



February 1, 2019

Mr. Terry Brown
P.O. Box 92051
Albuquerque, New Mexico 87199

**Subject: Alameda / San Pedro Development Traffic Impact Study
Southeast corner of Alameda and San Pedro
Albuquerque, Bernalillo County, New Mexico**

Dear Mr. Brown:

This letter is to inform you that the **FINAL** Traffic Impact Study (TIS) for the proposed Alameda / San Pedro Development at the southeast corner of Alameda and San Pedro dated January 23, 2019 has been reviewed.

The NMDOT has no objection to the (2) partial Right In/Out only access points on Alameda eastbound located approximately 265 feet and 820 feet east of the signalized intersection of Alameda and San Pedro, east of I-25. See Exhibit A for the conceptual site plan.

The proposed recommendations for this TIS are shown in Exhibit B. NMDOT gives final concurrence of this development given the condition below is met.

1. The development shall provide pedestrian connectivity along the frontage of its property and update the ADA curb ramps as needed on Alameda.

If you have any questions, please feel free to call me at 505.206.1069 or email me at Nancy.Perea@state.nm.us

Sincerely,

A handwritten signature in black ink that reads "Nancy R. Perea". The signature is fluid and cursive, with the first letters of the first and last names being capitalized.

Nancy R. Perea, P.E.
District 3 Traffic Engineer

Copies:

Jill Mosher, NMDOT D3 ADE
Margaret Haynes, NMDOT D3 ADTE
Racquel Michel, COA
Ernest Armijo, COA

**Michelle Lujan
Grisham**
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District 2

Keith Mortensen
Commissioner
District 3

Butch Mathews
Commissioner
District 5

Billy Moore
Commissioner
District 6

Tim Brown, COA
file

Attachments:

Exhibit A – Schematic of proposed site plan

Exhibit B – TIS page 37-38 – Summary of Deficiencies, Anticipated Impacts, and
Recommendations

EXHIBIT A

EXHIBIT B

San Pedro Dr., Louisiana Blvd, & Alameda Blvd. are designated on the Futures 2040 Metropolitan Transportation Plan (2040 Long Range Bikeway System) as Proposed or Existing Bicycle Lanes. See Appendix page A-5 for a portion of the map.

Driveway "A" is located on Signal Ave., a major local roadway in the City of Albuquerque. Since Signal Ave. is not classified as a collector street or more, then no right turn or left turn deceleration lane is required.

Driveway "B" is a right-in, right-out driveway located on San Pedro Dr., a Major Collector Roadway with a posted speed limit of 35 MPH. The City of Albuquerque Development Process Manual stipulates that a classified roadway with a 35 MPH speed limit would warrant a right turn deceleration lane at a driveway if the right turn volume into the driveway was 40 vehicles per hour or more and a taper lane if the right turn volume into the driveway was 30 to 40 vehicles per hour. The projected northbound right turn volume into Driveway "B" will not exceed 23 vehicles per hour. Therefore, neither a northbound right turn deceleration lane nor a northbound right turn taper lane is warranted.

Driveways "C" and "D" are proposed right-in, right-out only driveways located on Alameda Blvd., a Regional Principal Arterial roadway with a posted speed limit of 35 MPH. The City of Albuquerque Development Process Manual stipulates that a classified roadway with a 35 MPH speed limit would warrant a right turn deceleration lane at a driveway if the right turn volume into the driveway was 40 vehicles per hour or more and a taper lane if the right turn volume into the driveway was 30 to 40 vehicles per hour. The projected northbound right turn volume into Driveway "B" will not exceed 24 vehicles per hour. Therefore, an eastbound right turn deceleration lane nor a eastbound right turn taper lane is warranted.

Summary of Deficiencies, Anticipated Impacts, and Recommendations

The existing 2019 analysis did not determine any significant deficiencies in the adjacent transportation system. The 2029 analysis yielded similar results. There was a minor issue for the northbound left turn queue at the intersection of Alameda Blvd. / San Pedro Dr. that should be addressed by this developer.

All of the other analyses in this Study demonstrated that the impact resulting from implementation of the proposed Alameda / San Pedro Development are not significant.

The following recommendations are made to mitigate the minor impact of the proposed Alameda / San Pedro Development on the adjacent transportation system:

Recommendations:

- 4) Site improvements for the project shall maintain adequate site distances for the four driveways on the project as well as for the existing signalized intersection of Alameda Blvd. / San Pedro Dr.
- 5) Alameda Blvd. / San Pedro Dr. – the northbound left turn lane on San Pedro Dr. at Alameda Blvd. should be extended to the maximum length possible by narrowing the existing bulb in the raised median located approximately 150 feet south of the northbound stop bar on San Pedro Dr. at Alameda Blvd. In narrowing the bulb, the raised median should be maintained so that the width is approximately 4 feet to match the existing raised median to the north. This measure should extend the existing left turn lane length by at least 75 feet.
- 6) Driveway Guidelines:
 - a. Driveway "A" – a full access unsignalized driveway designed and constructed with one entering lane and one exiting lane minimum.
 - b. Driveway "B" – a right-in, right-out only unsignalized driveway designed and constructed with one entering lane and one exiting lane minimum.
 - c. Driveway "C" and Driveway "D" - right-in, right-out only unsignalized driveway designed and constructed with one entering lane and one exiting lane minimum.
 - d. All driveways should be designed and constructed to accommodate delivery trucks for commercial uses.