Mid-Region Metropolitan Planning Organization

Division of
Mid-Region Council of Governments
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ROADWAY ACCESS MODIFICATION REQUEST FORM

GENERAL INFORMATION

Date: October 29, 2020
Sponsoring Agency: Bernalillo County
Contact Name: Antonio Jaramillo
Phone: 505-848-1548 Email: aejaramillo@bernco.gov

Applicant: BH DevCo
Contact Name: Steve Backman
Phone: 602-510-8908 Email: sbackman@bhdevco.com

MODIFICATION INFORMATION

Facility: Atrisco Vista Boulevard
Location of Change: One access located ½ mile north of Ladera and ½ mile south of 118th Street

Current Policy for Facility and Location:T-intersection and right-in/right-out permiotted at approsimately one-quarter mile intervals between ½ mile north of I-40 and Double Eagle II Airport (June 21, 2019 RAC Policy Inventory of Roadway Access Limitations Attachment #1, page 2)

Nature of the Change: This request will be for a new full access intersection at the above location

Reason for the Change: Industrial and employment center development west of Atrisco Vista has expanded with the arrival of the Amazon facility, and a new user requires full access to reduce truck traffic concentration at the Atrisco Vista and Ladera intersection. The TIA for Amazon (which included Phases 1-7 or the Upper Petroglyphs residential development) while showing acceptable intersection performance, found LOS F performance for the urban street section between Comfort Way (aka Tempur Pedic Parkway) and Ladera (see attached HCS Urban Street analysis from Amazon (Project Chico) TIA (page 443 of the pdf).

IDENTIFICATION OF ANALYSIS INPUTS

Implementation Year: 2022 Forecast Year: 2032

Trip Generation for Proposed Development: see attached

Days/Peak Hours Analyzed: standard weekday, AM and PM peak hour with maximum volume. Multi-period HCM analysis if any movement has v/c >1 in initial hourly analysis.

Trip Generation Numbers: see attached (is this a repeat of the trip generation question above?

Level of Analysis Required: Standard TIA for Bernalillo County, NMDOT, and City of Albuquerque.

Additional Assumptions/Inputs Used in the Analysis: will include original Amazon TIA trips as background traffic. NMDIT and County did not require inclusion of any Upper Petroglyphs project in this new project TIA.

ANALYSIS RESULTS

The analysis results submitted by the applicant must be consistent with the scope established by the Roadway Access Control Committee (RACC). At a minimum, the applicant must:

- Analyze both the Build and the No-Build scenarios in the Implementation Year (effects with and without the requested access change(s))
- Analyze both the Build and the No-Build scenarios in the Forecast Year (effects with and without the requested access change(s))

The MRMPO will provide peak-hour link volumes for the Base Year and Horizon Year from the current Metropolitan Transportation Plan to the applicant.

The applicant will be required to conduct analyses as defined by the RACC using MRMPO data. The applicant must use the most recent data available to complete the analysis. It will be the applicant's responsibility to conduct traffic counts as needed and to derive any peak-hour turning movements that may be required to complete the analysis. Traffic counts conducted by the applicant must conform to *New Mexico Traffic Counting Standards*. ***Results of the analysis must accompany this form.***

ATTACHMENTS

Map(s):

General Location with Current Access
Analysis Area
Site Plan with Requested Access

Other Attachments (Please list):

Site Trip Generation
HCS Urban Streets analysis for 2030 PM Peak Hour at Atrisco Vista and Ladera from original Amazon TIA (includes Phases 1-7 or Upper Petroglyphs residential development).

Attach any additional documentation that will assist the technical review by the Roadway Access Control Committee (RACC) and Transportation Coordinating Committee (TCC) to decide the case.

