November 11, 2021 2500 Carlisle TIS Review Comments and Responses

NM 299.03

Created By: W Marco Barraza

		Lee Engineering		
Comment #	Page Number	Comment	Agency	Action Taken
1	-	The diagrams with turning moving count starting on page 8 are difficult to read. For future submittals please correct.	New Mexico Department of Transportation (NMDOT)	Accepted. Report figures were re-plotted with higher reso and inserted as PNG.
2	-	The site plan shows an existing access to Cutler, a one-way access to at Carlisle. NMDOT recommends additional wrong way and one way signage at this access. See exhibit to the right.	New Mexico Department of Transportation (NMDOT)	Accepted. Recommendation added to report (page 46): Developer should additional wrong way and one way sign Cutler access.
3	2	Label access points	New Mexico Department of Transportation (NMDOT)	Accepted. Updated Figure 1 to show access points.
4	13	It appears that the WBR existing storage use is 350-feet. How is this calculated when the striped lane is less than 200-feet?	New Mexico Department of Transportation (NMDOT)	Assumption of 350-feet is based on available "un-striped' storage length for WBR. This was based on how far back stop bar, 10-feet of roadway width is available. Per comm and the above measurement methodology on this measu the WBL queue storage was changed to 250-feet.
5	14	It appears that the WBL existing storage use is 350-feet. How is this calculated when the striped lane is less than 200-feet? What happens when the queue merges? Proposed striping may delineate lanes up to about 320 feet after that the storage would remain undefined. What do the queues actually look like on the off-ramp in the PM peak hour? (i.e. How long is the merged queue on the off-ramp?)	New Mexico Department of Transportation (NMDOT)	WBL storage was changed to 250-feet and all tables and t report updated. In the PM peak for 2022 full build the wo was found to be for 1 multi-peak period (1.57) for WBL. Queueing calculated to be approximately 393 feet.
6	37	QSRs for WB lanes will likely need to be modified based on existing storage bay lengths	New Mexico Department of Transportation (NMDOT)	Accepted. All tables with new storage length modification updated.
1	-	North Driveway 1: Investigate the ROW available and determine what is required to construct the recommended right-turn lane in accordance with COA DPM. This may require conceptual level engineering drawings.	City of Albuquerque (CABQ)	Accepted. Table 32 (page 48), details the recommended a construction in accordance with COA DPM. Future site pla submittals will include the auxiliary lane.
2	-	South Full Access Driveway 3 (Prospect): Investigate the ROW available and determine what is required to construct the recommended right-turn lane in accordance with COA DPM. This may require conceptual level engineering drawings.	City of Albuquerque (CABQ)	Accepted. Table 32 (page 48), details the recommended a construction in accordance with COA DPM. Gas Station Si includes auxiliary lane design/layout.

esolution
: ignage at
ed" ck from nments asurement
d text worst QSR
ions
d aux lane plan
d aux lane n Site Plan