



April 13, 2023

Terry Brown, PE  
Tierra West, LLC  
5571 Midway Park PI NE  
Albuquerque, NM 87109

**Subject: Avanzando Development Traffic Impact Study  
Southeast corner of NM 500 and Loris Drive  
Bernalillo County, New Mexico**

Dear Mr. Brown:

This letter is to inform you that the **FINAL** Traffic Impact Study (TIS) for Avanzando Development dated March 20, 2023 has been reviewed. The proposed development is located on southeast quadrant of NM 500 (Rio Bravo Blvd.) and Loris Drive.

The NMDOT has no objection to one partial access located on NM 500. The partial access will be limited to right-in, right-out and left-in only. See Exhibit A for the access location and site plan. This study provided recommendations to mitigate its impacts, these are summarized in Exhibit B. Based on these analyses, NMDOT concurs on this development with the following conditions:

1. The property owner shall submit a Commercial Driveway Application for one partial access, right-in, right-out, left-in only on NM 500.
2. The development shall install an eastbound right deceleration lane at its access on NM 500 to a total length of 370-feet (220 feet plus 150-foot taper).
3. The development shall extend the existing westbound left deceleration lane at its access on NM 500 to a total length of 420-feet (270-feet plus 150-foot taper).
4. The development shall install median islands at the Avanzando Driveway to prevent a left-out egress movement.
5. The development shall install delineators across the median access for the Arenal Drain.

**Michelle Lujan  
Grisham**  
Governor

**Ricky Serna**  
Cabinet Secretary

**Commissioners**

**Jennifer Sandoval**  
Commissioner, Vice-Chairman  
District 1

**Vacant**  
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

6. The development should create a connection to Loris Drive for egress of this development or revisit needs for turnaround locations on NM 500.
7. The development shall install ADA (Americans Disabilities Act) facilities along the NM 500 frontage of its property.
8. The development shall provide a memo of the anticipated trips that may be generated before the connection to Loris Drive is constructed. NMDOT may recommend some mitigation depending on the number of trips and amount of time pending the Loris Drive connection.
9. The development shall include the additional horizon year off-site improvements as a part of its Subdivision Improvements Agreement with Bernalillo County. These additional off-site improvements shall be installed at the discretion of the NMDOT Traffic Engineer at that time. These improvements are listed below:
  - a. At NM 500 and Loris Drive the development shall design and install dual westbound left lanes on NM 500. These lanes shall be at least 520-feet in length.
  - b. At NM 500 and Loris Drive the development shall design and install dual northbound right lanes on Loris Drive. These lanes should meet the State Access Management Manual length requirements.
10. 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 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 that is contained in the 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
  - 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@dot.nm.gov](mailto:Margaret.Haynes@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. Gerald Lujan. Mr. Lujan can be reached at [Gerald.Lujan@dot.nm.gov](mailto:Gerald.Lujan@dot.nm.gov)
- f. All utility permits within state right-of-way related to the proposed development shall be submitted to Mr. Israel Suazo at [Israel.Suazo@dot.nm.gov](mailto:Israel.Suazo@dot.nm.gov)
- g. 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.

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  
Gary Funkhouser, NMDOT GO  
Keith Thompson, NMDOT D3  
Israel Suazo, NMDOT D3  
Julie Luna, BC  
Wes Butero, Maestas Dev Group  
file

