

# IMPLEMENTATION

The major issues related to developing the Coors Corridor have been identified in the previous pages, and policies and guidelines have been recommended for improvements. The implementation process details information about costs and timing.

## cost estimates and phasing

"Summary of Recommendations and Cost Considerations", Table A, illustrates cost estimates for improvements in each of the four corridor segments. The identified roadway improvement costs are identified at approximately \$25 million. The costs for the elimination of driveway access to Coors Boulevard will be based on fair market appraisals.

An additional \$20 million is estimated for drainage, water, and sewer improvements in the general vicinity and corridor area. These improvements are needed to service the general area as well as the corridor area and are not dependent upon the proposed corridor plan recommendations.

Currently, \$400,000 has actually been approved by the voters and appropriated in the City's 1981 Capital Improvement Program (CIP) for transportation improvements in the Segment 2 area. However, approximately \$3.5 million is proposed in the upcoming 1983-88 capital program, \$495,000 of which is contained in the 1983 General Obligation (GO) Bond program, plus \$6,200,000 for Montano and El Pueblo Bridge approaches on the east and west sides of the river.

Funding for the major drainage, water and sewer improvement anticipated for the Northwest Mesa area is not available at this time.

All the suggested improvements (transportation, drainage, water and sewer) are usually implemented as development occurs. Substantial facility improvements are funded by special assessments and GO Bond monies.

Approximately \$920,000 for transportation improvements has been placed in the CIP for the Segment 2 area. The CIP covers a six-year period and is updated every two years. Emphasis is on traffic and access improvements in the Segment 2 area, plus some right-of-way opportunity acquisitions. The current funding source is GO Bond monies. However, some State or Federal monies may become available for Coors Corridor improvements. The City is coordinating with the Middle Rio Grande Council of Governments (COG) and the State Highway Department for improvements related to the Coors/Interstate 40 interchange, and the intersections of Coors with Central Avenue, Montano Road, Paradise Boulevard, and Corrales Road.



	SEGMNT ONE (1.88 mi.)		SEGMNT TWO (1.63 mi.)		SEGMNT THREE (4.68 mi.)		SEGMNT FOUR (1.0 mi.)		HORIZONTAL
	ACTION	EST. \$	ACTION	EST. \$	ACTION	EST. \$	ACTION	EST. \$	\$ TOTALS
<u>TRAFFIC MOVEMENT AND ACCESS</u>									
<u>ITEM</u>									
PHASE ONE (staged improvements)									
a) P.C.W.	acquire 36 ft.	\$ 1,965,400	acquire 36 ft.	\$ 1,704,100	acquire 6 ft.	\$ 815,400	acquire 6 ft.	\$ 174,200	\$ 4,659,100 <sup>1</sup>
b) driveway redesign (access)	eliminate or relocate	cost will vary*	eliminate or relocate	cost will vary*	eliminate or relocate	cost will vary*	eliminate or relocate	cost will vary*	\$ 5,000,000 <sup>2*</sup>
PHASE TWO (staged improvements)									
a) median redesign	reconstr.	\$ 389,000	reconstr.	\$ 337,500	constr.	\$ 969,000	constr.	\$ 207,000	\$ 1,902,500
b) traffic signals	remove 1	N/A	remove 1 add 2	\$ 70,000	add 7	\$ 245,000	add 1	\$ 35,000	\$ 350,000
PHASE THREE (staged improvements)									
a) lanes	constr. at 24' p'v'g.	\$ 564,000	constr. at 24' p'v'g.	\$ 489,000	constr. at 48' p'v'g.	\$ 2,808,000	constr. at 48' p'v'g.	\$ 600,000	\$ 4,461,000 <sup>3</sup>
b) curb & utter/ shoulder	c & g	\$ 188,000	c & g	\$ 163,000	c & g  (24' p'v'g.	\$ 468,000  \$ 1,404,000)	c & g	\$ 700,000	\$ 919,000  \$ 1,404,000 <sup>3</sup>
c) right-turn channeliza.	constr. at 9 locations	\$ 185,600	constr. at 5 locations	\$ 1,695,800		N/A		N/A	\$ 1,881,400 <sup>4</sup>
d) sidewalk/ pedestrian trail		\$ 267,000		\$ 227,000		\$ 650,500		\$ 139,000	\$ 1,277,500
e) street lights		\$ 188,000		\$ 163,000		\$ 250,000		\$ 100,000	\$ 701,000
f) bicycle way		\$ 94,000		\$ 81,500		\$ 234,000		\$ 50,000	\$ 459,500
PHASE FOUR (staged improvements)									
a) pedestrian crossing	constr. at 1 location	\$ 500,000	constr. at 2 locations	\$ 1,000,000		N/A		N/A	\$ 1,500,000
b) bus route amenities	constr. at 4 locations	\$ 10,000	constr. at 4 locations	\$ 10,000		N/A		N/A	\$ 20,000
<b>\$ subtotals</b>	<b>Segment 1</b>	<b>\$ 4,345,000</b>	<b>Segment 2</b>	<b>\$ 5,940,900</b>	<b>Segment 3</b>	<b>\$ 7,843,900</b>	<b>Segment 4</b>	<b>\$ 1,405,200</b>	<b>\$24,535,000*</b>

