



December 23, 2024

Brian Horan, PE, PTOE
Galloway & Company, Inc.
5500 Greenwood Plaza Blvd, Suite 200
Greenwood Village, CO 80111

Subject: Carlisle and I-40 Traffic Impact Study
Carlisle Blvd. south of I-40
Albuquerque, New Mexico

Dear Mr. Horan:

This letter is to inform you that the **FINAL** Traffic Impact Study (TIS) dated September 30, 2024 for the proposed Development on Carlisle Blvd south of I-40, has been reviewed.

The NMDOT has no objection to the use of its existing access points on Carlisle Blvd which are located south of I-40. Please see Exhibit A for the proposed conceptual site plan and access point locations. This project is within the area of influence of the I-40 and Carlisle Blvd interchange/signalized intersection of I-40 eastbound off-ramp and Carlisle Blvd. This study has been finalized and its recommendations are attached. See Exhibit B for Conclusions and Recommendations. NMDOT gives final concurrence of this development given the conditions below are met.

1. On Carlisle Blvd provide bike lane connectivity from I-40 eastbound off-ramp to Indian School Blvd.
2. The development shall close, at minimum, one of its existing four (4) access points.
3. The development shall minimize access widths as much as possible per its appropriate design vehicle turning template.
4. 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,

Michelle Lujan Grisham
Governor

Ricky Serna
Cabinet Secretary

Commissioners

Vacant
Commissioner
District 1

Gary Tonjes
Commissioner
District 2

Hilma E. Chynoweth
Commissioner, Vice Chairman
District 3

Walter G. Adams
Commissioner, Chairman
District 4

Thomas C. Taylor
Commissioner
District 5

Charles Lundstrom
Commissioner, Secretary
District 6

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.
- b. Detailed construction plans, including traffic control plans, for the proposed roadway improvements shall be submitted to Keith Thompson, P.E at Keith.Thompson@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
- 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
- e. Traffic control permits, within state right-of-way related to the proposed development shall be submitted to Mr. Israel Suazo (interim). Mr. Suazo can be reached at Israel.Suazo@dot.nm.gov
- f. 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 at Israel.Suazo@dot.nm.gov

If you have any questions, please feel free to call me at 505.288.2086 or email me at Margaret.Haynes@dot.nm.gov

Sincerely,

Margaret Haynes, P.E.
District 3 Assistant Traffic Engineer

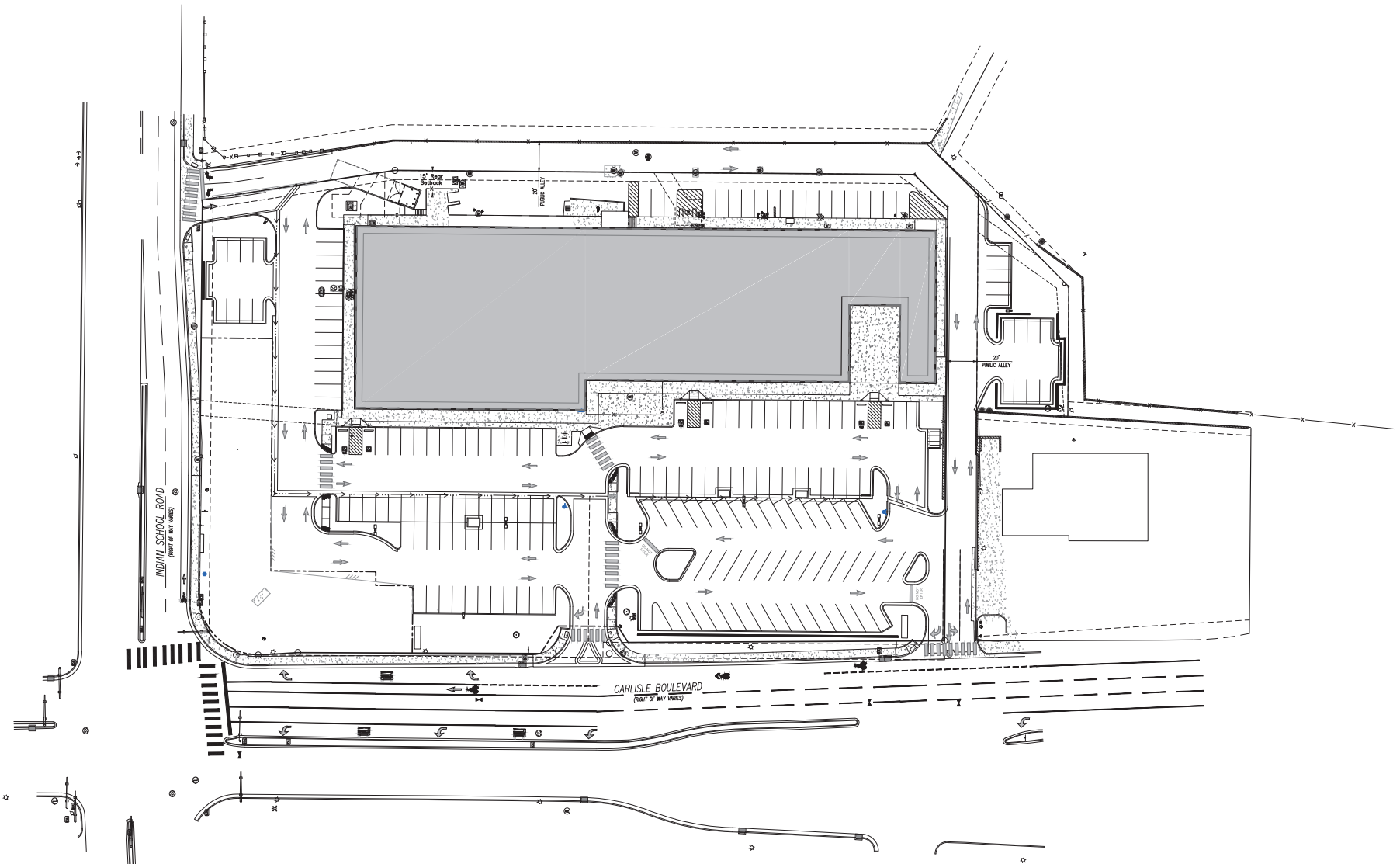
Copies:

