

December 19, 2025

Margaret Haynes, PE PTOE

NMDOT District 3
7500 Pan American Fwy
Albuquerque, NM 87109

Re: Lobo Plaza TIS – Review Comments

Margaret Haynes,

Per your request, Lee Engineering has reviewed the “Lobo Plaza TIS Report” dated September 22, 2025, as authored by Terry Brown and Ronald Bohannon of Tierra West, LLC.

The study found no significant detrimental traffic impacts associated with the proposed development. Intersection operations in all scenarios (2028 No-Build/Build and 2038 No-Build/Build) were identified to function at acceptable LOS levels with signal timing modifications.

Report Summary

For your information, the report is summarized as follows:

Specific Intersection Observations

Lomas Blvd / I-25 Southbound Ramps

- Under existing conditions (HCS results), the southbound approach movements operate at LOS F with a v/c ratio >1.0 during the morning peak. SBR and SBL queues are extensive.
- Signal timing modifications permit overall LOS C operations with reasonable queue lengths. Site traffic does not significantly impact conditions.

Lomas Blvd / I-25 Northbound Ramps

- Queue overflows for EBL, WBL/WBR, and NBL.
- These are pre-existing conditions, not caused by the development. Timing modifications can help mitigate long queues.

Lomas Blvd / University Blvd

- Signal operates at an overall LOS D during the 2028 Build scenario, however, SBT/R and NBL operate at LOS E/F and NBL turn lane storage not able to accommodate 95% percentile queue. In 2038, timing modifications can help mitigate operational deficiencies, but turn lane queues still extend beyond existing turn lane lengths.

Lomas Blvd / West Driveway

- Existing driveway located at an existing median break location. Stop-controlled NB approach indicates LOS C/D. Analysis indicates all E/W volumes in platoon and outbound lefts make a 2-staged movement. Can this be accomplished in a 16' median width?
- Driveway, although existing (abandoned), has only a 240-foot separation with Torq driveway.
- Right-turn deceleration lane analysis not performed. Need on a 6-lane facility?

Lomas Blvd / East Driveway

- Driveway located at an existing median break location. Stop-controlled NB approach indicates LOS C/D. Analysis indicates all E/W volumes in platoon and outbound lefts make a 2-staged movement. Can this be accomplished in a 16' median width?
- Driveway, although existing (abandoned), has a 360-foot separation with the west driveway and existing UNM parking lot driveway. Minimum SAMM driveway spacing on an UPA roadway is 402 feet (Table 18.C-1).
- Right-turn deceleration lane analysis not performed. Need on a 6-lane facility?

Horizon Years (2028 and 2038) Note

- Some movements operate at LOS E/F, but can be mitigated to LOS D via timing changes. Additionally, the report indicates the site contributes only a minimal increase in delay (1.6 sec) and no mitigation is warranted.

Safety Impacts

The crash analysis showed:

- One fatality (pedestrian-related, alcohol) crash occurred at the Lomas/University intersection. At this location, there was an average of 21.8 crashes per year over the 5-year analysis period. The highest crash code (other than left blank/invalid) was vehicle from opposite direction.
- Over 15 crashes per year occurred at the two I-25 ramp locations.
- Two 2 pedestrian and 2 bicycle crashes occurred at the study area intersections.

The queue analysis showed:

- Some movements at the Lomas/I-25 intersections will extend beyond existing storage lengths (WBR and EBL).
- Some movements at the Lomas/University intersection will extend beyond existing storage lengths (EBL, WBL, and NBL)

Recommendations

Lomas / I-25 Ramps

- Optimize signal timings.
- No discussion of turn lane queues extending beyond storage lengths provided.

Lomas / University

- Optimize signal timings.
- No discussion of turn lane queues extending beyond storage lengths provided.

Other Intersections – No Modifications

The TIA recommends two full-access commercial site driveways (existing/abandoned locations):

West Driveway

- Provide a single ingress/egress lane.
- Construct with adequate sight distance.
- No mention of fixing curbs and maintaining sidewalks and ramps to be ADA compliant.

East Driveway

- Provide a single ingress/egress lane.
- Construct with adequate sight distance.
- No mention of fixing curbs and maintaining sidewalks and ramps to be ADA compliant.

Report Comments

Lee Engineering's comments are listed as follows:

Data Collection. Although traffic data and analysis were to occur at Lomas/Torc Dwy/Frontage Rd, data collection shows 0 volume, indicating no volume or data was not collected. Without existing or future turn volume, the intersection operates at LOS A.