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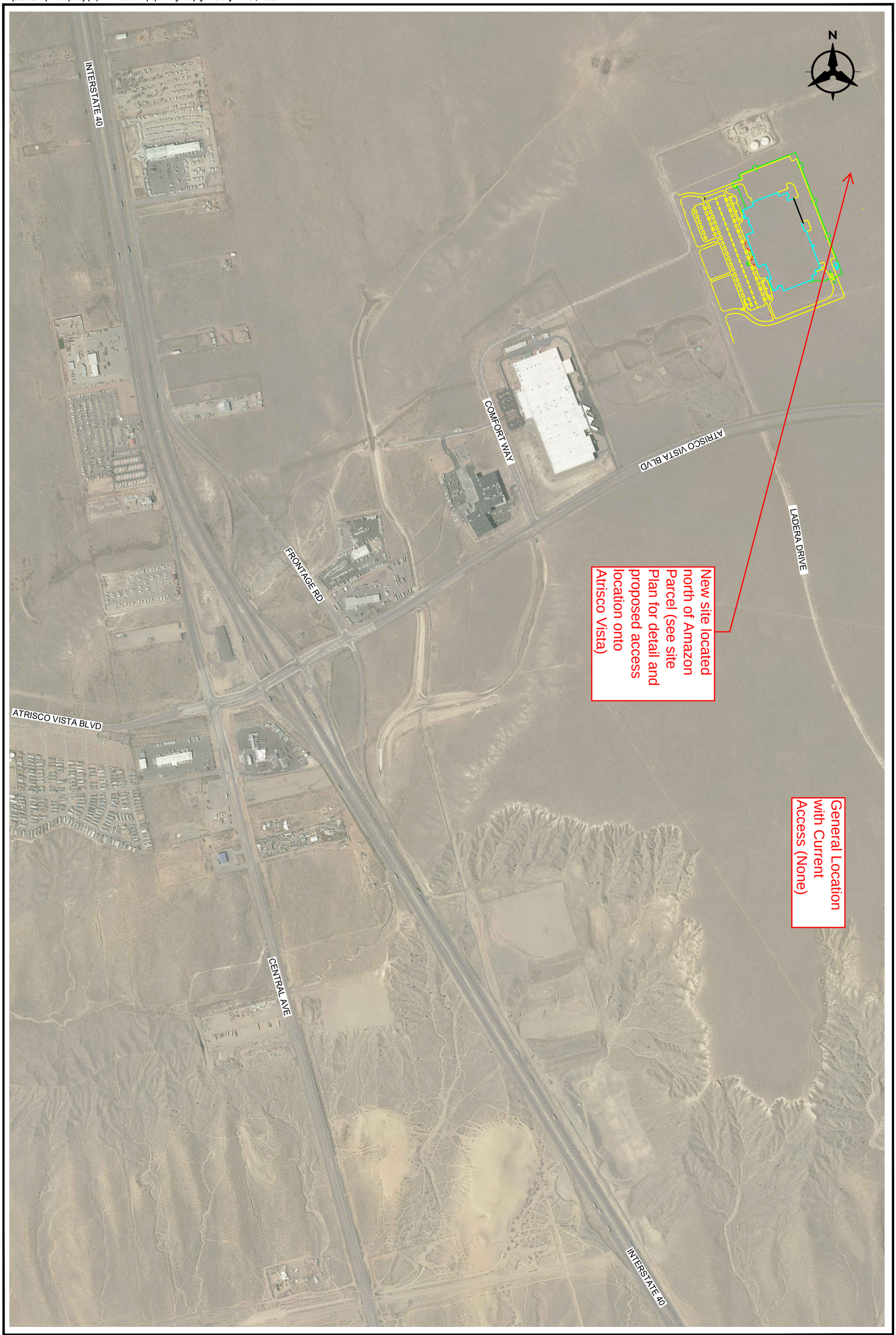

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BH DEVCO
ALBUQUERQUE, NEW MEXICO

FIGURE 2
SITE PLAN

ATRISCO VISTA/COMFORT WAY

ATRISCO VISTA/FRONTAGE

ATRISCO VISTA/WB RAMPS

ATRISCO VISTA/EB RAMPS

ATRISCO VISTA/CENTRAL

TIERRA/LOVES STOP/CENTRAL

98TH/CENTRAL

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- 1234(1234) AM(PM) Traffic Counts
- X(X) AM(PM) Level of Service (LOS)