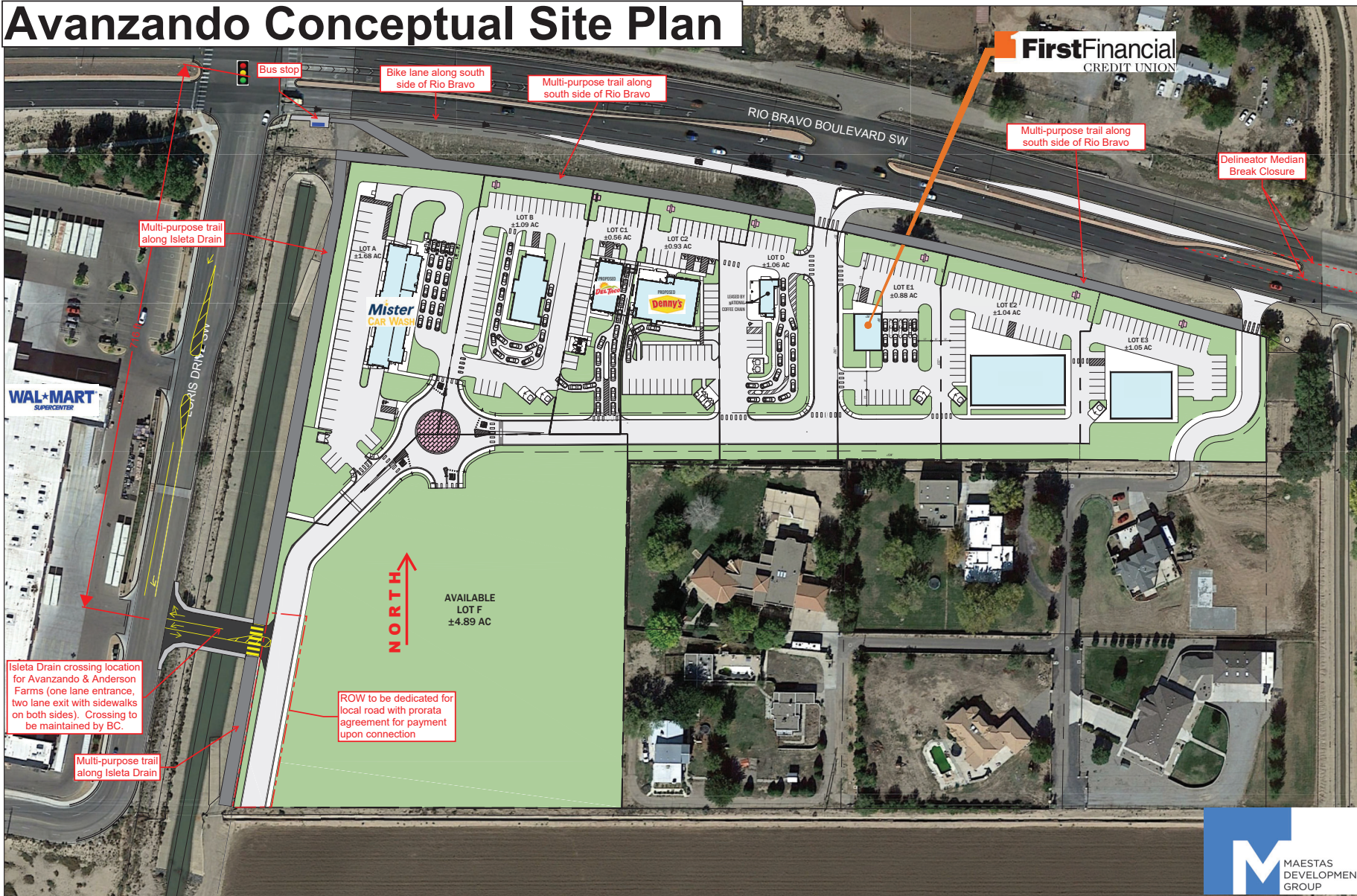
Attachments:

Exhibit A – conceptual site plan  
Exhibit B – Summary of Deficiencies, Anticipated Impacts, and  
Recommendations

