



September 25, 2025

Carlos Garcia, PE  
Bowman Consulting Group, Ltd  
947 Myers Street, Suite B  
Richmond, VA 23230

**Subject: Lobo Crossing Traffic Impact Analysis  
Northeast of the I-25 and Gibson Blvd Interchange  
Albuquerque, New Mexico**

Dear Mr. Garcia:

This letter is to inform you that the **FINAL** Traffic Impact Analysis (TIA) for the Lobo Crossing development on the north side of Gibson to the east of I-25 and Gibson interchange dated August 2025 has been reviewed. See Exhibit A for a conceptual site plan of this development.

The NMDOT has no objection to using the existing full access at Alumni Ave and Gibson Blvd located about 500-feet from the I-25 and Gibson Blvd interchange northbound on-ramp. The recommendations provided for these analyses are shown in Exhibit B attached. Based on these analyses, the following conditions are required:

1. The development shall coordinate its signal design at Gibson Blvd and Alumni Ave with NMDOT. The final design concepts of the I-25 and Gibson Blvd interchange will take precedent over the design needs of the Gibson Blvd and Alumni Dr signal if such designs concepts were identified.
2. NMDOT does not support the installation of a signal at Avenida Cesar Chavez and Langham as proposed by this development. Coordination of the type of access and permanent intersection control of this intersection shall be coordinated with NMDOT, as it does not meet full access spacing requirements to the I-25 and Avenida Cesar Chavez interchange.

In addition to the TIA, all improvements are based on other factors, including but not limited to, the State Access Management Manual

**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

(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. Grading and drainage plans, shall be submitted 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)
- b. 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)

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  
Israel Suazo, NMDOT D3  
Keith Thompson, NMDOT D3  
Tim Trujillo, NMDOT D3  
Ernest Armijo, COA  
Tim Brown, COA  
file

Attachments:

Exhibit A – Conceptual site plan  
Exhibit B – Conclusions and Recommendations page 51-52

# EXHIBIT A

### SITE DATA

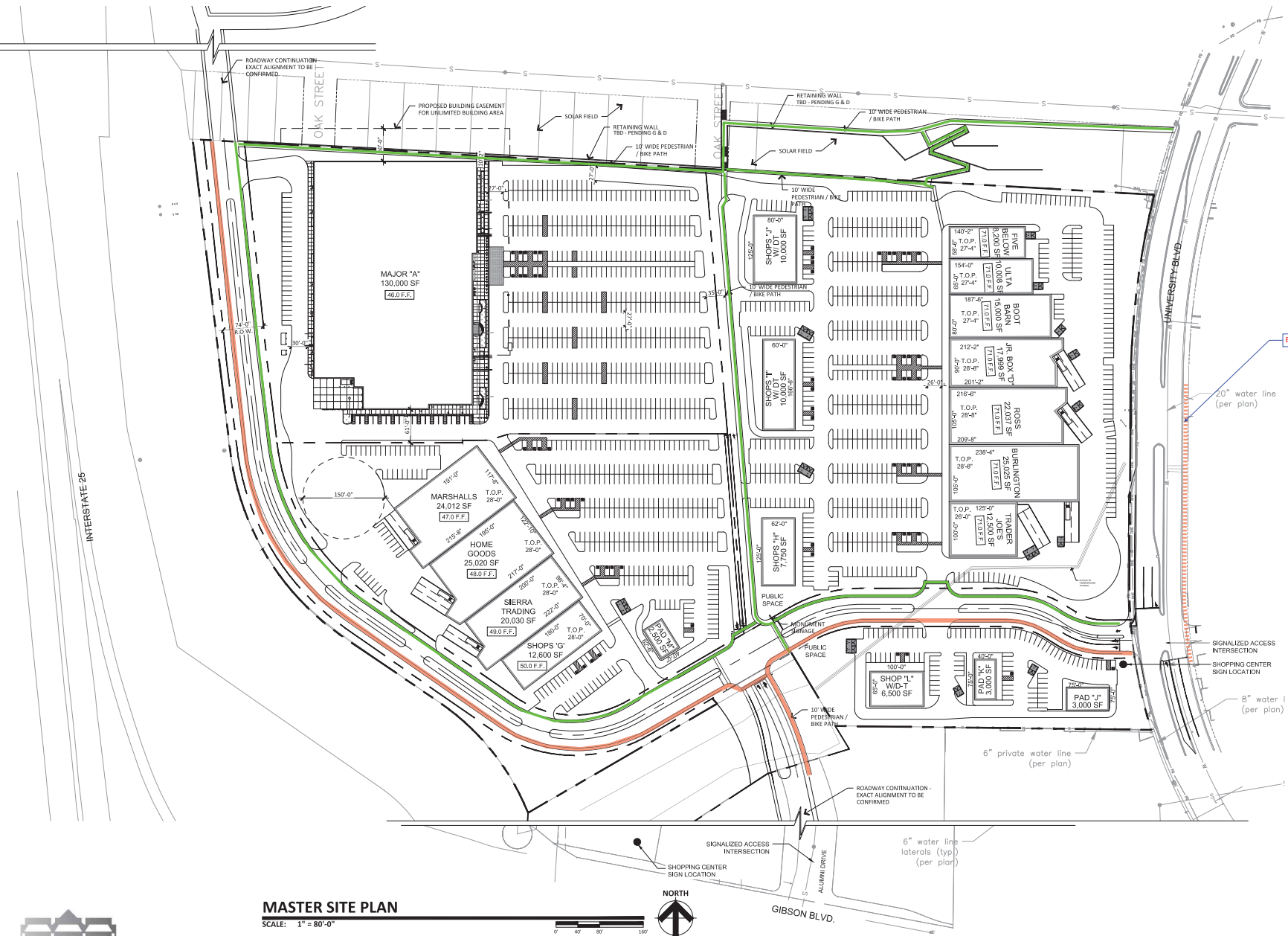
PARCEL NUMBER (APNs):	10150561181603020, 10150561181603020, 10150561181603020, 101505622015830203, 101505622015830203
EXISTING ZONING:	VACANT COMMERCIAL
PROPOSED ZONING:	N/A
GROSS SITE AREA:	38.06 ACRES (1,657,909 S.F.)
NET SITE AREA:	30'-0"
MAX BUILDING HEIGHT:	N/A
GROSS BUILDING AREA:	346,922 S.F.

