

UPPER PETROGLYPHS TIA COMMENTS
Comments Recieved in 2022

PAGE	COMMENT	SOURCE	REVIEWER	RESPONSE	CHECKED
general	There is supposed to be a 2040 horizon year analysis. Will this be provided later?	Bernalillo County	AG	Added	CDV
general	Add recommendations on internal roads per scenario. Ex. 2024 recommendations: construct Arroyo Vista half section, Estancia Pkwy with two directional lanes/half section, Dell Webb full section for the extent provided in Figure 3.	Bernalillo County	AG	Added Recommendations for typical section	CDV
7	New MTP Update cycle with socioeconomic analysis/travel demand update every 5 years, update language to reflect cor	Bernalillo County	AG	Updated	CDV
general	Update the name of Tempur Pedic Parkway to Comfort Way	Bernalillo County	AG	Done	CDV
4,8	2024/2027 Atrisco Vista/Comfort Way recs do not match analysis config. NBR lanes are warranted according to COA and s	Bernalillo County	AG	Updated Text and turn lane recommendation per COA	CDV
9	2027 Atrisco Vista/118th recs do not match analysis config.NBR in the PM warranted by COA and should be included in th	Bernalillo County	AG	Added	CDV
general	2027 Atrisco Vista/Arroyo Vista NBR and SBL meets COA Warrant. Update analysis	Bernalillo County	AG	Added	CDV
9	2034 Arroyo Vista/Atrisco Vista specify lane configuration, analysis does not support expansion to the full section (6 lanes	Bernalillo County	AG	2 Lane Arroyo Vista and 4 Lane Atrisco Vista to Ladera	CDV
9	2034 Why is Arroyo vista recommended to widen with LOS C?	Bernalillo County	AG	Updated to 2 lane arroyo Vista recommendation	CDV
9	2034 Atrisco Vista/Ladera include rec turn lane config (different northbound lane config between AM and PM)	Bernalillo County	AG	Updated	CDV
9,10	2034 Estancia/Ladera currently modeled 2 ways, confirm correct config	Bernalillo County	AG	Proposed lanes are all similar. TWSC fails and AWSC recommended	CDV
general	2034 Del Webb Prkwy recommend correction on construction sections	Bernalillo County	AG	Added	CDV
					CDV
5	2027 Build, first sentence of section missing language	Bernalillo County	AG	Revised	CDV
28	Arroyo Vista to Atrisco Vista, Figure 3 to reflect connection by Ph1	Bernalillo County	AG	Arroyo Vista connected by phase 1 is correct. Added figures showing recommendations by year	CDV
29	2034 Arroyo Vista 2-lane (ex) or 4-lane (rec), which one?	Bernalillo County	AG	Arroyo Vista recommended to be 2 lane through build out	CDV
76-79	Ladera Parkway > Ladera Drive	Bernalillo County	AG	Updated	CDV
126-127	Reflect language for 2034 Estancia/Ladera on correct lane config (rec?)	Bernalillo County	AG	Updated	CDV
					CDV
general	review development pace, adjust infrastructure improvement to correlate build changes	City of Albuquerque	AG	Done	CDV
general	construct traffic signals at recommended intersections	City of Albuquerque	AG	Done	CDV
general	traffic signal warrants for ALL recommended traffic signals	City of Albuquerque	AG	Done	CDV
					CDV
general	There were a set of comments dated July 20, 2020 sent on the last draft TIS. Can you provide a resolution matrix to include if any of those comments were address or are still relevant? Specifically comments related to the lane utilization at I-40 and NM 500 intersections.	NMDOT	AG	Many of the comments were not relevant since the report was updated so much. The lane utilization was verified and reported in the TIA	CDV
general	Please include a 2045 horizon year analysis in your report	NMDOT	AG	Added	CDV
general	Was the existing signal timing for Central and Atrisco Vista? Please include in appendix. For proposed full build analyses were existing and proposed signalized intersections coordinated?	NMDOT	AG	Added	CDV
general	I need a queue summary that gives me existing turn bay lengths, proposed queue at each no build and build analysis years. It appears to be missing for all signalized intersection analyses. Please note that SAMM compliance is queue plus deceleration, therefore a storage bay that does not meet these requirements is not SAMM compliant.	NMDOT	AG	Discuss with NMDOT	CDV
