April 12, 2024

Ted Grumblatt

FBT Architects

6100 Indian School Rd. NE

Albuquerque, NM 87110

**Re: Cibola loop Multigenerational Facility**

 **Traffic Impact Analysis, HT#A13D011**

 **Report dated April 2024**

Engineer’s Stamp 4/5/2024

Via email tcg@fbtarch.com

Dear Mr. Grumblatt,

The subject Traffic Impact Analysis received April 8, 2024, has been reviewed by the City of Albuquerque Planning Development Transportation Section. The City has the following comments that need to be addressed. Please resubmit the TIA for review by the City.

1. Figure 1B.2:
	1. Explain that this was the preliminary concept and that the proposed site location has been relocated towards the NE differing from Master Plan layout.
2. Full Site Development Trip Generation:
	1. Included the Phase 1 site plan with proposed trip distribution turning movement diagrams for both driveways. Include a turn lane warrant review based on COA DPM Table 7.4.68 Turn Lane Warrants.
3. Throughout the report refer to the base line as “base line - no build”.
4. Ellison Drive/West Cibola Loop Alternative Design:
	1. Lengthen the eastbound left-turn lane to accommodate the queue storage or the DPM’s minimum turn lane length whichever is the greatest. Describe the minimum length needed for the queue storage for dual left-turn lanes.
	2. Briefly discuss, in general, the impact to the bridge if extending the east bound left-turn lane requires bridge modification. Discuss the minimum DPM turn length and transition. Would this be possible without modifying the bridge. Provide the approximate turn-lane length that could be constructed without modifying the bridge.
	3. Acknowledge that the EB right-turn queue length is excessive but the development does not contribute to this turning movement. Recommend mitigation to improve the queue length storage.
5. Figure VIB.1 Alt int. design:
	1. Increase the length of the SB left-turn lane. Queue lengths in the base line and build scenarios exceed current available storage.
	2. Show the dual EB left-turn lane extension and right-turn lane extension.
6. TABLE VIII.1 INTERSECTION LOS SUMMARY Propose potential mitigation recommendation to improve the LOS for movement that exceed a LOS of D.

If you have any questions, feel free to contact me at (505) 924-3362.

Sincerely,



Matt Grush, P.E.

City of Albuquerque

Senior Engineer, Planning Dept.

Development Review Services

 via: email

C: Applicant, File

 Julie Rael, Cibola loop Neighborhood Association