 2036 Total scenario.
- All other movements operate at an acceptable LOS and have adequate storage to accommodate the 95<sup>th</sup> percentile queue lengths under the analyzed scenarios.

All other intersections operate at acceptable LOS and accommodate 95<sup>th</sup> percentile queue lengths during the AM and PM peak hours for all scenarios except:

- At Bridge Boulevard and Coors Boulevard, WBR 95<sup>th</sup> percentile queue lengths are anticipated to exceed storage lengths for the Existing 2024, Build-Out Year 2026 Background, Build-Out Year 2026 Total, and Horizon Year 2036 Total scenarios.

## SITE RECOMMENDATIONS

Recommendations for study intersections directly serving and primarily impacted by the proposed development are as follows:

- Proposed Access Driveway and Gonzales Road:
  - The proposed access driveway on Gonzales Road meets CABQ DPM requirements.
  - Right-in operations are recommended for the proposed access driveway.
  - The access driveway should provide adequate site distance, circulation for ingress and egress trips, and sufficient storage to accommodate school drop-off/pick-up operations.
- Multimodal Facilities
  - A marked pedestrian crossing across Gonzales Road can provide a safe location for student pedestrians to use when accessing the school's campus.
  - The Mark Armijo Academy development should ensure that pedestrian facilities comply with American Disabilities Act (ADA) standards and adhere to the guidelines outlined in the COA DPM.
  - At each entrance, secure and convenient bicycle storage facilities on the school campus should be provided.
  - Mitigate the 3-1/2" to 5" drop-off at the back edge of the sidewalk along the School's frontage on Gonzales Road from the existing west driveway to the western property line.
- Queuing
  - The drop-off/pick-up loop is anticipated to accommodate the maximum queue length of drop-off/pick-up operations.
- Air Quality
  - Establish a policy to minimize vehicle idling during drop-off/pick-up operations.
  - Encourage students to walk or bicycle to school.



## OFF-SITE INTERSECTION RECOMMENDATIONS

Recommendations for intersections within the study area that do not directly serve the proposed development are as follows:

- Gonzales Road & Coors Boulevard
  - The proposed development contributes 3.0% of the total Build-Out Year Full-Build intersection traffic volumes in the AM peak hour and 2.9% in the PM peak hour.
  - The proposed development is not the impetus for the following recommendations. These recommendations stem from observed challenges under existing and horizon conditions:
    - For the Horizon Year 2036 scenario, the westbound movements are anticipated to experience unacceptable delays and queuing. Traffic control via a traffic signal is warranted at this intersection under the existing traffic conditions per the findings of a signal warrant documented in this analysis. An HCS analysis of this intersection with a traffic signal does mitigate the Horizon Year 2036 queuing and delay challenges.
    - Using a roundabout for traffic control is another option to mitigate this intersection's delay and queuing challenges per an HCS analysis of Horizon Year 2036 volumes.
    - Traffic control via a roundabout can improve safety by eliminating conflict points, reducing crash severity and frequency, calming traffic, and improving driver focus while maintaining or increasing traffic efficiency.
    - Lengthen southbound left turn lane to comply with SAMM guidance.
      - The proposed development does not contribute to speed change lane deficiencies since this lane does not comply with SAMM under existing conditions.
- Central Avenue & Coors Boulevard
  - The proposed development is not the impetus for the following recommendations. These recommendations stem from observed challenges under existing and horizon conditions:
    - Implement Leading Pedestrian Intervals (LPI).
    - Install *Turning Vehicles Yield To Peds* (R10-15) signs or Turning Lane Pedestrian Indicators.
    - Reevaluating signal timing and left-turn phasing under current traffic conditions.
    - Lengthen speed change lanes:
      - Lengthen northbound left and right turn lane lengths to comply with SAMM guidance. These lanes do not comply with SAMM under existing conditions.
      - Lengthen southbound left turn lane to comply with SAMM guidance. This lane does not comply with SAMM under existing conditions.
      - Lengthen the eastbound left turn lane to comply with SAMM guidance. This lane does not comply with SAMM under existing conditions.
      - Lengthen the westbound left and right turn lanes to comply with SAMM guidance. This lane does not comply with SAMM under existing conditions.

- Bridge & Coors Boulevards
  - The proposed development is not the impetus for the following recommendations. These recommendations stem from observed challenges under existing and horizon conditions:
    - Reevaluating signal timing and left-turn phasing under current traffic conditions.
    - Lengthen speed change lanes:
      - Lengthen the northbound left turn lane to comply with SAMM guidance. This lane does not comply with SAMM under existing conditions.
      - Lengthen the southbound left turn lane to comply with SAMM guidance. This lane does not comply with SAMM under existing conditions.
      - Lengthen the eastbound left turn lane to comply with SAMM guidance. This lane does not comply with SAMM under existing conditions.
      - Lengthen the westbound left and right turn lanes to comply with SAMM guidance. These lanes do not comply with SAMM under existing conditions.