OVERALL PARKING REQUIREMENTS:	1,567 SPACES
TOTAL PARKING REQUIRED:	1,579 SPACES
TOTAL PARKING PROVIDED:	1,579 SPACES
MAJOR A - 130,000 S.F.:	520 SPACES
MARSHALLS - 24,012 S.F.:	96 SPACES
HOME GOODS - 25,020 S.F.:	100 SPACES
SIERRA TRADING - 20,030 S.F.:	81 SPACES
SHOPS 'W' - 12,600 S.F.:	67 SPACES
SHOPS 'V' - 7,750 S.F.:	58 SPACES
SHOPS 'Y' - 10,000 S.F.:	58 SPACES
SHOPS 'T' - 6,500 S.F.:	26 SPACES
PAD 'F' - 3,000 S.F.:	20 SPACES
PAD 'K' - 3,000 S.F.:	20 SPACES
PAD 'M' - 2,500 S.F.:	20 SPACES
BOOT BARN - 15,000 S.F.:	60 SPACES
RADER JOE'S - 12,500 S.F.:	50 SPACES
JR BOX 'D' - 12,999 S.F.:	72 SPACES
ROSS - 22,037 S.F.:	88 SPACES
BURLINGTON - 25,025 S.F.:	100 SPACES
FIVE BELOW - 8,200 S.F.:	33 SPACES
ULTRA - 10,000 S.F.:	40 SPACES

PARKING CODE REFERENCE:	
RETAIL:	1 SPACE PER 250 S.F.
RESTAURANT:	1 SPACE PER 150 S.F.
BIKE PARKING REQUIRED:	1 PER 100 SPACES MIN. 2 SPACES PER BLDG.

\*FOR CALCULATION PURPOSES:  
SHOPS BUILDINGS ARE ASSUMED 50% RETAIL / 50% RESTAURANT  
PAD BUILDINGS ARE ASSUMED 100% RESTAURANT

- PEDESTRIAN / BIKE PATH - 10'-0" WIDE
- PEDESTRIAN PATH - 5'-0" WIDE



### MASTER SITE PLAN

SCALE: 1" = 80'-0"



### ABQ I-25 AND GIBSON

NEC GIBSON BOULEVARD AND UNIVERSITY BOULEVARD  
ALBUQUERQUE, NEW MEXICO  
DATE: 04-28-2025 (PRELIMINARY)

© 2025 R K A A  
ARCHITECTS, INC. ALL  
RIGHTS RESERVED.  
THIS DRAWING IS AN  
OFFICIAL PART OF THE  
PROJECTS OF R K A A  
ARCHITECTS, INC. AND  
AS SUCH, IT IS TO BE  
REPRODUCED OR  
DISCLOSED WITHOUT  
WRITTEN PERMISSION  
OF THE ARCHITECT.