# EXHIBIT A



## Avanzando Conceptual Site Plan



SITE DATA	
LOT A Automated Car Wash-1 Tunnel (Mister Car Wash)	
SITE AREA	±1.68 AC
BUILDING	6,510 SF
PARKING	30 SPACES
CAR STACKING	18
LOT B Fast Food Restaurant w/ Drive-Thru (TBD)	
SITE AREA	±1.09 AC
BUILDING	3,600 SF
PARKING	36 SPACES
CAR STACKING	18
LOT C1 Fast Food Restaurant w/ Drive-Thru (Del Taco)	
SITE AREA	±0.56 AC
BUILDING	2,021 SF
PARKING	25 SPACES
CAR STACKING	18
LOT C2 Sit Down Restaurant (Denny's)	
SITE AREA	±0.93 AC
BUILDING	4,416 SF
PARKING	45 SPACES
CAR STACKING	4
LOT D Coffee w/ Drive-Thru, No Indoor Seating (Dutch Bros)	
SITE AREA	±1.00 AC
BUILDING	950 SF
PARKING	11 SPACES
CAR STACKING	17
LOT E1 Drive-In Bank, 3 Lanes + 1 ATM (First Financial CU)	
SITE AREA	±1.00 AC
BUILDING	1,700 SF
PARKING	18 SPACES
CAR STACKING	12
LOT E2 Fast Food Restaurant w/ Drive-Thru (TBD)	
SITE AREA	±0.80 AC
BUILDING	8,000 SF
PARKING	3,000 SF <small>100 ft x 100 ft</small>
LOT E3 Medical Office (TBD)	
SITE AREA	±1.05 AC
BUILDING	4,860 SF
PARKING	31 SPACES
LOT F	
SITE	Shopping Center
BUILDING	TBD
PARKING	30,000 SF

Conceptual Site Plan  
V3.6 Avanzando-05.11.2022  
Bernalillo County, New Mexico



MAESTAS  
DEVELOPMENT  
GROUP

**A-3**

Conceptual Plan  
Subject to Change

# EXHIBIT B

## CRASH ANALYSIS Summary Table

Tierra West LLC

Urban Facility: Coors and Rio Bravo Blvd.

HCS8 - Highway Safety Software Facility Report

### Project Information

Analyst: Terry Brown, P.E.

Date: 12/5/2022

Jurisdiction: NM DOT DISTRICT 3

Analysis Year: 2025

Project Description: Avanzando Development

SECT. No.	FACILITY TYPE	MODEL TYPE	NAME	AADT MAJOR STREET (2024)		AADT MINOR STREET (2024)		LENGTH (MI)	Total Observed Crashes 5 Yr.	AVERAGE OBSERVED CRASHES per year 2015 - 2019	PREDICTED CRASHES			EXPECTED CRASHES		
				NO BUILD	BUILD	NO BUILD	BUILD				NO BUILD	BUILD	INCREASE	NO BUILD	BUILD	INCREASE
1	Intersection	3SG	Lamonica Rd. / Coors Blvd.	26,600	27,800	11,000	12,500		103	34.33	3.86	4.18	0.33	12.75	13.23	0.48
2	Segment		Lamonica Rd Link	11,000	12,500			0.25	3	1.00	0.89	1.04	0.15	0.80	0.89	0.09
3	Segment		Loris Dr. Link	11,000	11,300			0.25	3	1.00	0.71	0.80	0.10	0.57	0.73	0.16
4	Intersection	3SG	Rio Bravo Blvd. / Loris Dr.	23,000	23,600	11,000	11,300		50	16.67	3.28	3.39	0.11	6.33	6.44	0.12
5	Segment		Rio Bravo Blvd. - Link 1	23,000	24,200			0.43	6	2.00	1.81	1.93	0.12	1.04	1.07	0.02
6	Intersection	4ST	Rio Bravo Blvd. / SunStar Blvd.	23,000	24,200	500	550		6	2.00	1.52	1.61	0.10	1.29	1.43	0.14
7	Segment		Rio Bravo Blvd. - Link 2	23,000	24,200				4	1.33	0.93	0.99	0.06	0.69	0.71	0.02
8	Intersection	4ST	Rio Bravo Blvd. / La Junta Rd.	23,000	24,200	1,000	1,050		25	8.33	1.63	1.72	0.09	2.76	2.85	0.09
				163,600	172,000	23,500	25,400	<b>TOTAL</b>		66.67	14.63	15.67	1.04	26.22	27.36	1.14