FIGURE 3
2019 EXISTING AM (PM) PEAK HOUR TRAFFIC VOLUMES

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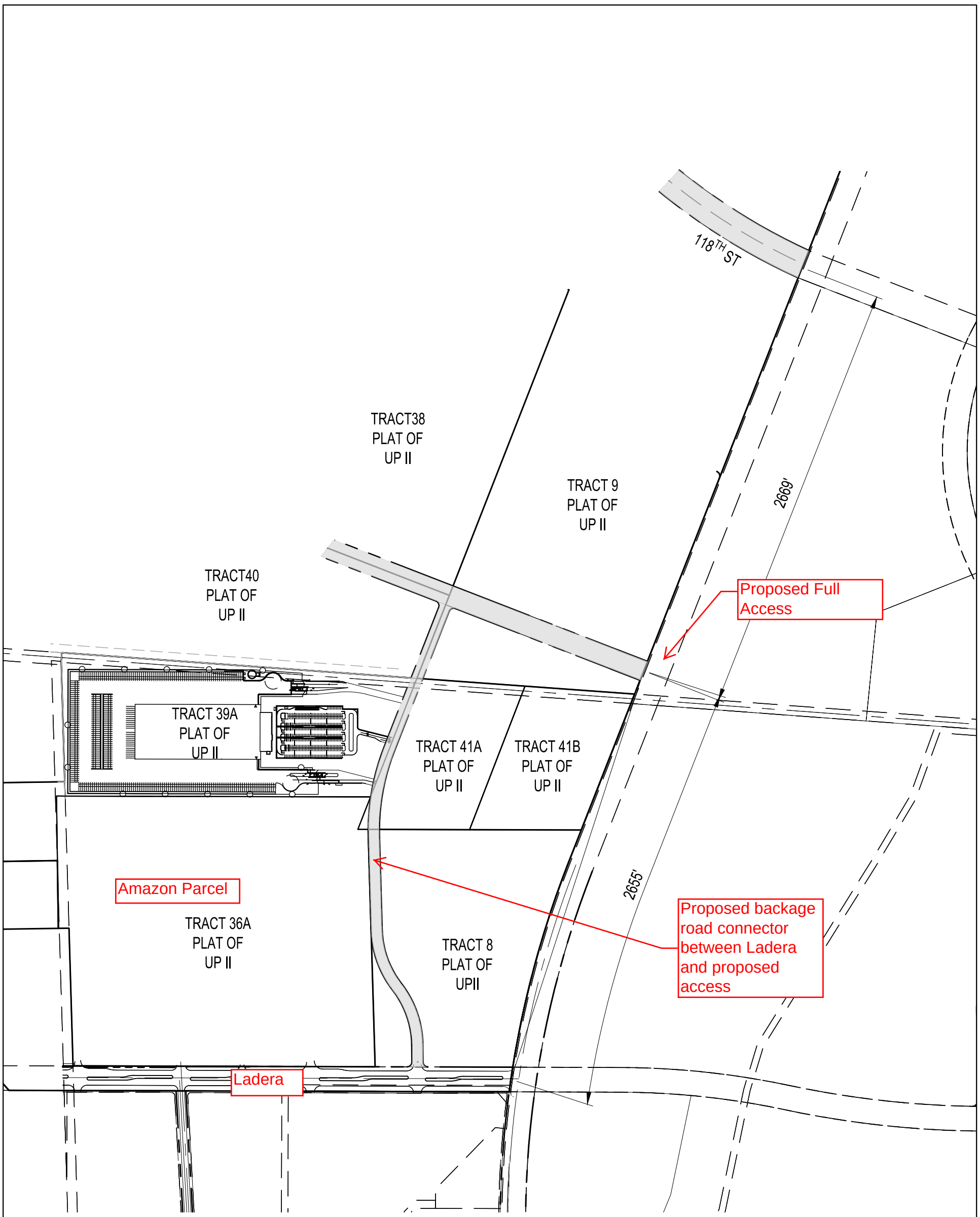

LEGEND:

PROPOSED ROADWAYS

Wed, 16-Sep-2020 - 10:28:am, Plotted by: AORTIZ
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600 300 0 600
N.T.S.

UPPER PETROGLYPHS
WEST ATRISCO VISTA

CONCEPTUAL ROADWAY NETWORK

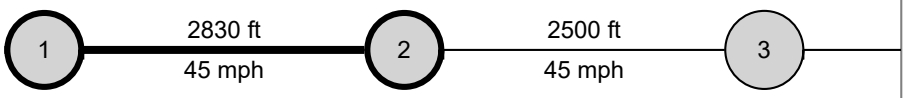
DRAWN BY:	DATE:	
XXX	09/16/2020	
CHECKED BY: XXX	BHI PROJECT NO. 2020XXXX	SHEET NO. ---