N/A = Not Applicable

<sup>1</sup>Estimated maximum cost. Actual cost will include acquisition of land (at approximately \$5.00 per sq. ft., or at assessed value); driveway access control, where appropriate; and minor structure relocation or acquisition. Right-of-way dedication will lower this estimate.

<sup>2</sup>Costs to modify or eliminate existing driveway access will be dependent on specific situations.

<sup>3</sup>Costs will vary with amount of paved surface required. Maximum cost is identified.

\*Driveway redesign (access) cost shown as total lump sum and is reflected in subtotal of last column but not in subtotal for each segment.

**table A summary of recommendations and costs (1983)**

ITEM	SEGMENT ONE		SEGMENT TWO		SEGMENT THREE		SEGMENT FOUR		HORIZONTAL \$ TOTALS
	ACTION	EST. \$	ACTION	EST. \$	ACTION	EST. \$	ACTION	EST. \$	
<u>ENVIRONMENTAL CONCERNS</u>									
topography	no change	N/A	no change	N/A	change as nec.	(cost will vary)	change as nec.	(cost will vary)	(cost will vary)
drainage	provide publ. impr.	(\$ 707,000) <sup>4</sup>	provide publ. impr.	(\$1,207,000) <sup>4</sup>	provide publ. impr.	(\$ 1,900,000) <sup>4</sup>	provide publ. impr.	(\$ 355,000) <sup>4</sup>	(\$ 4,169,000) <sup>4</sup>
soil conditions	no change	N/A	no change	N/A	preserve floodplain	N/A	preserve floodplain	N/A	N/A
vegetation	streetscape planting	\$ 250,000	streetscape planting	\$ 282,000	median planting	\$ 500,000	median planting	\$ 100,000	\$ 1,132,000
archaeologi- cal sites	none known	N/A	one	N/A	several	N/A	one	N/A	N/A
water	line work	(\$ 35,000) <sup>5</sup>	line work	(\$ 100,000) <sup>5</sup>	line work facilities	(\$ 1,200,000) <sup>5</sup> (\$14,000,000) <sup>5</sup>	N/A N/A	N/A N/A	(\$ 1,335,000) <sup>5</sup> (\$14,000,000) <sup>5</sup>
sewer	none	(no cost)	none	(no cost)	line work facilities	(\$ 500,000) <sup>5</sup> N/A <sup>5</sup>			(\$ 500,000) <sup>5</sup> N/A <sup>5</sup>
<u>LAND USES</u>									
east side	change C-3 to C-2	N/A	change R-1 to O-1/PRD	N/A	encourage Pl. Dev.	N/A	encourage guidelines	N/A	N/A
west side	N/A	N/A	change R-1 to O-1/PRD	N/A	encourage Pl. Dev.	N/A	encourage guidelines	N/A	N/A
both sides	encourage guidelines and annex	N/A	encourage guidelines and annex	N/A	encourage sector plans and annex	N/A	encourage guidelines and annex	N/A	N/A
<u>VISUAL IMPRESSIONS</u>									
median	landscape median	(cost incl. above)	landscape median	(cost incl. above)	landscape median	(cost incl. above)	landscape median	(cost incl. above)	(cost incl. in veg'n. above)
east side	develop with guidelines	N/A	develop with guidelines	N/A	preserve views	N/A	preserve views	N/A	N/A
west side	develop with guidelines	N/A	develop with guidelines	N/A	preserve views	N/A	preserve views	N/A	N/A
both sides	develop with guidelines	N/A	develop with guidelines	N/A	develop with guidelines	N/A	develop with guidelines	N/A	N/A
=====									
\$ totals	Seg. 1	\$4,595,000 (\$ 742,000) <sup>6</sup>	Seg. 2	\$6,222,900 (\$1,307,100) <sup>6</sup>	Seg. 3	\$ 8,343,900 (\$17,600,000) <sup>6</sup>	Seg. 4	\$1,505,200 (\$ 355,000) <sup>6</sup>	total \$ est. \$25,667,000 (\$20,004,000) <sup>6</sup> \$45,671,000

<sup>4</sup>Estimated maximum cost. See City Engineer's office, Hydrology Section, for details.

<sup>5</sup>Estimated water and sewer costs include line work and facilities already in progress, plus approximately \$14,000,000 for future improvements.