The analysis shows that the additional traffic from the development will increase the number of expected crashes along the corridor by approximately 1.14 crash per year or 4.3%. The average observed crash rate per year (2015 thru 2019) is 66.67 crashes per year over a 1.1-mile long corridor. Most crashes occurred at the Lamonica Rd. / Coors Blvd. and the Rio Bravo Blvd. / Loris Dr. signalized intersections, both areas of high congestion. The two highest contributing factors to crashes were driver inattention and failure to yield right-of-way. Alcohol was not a high contributing factor.

## Summary of Deficiencies, Anticipated Impacts, and Recommendations

The impacts of the Avanzando Development are focused on the existing signalized intersection of Rio Bravo Blvd. / Loris Dr. and the proposed access to the project.

The following Recommendations are made as a result of the analysis in this Study:

### Implementation Year (2025):

- ◆ Design of the site must maintain adequate sight distances for traffic approaching, entering, and exiting the site from all driveways.
- ◆ The site should be accessed via 2 driveways. The Avanzando Driveway on Rio Bravo Blvd. should be a partial access (right-in, right-out, left-in) unsignalized driveway on the south side of Rio Bravo Blvd. approximately 800 feet east of Loris Dr. (centerline to centerline) with one entering lane minimum and one exiting lane. Driveway "A" is a proposed full access unsignalized driveway with one entering lane and two exiting lane minimum on the east side



of Loris Dr. approximately 720 feet south of Rio Bravo Blvd. (centerline to centerline). Also, construct a six feet wide sidewalk along one side of Driveway “A”.

- ◆ **Rio Bravo Blvd. / Avanzando Driveway** - Construct an eastbound right turn deceleration lane 400 feet including a 12.5:1 taper and a westbound left turn deceleration lane approximately 325 feet including a 12.5:1 taper or as long as feasible.
- ◆ **Rio Bravo Blvd. / Loris Dr.** – implement a northbound to eastbound right turn overlap phase into the operation of the existing traffic signal and optimize the signal timing for such operation.

Horizon Year (2035):

- ◆ **Rio Bravo Blvd. / Loris Dr.** – Construct dual westbound to southbound left turn lanes on Rio Bravo Blvd. by opening up the striped out pavement available for a second left turn lane. The dual westbound to southbound left turn lanes should be a length of at least 520 feet.
- ◆ **Rio Bravo Blvd. / Loris Dr.** – Construct dual northbound to eastbound right turn lanes on Loris Dr. by restriping the Loris Dr. approach south of Rio Bravo Blvd. The dual right turn lanes should be 200 feet long (minimum) plus transition.
- ◆ **Rio Bravo Blvd. / Loris Dr.** – Optimize signal timing for the intersection based on actual traffic count volumes at the time the new intersection plan is implemented.

NOTE: The New Mexico Department of Transportation has commissioned, approved, and adopted the *Corridor Access Management Plan for NM 500 (Rio Bravo Blvd.)* dated August 2020. The Plan allows four (4) partial access points between Loris Dr. and Sunstar Blvd. at approximately 450 feet spacing. Therefore, the Avanzando Driveway (and the existing driveway aligned with it on the north side of NM 500 will be required to be restricted to right-in, right-out, left-in only. The New Mexico Department of Transportation will require this developer to notify property owners on the north side of Rio Bravo Blvd. of the restriction of their future access in order to comply with the NM DOT Plan. It appears from the Bernalillo County Advanced Data Viewer (GIS) that there are three property owners to notify.

Additionally, the developer will be required by the New Mexico Department of Transportation to close the median opening on Rio Bravo Blvd. at the Arenal Main Canal approximately 1,450 feet east of Loris Dr. using delineators approved by the New Mexico Department of Transportation.

- ◆ right turn movement operate as permitted plus overlap.