general	Can you include a mitigated section at the end of each intersection analysis and refer to appendix. Create a mitigated analysis appendix for its reference. It is unclear what is mitigated in the mitigated analyses in the appendix. Is signal timing adjustments always included? Did this study provide a mitigated analysis for any scenarios that deliver a lane movement LOS E or LOS F in the build scenario that is not in the no build scenario? Please include signal phasing recommendations for 2024 full build recommendations. This will also be requested for future TIS updates.	NMDOT	AG	Updated	CDV
general	Does mitigated analysis signal timing recommendations include a coordinated NM 500 signal timing system?	NMDOT	AG	Yes, Atrisco Vista (NM 500) is coordinated for all analysis	CDV
general	NMDOT concurs with the additional TIS reports on a regular frequency of UP buildout. For all of the future studies, a full signal warrant study is required for any proposed signalized intersections warranted at full build scenarios.	NMDOT	AG	Added	CDV
general	A crash summary is missing from this report.	NMDOT	AG	Added to NMDOT intersections	CDV
general	Can you provide a conceptual drawing of UP recommendations at each build year? (i.e. signals, roadway widening, roadway connections?	NMDOT	AG		CDV
general	Can you add roadway connections to your report and assumptions of diverted traffic to new connections?	NMDOT	AG	This is included in section IV.A.2.b. This is the only rerouting of traffic that was completed for this TIA.	CDV
general	For multiple period analysis the analysis should start when v/c is less than one and end when v/c is less than one.	NMDOT	AG	Some intersections include more than that due to several intersections being in the same file and HCS does all time periods for all intersections	CDV
			AG		CDV
1	Are the "other large economic development projects" within the UP masterplan? What is the timeframe for those projects?	NMDOT	AG	We do not know the status of all the developments that are looking into areas around Upper Petroglyphs	CDV
2	It would be helpful to have a map that identifies the existing and future intersections.	NMDOT	AG	Figure 9 shows all intersections that are studied and identifies existing and proposed	CDV
19	Can you include roadway jurisdiction and boundaries? NMDOT roadways and jurisdictional boundaries include: I-40,Atrisco Vista is NM 500 at study intersections Central to North frontage, 98th includes the on/off ramps of I-40, Unser includes the on/off ramps of I-40, Central from NM 500 (MP 0) to MP 2.	NMDOT	AG	Updated	CDV
26	In Figure 4 it's hard to tell what is included in the phases. There is type, there is handwriting, and other black outlined areas. What is included? Can you add a key?	NMDOT	AG	Updated Figures	CDV
27	In Figure 5 can you add a key?	NMDOT	AG	Updated Figures	CDV
28	Atrisco Vista and Arroyo Vista are proposed to be connected in 2024. Please show on map and in what phase.	NMDOT	AG	Added to Figure 1	CDV
50	The detailed traffic analysis at Atrisco Vista included UP, Amazon and all developments who submitted TIAs through the year 2021. I would say that signalization of the interchange ramps and frontage road intersections is the recommended alternative.	NMDOT	AG	Updated	CDV
50	The no build analysis sheets in the appendix have "Adj" in the description. What does this mean?	NMDOT	AG	The reports with "ADJ" were adjusted to include the available queueing length at all signalized intersections. This was not included in the original analysis although it was requested	CDV
51	Can you include the approach LOS for each table in the no build and build scenarios? This comment applies to all NMDOT intersections.	NMDOT	AG	Added to NMDOT intersections	CDV
58	Please include a intersection LOS for each unsignalized intersection summary results in addition to the movements in each table. This applies to all results tables for unsignalized analysis.	NMDOT	AG	Added to NMDOT intersections	CDV
60	At I-40 EB off ramp and NM 500, was a signal warrant analysis checked in the 2027 build analysis year?	NMDOT	AG	Updated Text to include this warrant analysis	CDV
62	Please provide mitigated signal timing adjustments for I-40 and AV EB ramps.	NMDOT	AG	Added to Mitigated Appendix	CDV

LEGEND	
<div></div>	Resolved/Present In Report, may need to be elaborated to Dept who asked
<div></div>	Determine internally if comment to be addressed/how to address
<div></div>	Uncertain action, need to discuss with Dept for bigger requests
<div></div>	Cannot be resolved/Do not have the info to address