<sup>6</sup>Estimated total drainage, water and sewer costs are shown separately because some future expenditures are inevitable.  
(Numbers shown in parenthesis represent costs necessary regardless of traffic movement and access costs)

**table A (continued)**

# implementation of design guidelines

## LANDSCAPING: New Development

- A. Landscaping of the 15 and 35 foot setback areas shall be implemented simultaneously with new development activities, or
- B. If right-of-way has not been acquired at the time of desired development, landscaping of the 15 and 35 foot setback areas shall be implemented within six months after necessary street right-of-way for Coors Boulevard has been acquired.

## LANDSCAPING: Existing Development

Landscape design elements shall be brought into compliance within two years of adoption of this plan.

## SIGNAGE: New

Signage design elements shall be in compliance with the plan at the time of installation.

## STRUCTURES: Existing

- A. Structures that do not intrude upon the 15 foot and 35 foot setback area shall not be affected by the policies of this plan except upon demolition and new construction.
- B. Building structures which intrude upon the 15 foot and 35 foot landscaped setback area shall be legal non-conforming uses.

# implementation steps for transportation improvements

Intersection "level of service" will be one of the main parameters used in staging the implementation of various elements of the Coors project. Intersection level of service is a qualitative measure that represents how well an intersection is operating by calculating the ratio of traffic volume (V) to the capacity (C) of the intersection. The service levels range from "A" to "F" with "A" being free-flow and "F" representing an intolerable condition of stop-and-go operation with continuous backups and extreme delay occurring at the signalized intersections. Level of service "C" represents stable flow with occasional delays of more than one signal cycle. With level of service "D", there are an appreciable number of delays where some vehicles wait two or more signal cycles to pass through the intersection. Level of service "C" is normally used for urban design, but level of service "D" is considered acceptable.

Level of service "E" represents operation at capacity with extreme congestion such as that experienced at the intersection of San Mateo and Menaul. The typical V/C ratios for each level of service are shown in the following table.

<u>Level of Service</u>	<u>Typical V/C Ratio</u>
A	0.00-0.60
B	0.61-0.70
C	0.71-0.80
D	0.81-0.90
E	0.91-1.00
F	> 1.00

The various steps will be implemented in the following order:

- ACQUISITION OF RIGHT-OF-WAY AND CONTROL OF ACCESS

Right-of-way and control of access will be acquired as:

- funds are made available
- lands begin to develop
- engineered alignments for the actual roadway are available

The segment priority order for public acquisition is recommended as follows:

1. Segment two
2. Segment one
3. Segment three and four

All new developments occurring prior to public acquisition will be subject to: established standard procedures in requiring additional right-of-way for major streets, intersections improvements as defined in the adopted Subdivision Ordinance (Article XI) and all other appropriate adopted ordinances and policies.

An exception to the dedication requirement may be made by the Development Review Board (DRB) in the case of existing developments. Also property owners of land parcels whose total contiguous ownership is five acres or less shall be

compensated at current fair market value for land acquired for Coors Boulevard right-of-way and control of access.

- WIDENING OF EXISTING MEDIANS, PROVIDING RIGHT-TURN LANES AND CLOSING OF MEDIAN OPENINGS

These elements will be implemented in individual segments when any of the following conditions are met:

- Serious accident problem as determined by the Traffic Engineer; or
- When the mid-point of intersection level of service "D" is reached within a particular segment; or
- Determined necessary by the Mayor and/or City Council and/or Board of County Commissioners.



1. Identify problem area within segment
  - Priority 1: Individual intersections
  - Priority 2: Segment
2. Evaluate existing intersection capacity for appropriate locations
3. Determine existing Level of Service (using circular 212 techniques)
4. Identify problem sources:
  - a. Intersection geometrics
  - b. signal timing
  - c. traffic movements
  - d. traffic accidents
  - e. intense traffic generators
  - f. etc.
5. Identify recommended alternative improvements including:
  - a. turning movements
  - b. intersection redesign
  - c. signalization timing adjustments
  - d. peak hour left-turn prohibition
  - e. median expansion to 28 feet
  - f. median closure for safety reasons
  - g. ultimate Coors Corridor Plan (4/10/84)
6. Approve and implement recommendations as identified according to normal procedure; median closing shall be undertaken only following a public involvement meeting.
7. Continue monitoring Coors Boulevard until problems arise again.

## steps to evaluate improvements on Coors Boulevard

- CONTROL OF ACCESS AND DRIVEWAYS

Access and driveway control considerations for future development will be addressed as this development occurs. Access considerations for existing driveways will be made when: 1) an accident problem develops as determined by the Traffic Engineer or 2) within two years after the median and right-turn lane improvements have been made.