Project Nico Trip Generation

Hour	Trailer Arrival	Trailer Departure	Box Truck Arrival	Box Truck Departure	Auto Arrival	Auto Departure	Full Day Arrival	Full Day Departure
00:00 - 01:00	10	7	4	6	0	119	14	131
01:00 - 02:00	8	10	7	4	119	0	133	14
02:00 - 03:00	10	8	14	7	79	0	103	15
03:00 - 04:00	13	10	11	14	0	0	23	24
04:00 - 05:00	16	13	1	11	0	0	18	23
05:00 - 06:00	11	16	0	1	0	0	11	18
06:00 - 07:00	8	11	0	0	0	79	8	90
07:00 - 08:00	5	8	0	0	0	119	5	126
08:00 - 09:00	4	5	0	0	119	0	123	5
09:00 - 10:00	3	4	0	0	79	0	82	4
10:00 - 11:00	6	3	0	0	0	0	6	3
11:00 - 12:00	5	6	0	0	0	0	5	6
12:00 - 13:00	4	5	2	0	0	79	6	85
13:00 - 14:00	4	4	2	2	0	119	7	125
14:00 - 15:00	6	4	0	2	119	0	125	7
15:00 - 16:00	7	6	0	0	79	0	86	6
16:00 - 17:00	7	7	0	0	0	0	7	7
17:00 - 18:00	8	7	0	0	0	79	8	86
18:00 - 19:00	9	8	0	0	0	119	9	127
19:00 - 20:00	16	9	0	0	119	0	135	9
20:00 - 21:00	16	16	0	0	79	0	95	16
21:00 - 22:00	15	16	2	0	0	0	17	16
22:00 - 23:00	11	15	8	2	0	0	18	17
23:00 - 24:00	7	11	6	8	0	79	12	97
Total	**207**	**207**	**56**	**56**	**792**	**792**	**1,055**	**1,055**

HCS7 Urban Street Segment Report

General Information				Streets Information	
Agency	Bohannan Huston			Number of Intersections	6
Analyst	CDV	Analysis Date	11/21/2019	Number of Segments	5
Jurisdiction		Time Period	PM Peak	Number of Iterations	15
File Name	Atrisco Vista_PM_2030 Build(Pr	Analysis Year	2030 Build	System Cycle Length, s	110
Intersections	Atrisco Vista @ Ladera	Atrisco Vista @ Tempurpedic		Analysis Period	1> 16:00
Project Description	PM 2030 Build				



Basic Segment Information

Segment	Speed Limit		Through Lanes		Segment Length		Intersection Wid		Length of RM		Percent Curb		Other Delay	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
1	45	45	2	2	2830	2830	50	50	0	0	70	70	0.0	0.0

		Southbound			Northbound		
Segment Output Data		SBL	SBT	SBR	NBL	NBT	NBR
Segment	Movement	5	2	12	1	6	16
1	Bay/Lane Spillback Time, h						
1	Shared Lane Spillback Time, h						
1	Base Free-Flow Speed, mph	46.42			46.42		
1	Running Time, s	44.38			44.80		
1	Running Speed, mph	43.47			43.07		
1	Through Delay, s/veh	42.40			32.15		
1	Travel Time, s	86.78			76.95		
1	Travel Speed, mph	22.23			25.08		
1	Stop Rate, stops/veh	0.89			0.89		
1	Spatial Stop Rate, stops/mi	1.67			1.66		
1	Through vol/cap Ratio	0.83			0.34		
1	Percent of Base FFS	47.90			54.02		
1	Level of Service	D			C		
1	Auto Traveler Perception Score	2.39			2.39		
Multimodal Results (Segment)							
1	Pedestrian Segment LOS Score / LOS	3.85		D	3.68		D
1	Bicycle Segment LOS Score / LOS	2.83		C	2.95		C
1	Transit Segment LOS Score / LOS	1.60		A	1.42		A

Facility Output Data	Southbound	Northbound
Facility Travel Time, s	252.02	297.29
Facility Travel Speed, mph	19.09	16.18
Facility Base Free Flow Speed, mph	46.42	46.42
Facility Percent of Base FFS	41.12	34.86
Facility Level of Service	F	F
Facility Auto Traveler Perception Score	2.41	2.58

Multimodal Results (Facility)				
Pedestrian Facility LOS Score / LOS	4.02	D	3.75	D
Bicycle Facility LOS Score / LOS	2.86	C	2.89	C
Transit Facility LOS Score / LOS	1.57	A	1.89	A