<div></div>	Table revisions/warrant analyses to be handled internally by TNT
<div></div>	Left unaddressed, may need further elaboration from Dept

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66	The NMDOT study did not recommend a triple right configuration for I-40 WB offramp intersection. NMDOT does not concur with installation of a triple right.	NMDOT	AG	Updated	CDV
66	I-40 WB off-ramp and NM 500 can you provide conceptual of pre-left configuration.	NMDOT	AG	Will have to overlay an image with pre-left config	CDV
82	Please include all lane movements which are LOS E or LOS F in summary table.	NMDOT	AG	Updated	CDV
84	Where is 98th and EB ramps analysis section. Please include after or before Arroyo Vista and WB ramps. In the report can you indicate Arroyo Vista/98th Street. In the appendix analysis sheets are called 98th and WB off-ramp, which is the same as Arroyo Vista and WB off-ramp. Was any signal warrant analysis completed for any of these scenarios?	NMDOT	AG	This was completed in the "unsignalized intersection" section starting on page 159	CDV
93	I-40 EB and Unser need a full signal warrant analysis in 2019 condition. Study assumed signal for all other analysis years. Please provide a full signal warrant analysis to verify that signal will be warranted/installed by NMDOT for your future assumption analysis years.	NMDOT	AG	Included Warrant 3A/3B but complete traffic count was not done as part of this study to determine existing signal warrant	CDV
99	Table 82 please include the movements which are LOS E or LOS F in the table. This comment applies to all no build and build tables for NMDOT intersections.	NMDOT	AG	Updated NMDOT intersections	CDV
128	Can you provide an overall map with the freeway segments labeled.	NMDOT	AG	Updated	CDV
138	The NMDOT study provides recommendations of the type of intersection controls for the intersection at and adjacent to NM 500 at I-40, however it does not provide timelines for improvements. Those improvements are as warranted by the development.	NMDOT	AG	Updated	CDV
139	NMDOT will perform a full signal warrant analysis for I-40 eastbound off-ramp at Unser to verify if a signal is warranted at its existing condition. NMDOT requires more than the single peak hour warrant for signal installation.	NMDOT	AG	NMDOT will handle this warrant analysis, noted in report	CDV
140	Two-stage left turns not an acceptable turn movement.	NMDOT	AG	Removed 2 stage turn analysis	CDV
140	A full signal warrant analysis is requested for any signals warranted in its build year. This analysis will be required as a part of the updated TIS in the future as recommended at an approximate frequency of every 4 years.	NMDOT	AG	Updated	CDV
141	At Atrisco Vista and I-40 westbound off-ramp what are the recommended striping changes. Please include here.	NMDOT	AG	Updated	CDV
144	Please provide conceptual drawing of how an additional eastbound lane will be implemented on I-40 between Arroyo Vista and Unser.	NMDOT	AG	This lane is warranted in no build conditions due to overcapacity at NB 98th street on ramp and weaving LOS F. There is room to do this but this will take additional effort to implement these needed improvements. No further analysis will be included since this is a no-build issue.	CDV
144	At I-40 westbound off-ramp and NM 500 the analysis proposed a triple westbound right. NMDOT's study analysis indicated that a dual WBR was sufficient. The recommendations does not include any of this work.	NMDOT	AG	Removed Triple WBR reference.	CDV
144	At I-40 eastbound off-ramp and NM 500, what is proposed and analyzed for the signal timing phasing with the introduction of a second southbound left? Protected only? Also, in lieu of a pre-left, can the SBL be served twice with the proposed signals and signal timing coordination?	NMDOT	AG	There are a few things that are needed at the intersection of WB Ramp and EB ramp that need to be consistant across the interchange. The WB ramp must have 2 lanes that function as a "pre-left" to function without failing. This was shown included in the Atrisco Vista Study and if taken out the intersection has more LOS issues. Since this is needed at the WB ramp there needs to be 2 SB left turn lanes at the EB ramp intersection to recieve these "pre-lefts".	CDV