The City will participate in planning and negotiated costs in the development of shared access involving more than one land owner or business, where it is in the public interest. Property owners will be compensated for access by the City. Amount of compensation will be decided following a complete appraisal to determine the fair market value of the existing access point and any damages incurred to the property.

- ADDITIONAL LANES

These elements will be implemented in individual segments where one or more of the following conditions are met:

- Serious accident problem as determined by the Traffic Engineer; or
- When the mid-point of intersection level of service "D" is reached within a particular segment; or
- Determined necessary by the Mayor and/or City Council and/or Bernalillo Board of County Commissioners.

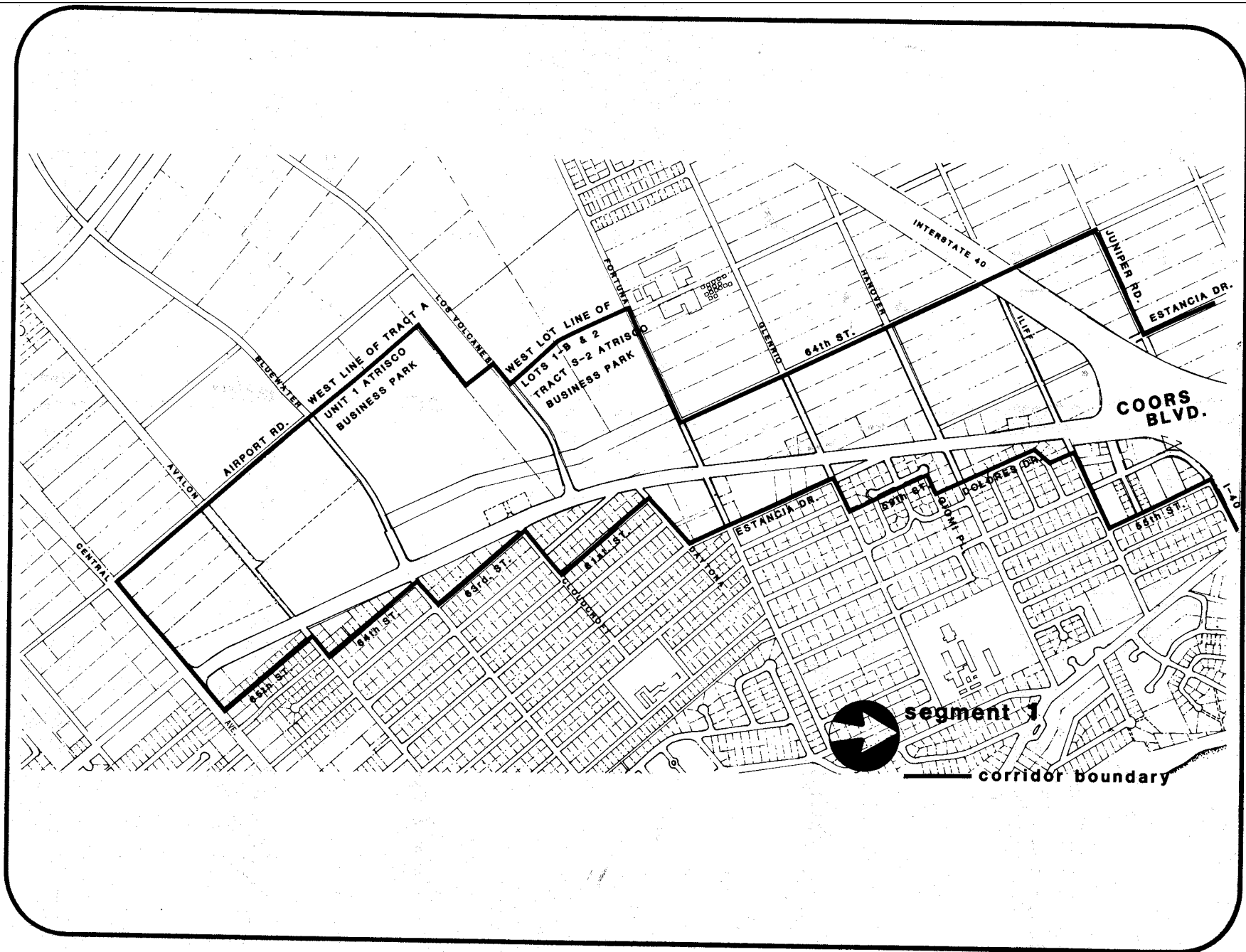


figure 43 coors corridor boundaries

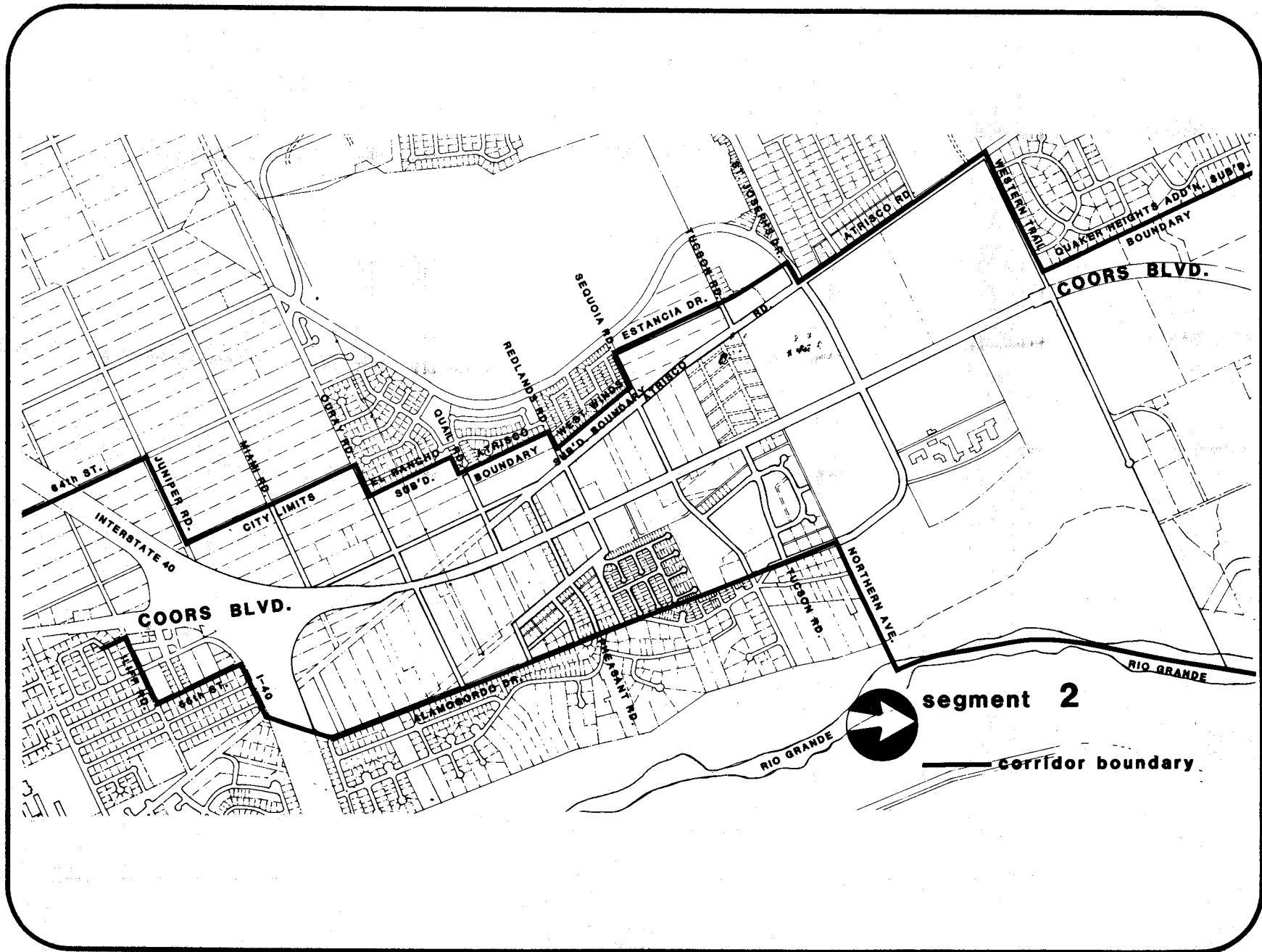


figure 44 coors corridor boundaries

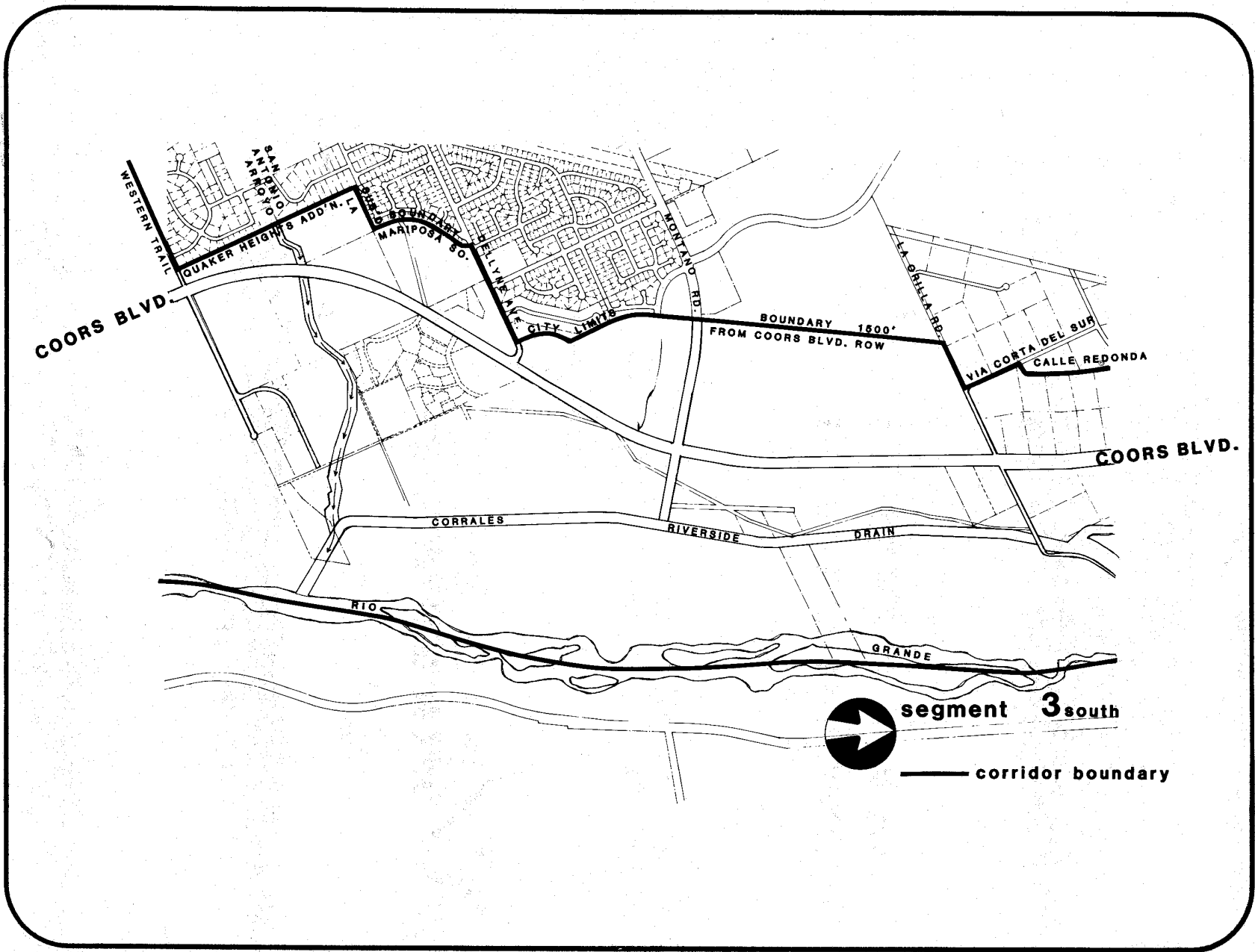


figure 45 coors corridor boundaries

