

Friday, November 20, 2020

**Matthew Grush, P.E.**, Transportation Development Section  
City of Albuquerque  
600 2<sup>nd</sup> St. NW  
Albuquerque NM 87102

**Re: Murphy Express – Montgomery Blvd. & Eubank Blvd.**

Dear Matt:

Attached is a copy of the FINAL Traffic Impact Study for the referenced land development project for your review and approval.

I have addressed comments in your October 26, 2020 letter as follows:

**Comment 1:** All signalized movements with a LOS > D require mitigation recommendations. The developer's responsibility for these potential mitigations is dependent on the overall contribution of traffic. This development has not shown to have contributed levels of traffic that would require infrastructure improvements to the existing transportation system. Provide mitigation for the following:

- Montgomery Blvd. & Eubank Blvd.
- Montgomery Blvd. & Morris St.
- Montgomery Blvd. & Comanche Rd.
- Osuna Rd. & Eubank Blvd.

**Response:** First of all, when addressing your comments, I noticed that the signal timing data in Synchro did not match the signal timing sheets furnished by the City for this project. The actual signal timing data, when applied in Synchro, generally improved the conditions reported in the analysis. The intersections of Montgomery Blvd. / Eubank Blvd., Montgomery Blvd. / Morris St., and Montgomery Blvd. / Wyoming Blvd. are the intersections where there were delay issue for the NO BUILD Conditions. The FINAL TIS suggests improvements that are reasonably buildable. It does not necessarily fix every turning movement but takes what I consider to be a reasonable solution to the major problems at the intersection.

**Comment 2:** In the last sentence of the Intersection 2 Montgomery Blvd.& General Chennault St. Signalized intersection on page 23, correct the reference from Montgomery Blvd. to General Chennault St.

**Response:** Correction made as requested.

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**Comment 3:** Osuna Rd. & Eubank Blvd. signalized intersection: Describe the new signal timing plan. Will the City's Traffic Operations accept this plan? Will the new timing fit with signal coordination?

**Response:** The FINAL analysis based on signal timing sheets provided by the City changed the results of the analysis of Osuna Rd. / Eubank Blvd. so that no changes are needed.

**Comment 4:** Page 30 Impact Assessment: All signalized movements with an LOS > D require mitigation recommendations.

**Response:** Language has been added to the Impact Assessment paragraph as requested.

**Comment 5:** Page 30 Access Design Specifications: Check sight distance and discuss the northbound and southbound Eubank Blvd. sight distance to the driveway on Eubank Blvd. There will be delivery vehicles using this driveway turning north crossing 3 lanes of traffic to turn left on Montgomery Blvd. The other movement that may be a problem is left turn to southbound. What is the available sight distance? What is the required stopping sight distance for 50 MPH?

**Response:** Language has been added to the Impact Assessment paragraph as requested.

**Comment 6:** Crash Analysis chart on page 31 the titles for Eubank Blvd. and General Chennault St. are incorrect and need to be swapped, Eubank Blvd. is 5.0.

**Response:** Crash Analysis chart on page 31 has been corrected.

**Comment 7:** Discuss the high intersection crash rate for Montgomery Blvd./Eubank Blvd. and Eubank Blvd./Spain Rd. From this information you have can you see a trend or a combination of contributing factors that lead to so many crashes? Is it driver behavior, geometry or signal timing/visibility?

**Response:** Eubank / Spain crash rate was not excessive. The two highest crash rates were Montgomery Blvd. / Eubank Blvd. (5.0 crashes per million entering vehicles) and Montgomery Blvd. / Wyoming Blvd. (2.9 crashes per million entering vehicles). The crash rate at Spain Rd. / Eubank Blvd. was 1.6 crashes per million entering vehicles). The AMPA average crash rate is 2.9. Language on Page 32 describes how most of the crashes (almost half) are attributed to driver inattention and failure to yield.

**Comment 8:** Title the exhibit on page 3, label the driveways on the exhibit.

**Response:** Driveways on exhibit on page 3 have been labelled.

**Comment 8:** Rotate Pages 18 and 19 to proper orientation they are upside down.

**Response:** Driveways on exhibit on page 3 have been labelled.

Page 3 of 3

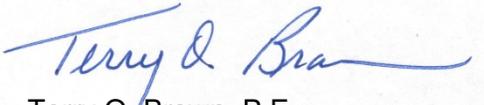
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I have uploaded a pdf version of the Study to Dropbox as well.

Please call me if you have questions.

Best Regards,



Terry O. Brown, P.E.

attachments as noted

cc: Jeanne Wolfenbarger, P.E., Transportation Development Section, City of Albuquerque  
Ron Bordelon, P.E., Pan American Engineers, LLC  
Angela Williamson, Modulus Architects