Page 4. Missing descriptions of signalized intersections. Descriptions should include information on existing configuration, lanes, left turn phasing, signal equipment, vehicle detection systems type, and pedestrian crossings. It is noted that some descriptions are shown on page 7 and could be expanded.

Page 6. Pre-TIA documentation states that an analysis of 2025 Existing Conditions would be conducted; however, no analysis was performed. The report indicated this was due to low traffic growth (0.5% /yr), approximating 2028 Background conditions. Existing year analysis should still be conducted per scoping requirements.

Page 9. Trip Generation. It is unclear how the 30% pass-by rate was developed since ITE does not provide an AM rate for LUC 932 (42% PM). The 30% does appear to be reasonable.

Page 17. Future Volumes. It is unclear to how the trips were applied (pass-by + new) but appear to be a slight over-estimate, therefore okay.

Page 19, Capacity Analysis, Int. #1 & #2. General Comment. HCS results (poor operation) are significantly different than Synchro results (good operation). Can this difference be explained?

Page 22, Capacity Analysis, Int #2. Results/timings are significantly different between 2028 No-Build and Build analysis for the NB approach. AM peak hour LOS B should be LOS C for an intersection delay of 21.5 seconds. PM peak hour LOS D should be LOS C for an intersection delay of 32.1 seconds.

Page 32, The analysis of the site driveways used a 2-stage left-turn movement. With the median opening only 16 feet wide, should the analysis be conducted without staged movements? Drivers may perform more complex routing maneuvers if left turns from driveways operate with high delays. By allowing two stage left turns, is there a safety issue due to limited width and potential back of vehicle extending into opposing through lane?

Page 33, Capacity Analysis, West Driveway. Analysis indicates all volumes in platoon. NB approach indicates outbound movements at LOS C/D. Can NBL make staged movement with a median width of 16 feet?

Page 36, Capacity Analysis, East Driveway. Analysis indicates all volumes in platoon. NB approach indicates outbound movements at LOS C/D. Can NBL make staged movement with a median width of 16 feet?

Page 40, Queue Analysis.

- Some queue lengths exceed storage length provided. No discussion provided.
- Existing conditions and proposed timing optimizations indicate turn length queues exceed turn lane storage lengths. If queues exceed storage and through lanes are blocked by spillback queues, HCS does not provide a means for analysis and a simulation should be performed to assess conditions.
- For EBR at Intersection #1 no queues are reported despite yield control; confirm analysis model & parameters.
- SBL at intersection #1 has queue storage of ~500FT. Can the turn length designs be mitigated to accommodate the existing/future turn demand?
- Add mitigated scenario to "Queuing for NMDOT" table.

Page 41, Recommendations.

- Intersection #2. No mention of EBL queue extending beyond turn bay, impacts/mitigation.
- Intersection #2. No mention of WBR queue extending beyond turn bay, impacts/mitigation.
- Intersection #3. No mention of EBL, WBL, and NBL queue extending beyond turn bay, impacts/mitigation.
- Intersections #6 and #7. Mitigation should also include fixing any damaged curb, maintaining sidewalks and ramps to be ADA compliant.

Potential Impacts & Improvements

The report only indicates signal timing optimization as recommended improvements at the signalized intersection locations. No improvements/recommendations are provided for the unsignalized intersections (none identified). Recommendations within the report at the two driveways indicate:

- Construct the west driveway as a 2-lane commercial driveway. Construct with adequate sight distance at all approaches to the intersection.
- Construct the east driveway as a 2-lane commercial driveway. Construct with adequate sight distance at all approaches to the intersection.

In addition to TIA:

- Stripe second EBL turn lane at Intersection #2. Review AASHTO Case F Intersection Sight Distance to determine movement control (protected-permissive vs protected) as WBL turn at intersection #4 may affect sight distance for EBL turns at Intersection #2.
 - Note: development does not contribute trips to this movement and condition is present under 2028 NO BUILD scenario. Could not verify if issues are present under existing conditions.
- Extend WBR deceleration lane at Intersection #2 per SAMM criteria.

- Note: development contributes 2 AM and 2 PM vehicles to this movement.
- Although COA jurisdiction, COA may require extensions to turn lanes at Intersection #3.
- Construct ADA curb ramps at Intersection #6 & Intersection #7, replacing damaged curb and gutter.

Attachments delivered alongside this letter include a comment/response matrix spreadsheet and report markup for use by the developer. We are available to discuss these comments and findings at your convenience.

Sincerely,

Jonathon Kruse, PE PTOE
Senior Project Manager
Lee Engineering

Attachments:

1. Comment / Response matrix spreadsheet
2. PDF report markup