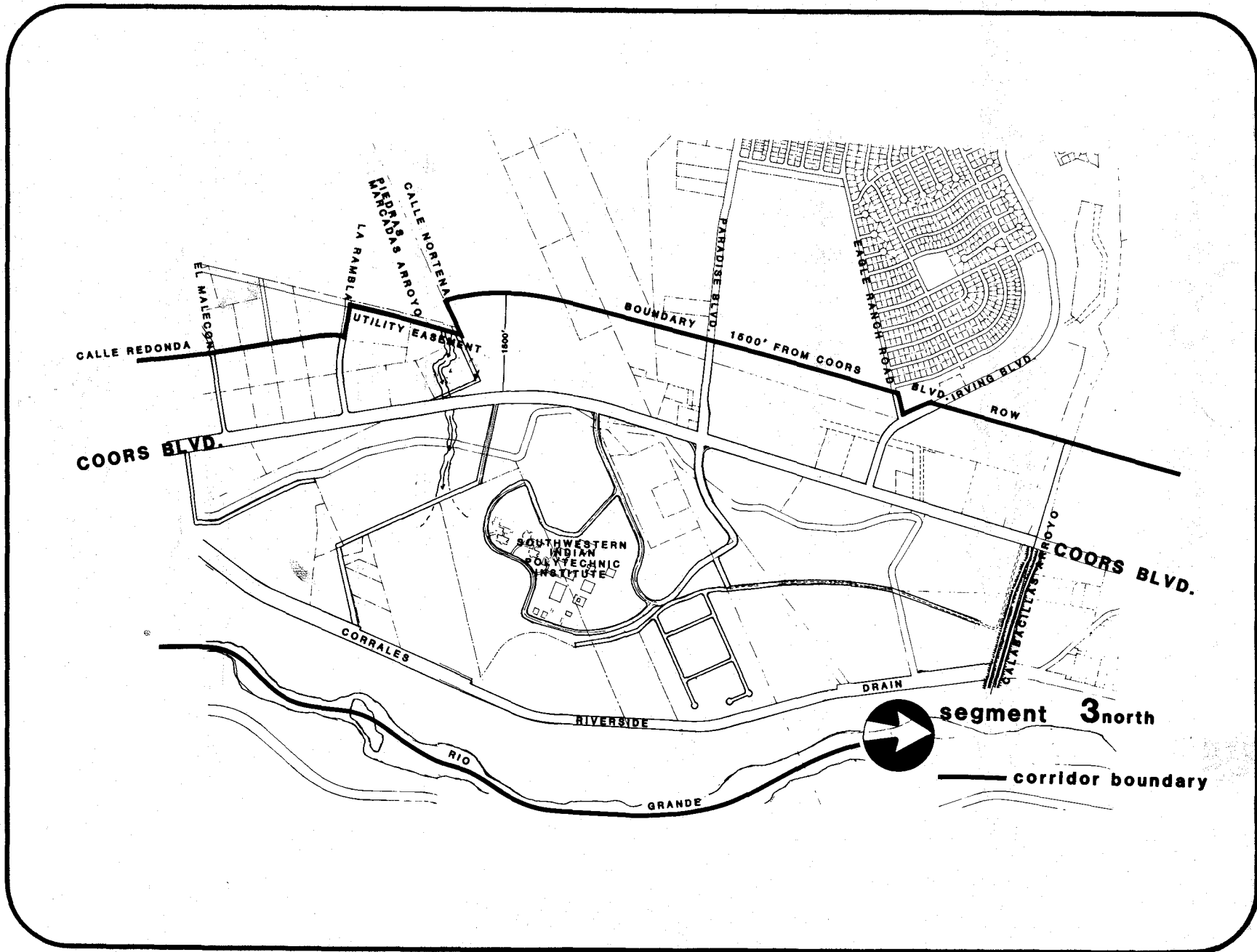


figure 46 coors corridor boundaries

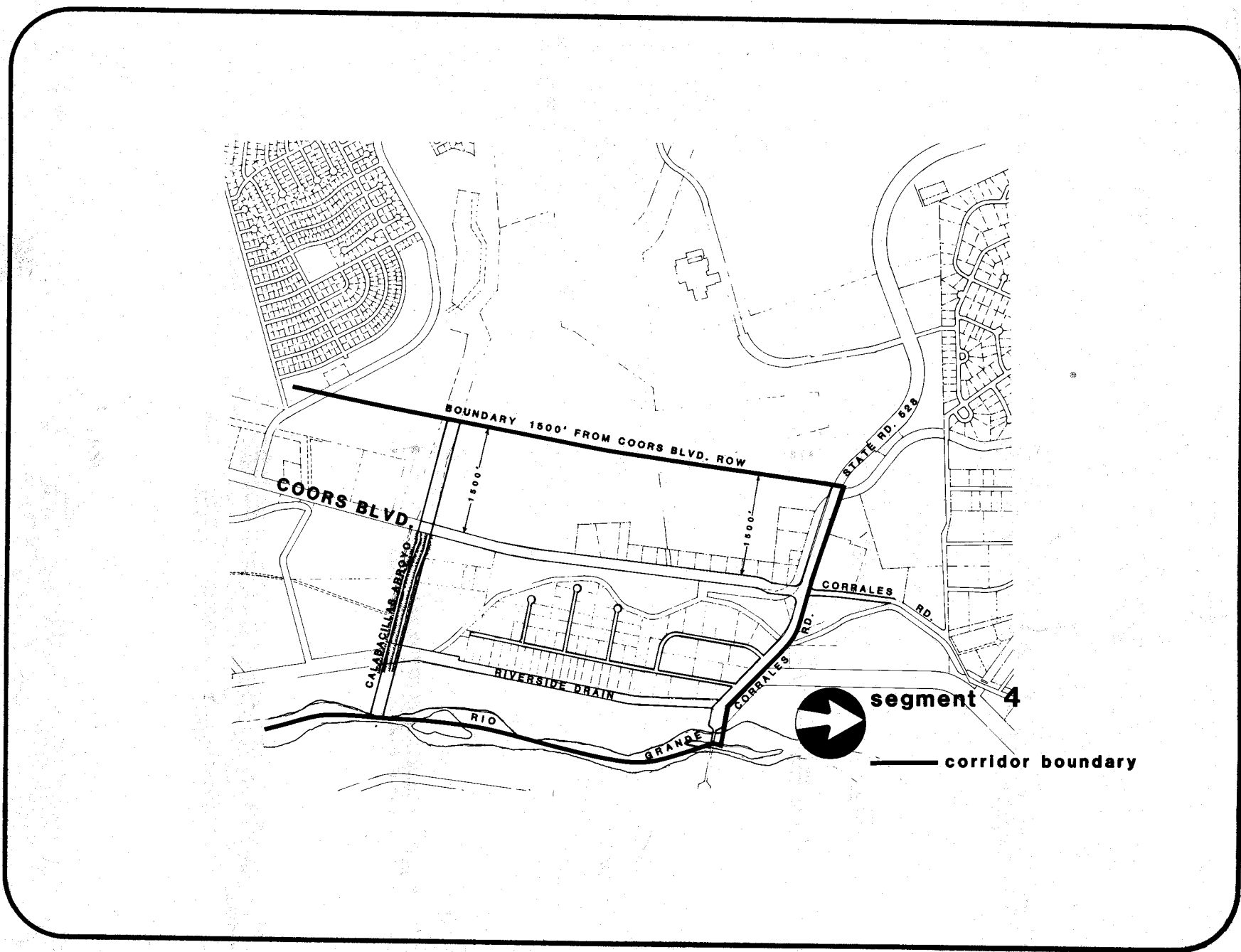


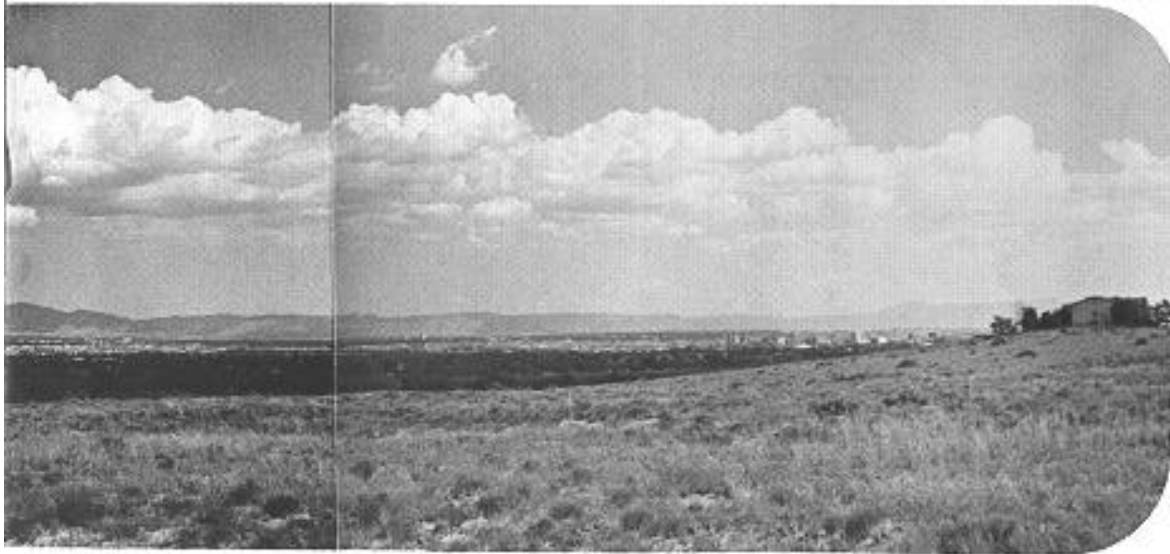
figure 47 coors corridor boundaries

Coors is unique as a principal traffic arterial in Albuquerque. It is not too late to make a public and private





commitment to enhance and protect this corridor and to insure quality development.



## ACKNOWLEDGEMENTS

The Coors Corridor Study effort began in 1981 following the adoption of the Northwest Mesa Area Plan.

Many people from the public sector and the private sector have contributed information and time to the effort . . . too many to name them all.

This final plan represents a synthesis of the work and the suggestions of the many.

### PROJECT COORDINATOR

Jack E. Leaman, Planning Director

### PROJECT PLANNER

Barbara McReynolds Dent, Associate Planner

### TRAFFIC MOVEMENT AND ROADWAY DESIGN

Joe David Montano, Transportation Planner

Fred Van Antwep, Senior Planner

Robert Fosnaugh, Traffic Engineer

Dennis Barnes, Traffic Engineer

### PROJECT STAFF

Judy Bell, Board Secretary

Sarah Dalbom, Research Assistant

Ruby Dannenberg, Chief, Planning Services

Perry Key, Graphic Illustrator

Kathy Nims, Research/Information Supervisor

Daniel Pava, Associate Planner

Felipe F. Quintana, Board Secretary

Carl P. Rodolph, Director, Municipal Development Department

Vern C. Hagen, Planning Director, 6/80 - 9/83

Jack E. Leaman, Planning Director 10/83 - present

Besim Hakim, AICP, AIA

Principal Planner and Consultant, 3/9/81 to 9/82