MS-1

RKAA# 24196.00



# EXHIBIT B

Based upon the results of the capacity/level-of-service analysis, no mitigation measures are recommended for these off-site intersections. These intersections are projected to operate similarly under No Build-to-Build Conditions and with the completion of the I-25 Gibson Interchange Reconfiguration Project, and therefore, no geometric improvements are recommended beyond those for the intersection of University Boulevard with Commercial Driveway/Proposed Site Access. As the intersection of Gibson Boulevard with Alumni Drive is proposed to be signalized under 2028 Build Conditions, it is recommended to coordinate its operation with the existing signal along Gibson Boulevard at University Boulevard. When the new signals are installed at the I-25 Gibson Boulevard ramps, then those should also be coordinated with these two signals.

### Internal On-Site Study Intersections

An evaluation of the internal intersections of Proposed West Road with Internal Driveway #1 and Proposed West Road with Alumni Drive/Internal Driveway #2 was conducted. At the intersection of Proposed West Road with Internal Driveway #1, stop control is recommended along the two internal driveway approaches and at the intersection of Proposed West Road with Alumni Drive/Internal Driveway #2, all-way stop-control is recommended along with separate left-turn lanes along the northbound and southbound approaches of Alumni Drive and Internal Driveway #2.

No queuing is anticipated along the West Road approaches in either direction of travel at Internal Driveway #1, and as a result, it can be concluded that no queueing impacts are expected at the adjacent intersection of University Boulevard and Commercial Driveway/Proposed Site Driveway.

At the all-way stop-controlled intersection of Proposed West Road with Alumni Drive and Internal Driveway #2, the maximum projected 95<sup>th</sup> percentile queue of all four approaches is 86 feet. These queues are not projected to impact the adjacent intersections of Gibson Boulevard with Alumni Drive or Proposed West Road with Internal Driveway #1.

## **Conclusions**

The results of the analysis contained in this report indicate that the site traffic associated with the proposed development is not expected to adversely impact the study intersections. Based upon the results of the capacity/level-of-service results, no mitigation measures are recommended for these off-site intersections. These intersections are projected to operate similarly under No Build-to-Build Conditions and with the completion of the I-25 Gibson Interchange Reconfiguration Project, therefore, no geometric improvements are recommended beyond those for the intersection of University Boulevard and Commercial Driveway/Proposed Site Access. As the intersection of Gibson Boulevard with Alumni Drive is proposed to be signalized under 2028 Build Conditions, it is recommended to coordinate its operation with the existing signal along Gibson Boulevard at University Boulevard. When the new signals are installed at the I-25 Gibson Boulevard ramps, then those should also be coordinated with these two signals.

## **Recommendations**

It is recommended that the Applicant implement the following improvements in the surrounding study area:

- Gibson Boulevard and University Boulevard
  - Coordinate this signalized intersection with the new signal at Gibson Boulevard with Alumni Drive.
  
- University Boulevard and Commercial Driveway/Proposed Driveway
  - Install a traffic control signal.
  - Install a separate 12-foot-wide southbound right-turn lane with at least 240 feet of storage along University Boulevard.
  - Install a separate 11-foot-wide northbound left-turn lane with 160 feet of storage along University Boulevard.
  - Install a shared through/left-turn lane and a separate right-turn lane along the Proposed Driveway approach.
  - Provide one ingress lane for traffic entering the Proposed Driveway.
  
- Gibson Boulevard and Alumni Drive/Commercial Driveway
  - Restripe the existing southbound left-turn lane along Alumni Drive to a shared through/left-turn lane.
  - Install a traffic control signal.
  - Coordinate the intersection with the existing signalized intersection at Gibson Boulevard with University Drive for the build-out year (2028).
  - Coordinate the intersection with the two new signalized intersections at Gibson Boulevard with the I-25 ramps for the design year (2038).
  
- Avenida César Chávez and West Road/Lagham Road
  - Provide a “fair share” contribution towards the installation of a traffic signal at the intersection of Avenida César Chávez/West Road/Langham Road. The proposed “fair share” methodology was developed based on the projected percentage of the Lobo Crossing’s site traffic on this intersection under Future 2028 Build Conditions.
  
- Proposed West Road with Internal Driveway #1
  - Install stop signs along the northbound and southbound Internal Driveway approaches.
  
- Proposed West Road with Alumni Drive/Internal Driveway #2
  - Install stop signs on all approaches to the intersection.
  - Provide a separate left-turn lane and a shared through/right-turn lane along the southbound Internal Driveway #2 approach.
  - Provide a separate left-turn lane and a shared through/right-turn lane along the northbound Alumni Drive approach.