Nancy R. Perea, NMDOT D3
Keith Thompson, NMDOT D3
Israel Suazo, NMDOT D3
Gary Funkhouser, NMDOT GO
Curtis Cherne, COA
file

Attachments:

Exhibit A – Conceptual Site Plan
Exhibit B – TIS pages 45-46 Conclusions and Recommendations

EXHIBIT A



CARLISLE FORTY

Maestas Development Group

CONCEPTUAL SITE PLAN

09.30.2024



This information is copyrighted by Galloway & Company, Inc. All rights reserved.

EXHIBIT B

VII. Conclusions and Recommendations

Conclusions

Based on the results of this traffic impact study, the following may be concluded:

- Under existing traffic conditions, the signalized intersection within the study area currently operates at overall levels of service (LOS) "D" during the weekday AM peak hour and LOS "E" during the PM peak hour.
- Under existing traffic conditions, the movements for the unsignalized intersections within the study area currently operate at overall LOS "C" or better during the weekday AM and PM peak hours with the exception of the eastbound and westbound left movements at the N Site Access/Carlisle Blvd intersection which operate at LOS "F" during the weekday AM and PM peak hours.
- Under existing traffic conditions, queues remain within their respective storage lengths with the exception of the eastbound and southbound left queues at the Indian School Rd/Carlisle Blvd intersection during the weekday AM and PM peak hours and the westbound left and right queues at the Indian School Rd/Carlisle Blvd intersection during the PM peak hour.
- Analysis of existing crash data did not identify specific areas of improvement coincident with the proposed development.
- Under background future 2026 and 2036 traffic conditions, without the development of the subject site, delays would increase slightly at study intersections due to regional traffic growth. The intersections are forecasted to operate consistent with existing conditions.
- In the background future 2026 and 2036 traffic conditions, queues are expected to remain consistent with existing conditions.
- The proposed site development would generate, upon completion and full occupancy, 178 net new weekday AM and 172 net new weekday PM peak hour vehicle trips as well as 2,117 net new weekday average daily trips.
- A comparison of the previously occupied use to the proposed use shows that the proposed use is forecasted to generate 76 greater AM weekday peak hour trips, 83 fewer PM weekday peak hour trips, and 549 fewer weekday average daily trips.
- Under total future 2026 and 2036 traffic conditions with development of the site, the signalized intersection within the study area would operate consistent with background conditions.
- Under total future 2026 and 2036 traffic conditions with development of the site, movements for the unsignalized intersections within the study area would operate generally consistent with background conditions with the exception of the southbound left movement at the Indian School/S Site Access intersection is forecasted to operate at LOS "F" during the PM peak hours with volume/capacity (V/C) ratios below 1.0 suggesting additional capacity available. These delays are typical for unsignalized left turn movements and are often over reported by the software. A review of peak hour signal warrants suggest that signal improvements would not be warranted.

Recommendations

- It is recommended that the Applicant provide access consistent with the site plan contained herein including:
 - Restriping southbound Carlisle Blvd along the property frontage to narrow the southbound drive lanes and provide a bike lane in conformance with the Mid-Region Council of Governments (MRCOG) Long Range Bikeway System plan. The narrowing of drive lanes will reduce vehicle speeds and improve safety of the roadway.
 - Modifications to the full access along Carlisle Blvd including 20' flowline radius return on the southwest quadrant and associated modifications to the southern pedestrian ramp to align with the northern pedestrian ramp and revised return curb line. Both operational and safety analysis of this access indicate full movement should be supported.
 - Improvements to the RIRO access along Carlisle Blvd including shifting the access north and improved return radii of 25', and RIRO channelizing island.
 - Existing sidewalk attached to curb along Carlisle Blvd to remain with no landscape buffer between curb and sidewalk due to existing light poles. Proposed bike lane will provide buffering between vehicles and pedestrians. Landscaping to be provided west of the sidewalk.
 - Closing existing RIRO access along Indian School Rd between the full movement access along Indian School Rd and the Indian School Rd/Carlisle Blvd intersection. This removes conflict points in the study area to improve safety.
 - Modifications to full access on Indian School Rd including 15' flowline radius return on the east portion of the access and associated modification to the eastern pedestrian ramp.
 - Existing sidewalk attached to curb along Indian School Rd to remain with no landscape buffer between curb and sidewalk due to existing power poles & ROW constraints. Existing bike lane provides buffering between vehicles and pedestrians. Landscaping to be provided to the north of sidewalk.