



January 2, 2024

Ms. Margaret Haynes
NMDOT Assistant District Traffic Engineer
7500 Pan American Freeway NE
Albuquerque, New Mexico 87109

Re: ABB Expansion; Traffic Impact Study Comment Response Letter

Dear Ms. Haynes:

Thank you for the Traffic Impact Study review comments memo dated December 19, 2023 for the ABB Expansion project. The purpose of this letter is to provide responses to the comments to assist NMDOT with review of the traffic study.

Comment #1: Roadway classifications are from MRCOG only.

Response: The report was updated to include the NMDOT roadway classifications.

Comment #2: Coors Blvd is NM 45, not NM 448.

Response: Coors Boulevard was updated to NM 45.

Comment #3: What are the employee shift hours?

Response: There are three shifts throughout a 24-hour period the shifts are from 7:15 AM to 3:45 PM, 3:15 PM to 11:45 PM, and 11:15 PM to 7:45 AM. These are shown in the revised study.

Comment #4: NMDOT requires a horizon year 10 years from the full build year.

Response: The report analyzed a build year of 2025 and a horizon year of 2035.

Comment #5: Can you call "Background Plus Project" "Build"? If "2025 implementation year background traffic volumes" the 2025 no build scenario, can you call it that? When I see the word implementation I think build condition.

Response: "Background Plus Project" was changed to "Build" and "Background" was changed to "No Build" in the updated study. However, implementation year was still referenced in the revised study based on City of Albuquerque requirements.

Comment #6: I appreciate your diligence in calibration of the generated trips.

Response: Thank you.

Comment #7: Can you provide a little bit of history, as to when the original facility opened for business?

Response: The original facility was constructed in the 1970s and obtained by ABB in 2012. This is reflected in the revised study.

Comment #8: TIAs should always include a section on deceleration lane warrants. It's helpful to understand if they are warranted by the development's trips.

Response: The report was updated to include a section on deceleration lane warrants.

Comment #9: Page 32 – Coors is on a coordinated system starting at Coors Bypass/NM528 and ending at Central on the south end. Can time be taken from NB/SB within the coordinated system?

Response: With the reconfiguration of the Bluewater Road and Coors Boulevard intersection signal optimization is not required to achieve acceptable operations.

Comment #10: Page 37 – The existing turn by lengths appear to be off as NMDOT includes tapers or reverse curve transitions as a part of the requirement. Can you revise those? It seems we may be closer to meeting SAMM 400' for NBL than what is shown here. Finally, deceleration lane lengths are queue plus deceleration. Your added queue is only 15-feet.

Response: Turn lane lengths were updated with the taper along Coors Boulevard.

Comment #11: Page 39 – Can you provide a bit more of summary of the crashes as shown here:

Table 13: Crash Summary

Crash Summary		Coors Blvd & Fortuna Rd
Total Crashes		97
By Year	2015	26
	2016	31
	2017	25
	2018	15
	Other Vehicle - From Same Direction/Rear End Collision	10
By Type	Fixed Object	3
	Other Vehicle - All Others/Entering At Angle	1
	Other Vehicle - Both Going Straight/Entering At Angle	6
	Other Vehicle - From Opposite Direction	21
	Other Vehicle - From Opposite Direction/Both Going Straight	2
	Other Vehicle - From Opposite Direction/One Left Turn	3
	Other Vehicle - From Same Direction/Both Going Straight	19
	Other Vehicle - From Same Direction/Both Turn Right	1
	Other Vehicle - From Same Direction/Both Right Turn	2
	Other Vehicle - From Same Direction/One Stopped	1
	Other Vehicle - From Same Direction/Sideswipe Collision	1
	Other Vehicle - From Same Direction/Vehicle Backing	1
	Other Vehicle - One Left Turn/Entering At Angle	8
	Other Vehicle - One Right Turn/Entering At Angle	2
	Invalid Code/Left Blank	16
	% Other Vehicle - From Opposite Direction	22%
	% Other Vehicle - From Same Direction/Both Going Straight	20%
	% Other Vehicle - From Same Direction/Rear End Collision	10%
By Lighting Conditions	Day	70
	Dawn/Dusk	5
	Dark	17
	Invalid Code/Not Specified	5
	% Dark + Dawn/Dusk	23%
By Severity	PDO	73
	Injury	23
	Fatality	1
	% Property Damage Only	75%
	% Injury	24%
By Cause	Alcohol/Drugs	4
	Animal	0
	Avoid No Contact - Vehicle	1
	Disregarded Traffic Signal	11
	Driver Inattention	20
	Excessive Speed	6
	Failed to Yield Right of Way	8
	Following Too Closely	11
	Improper Lane Change	3
	Made Improper Turn	1
	Other - No Driver Error	1
	Speed Too Fast for Conditions	1
	Other Improper Driving	2
	Other Mechanical Defect	1
	None	1
	No Information	26
	% Driver Inattention	21%
	% Following Too Closely	11%
	% Disregarded Traffic Signal	11%
	% Failed to Yield Right of Way	8%

Response: The crash analysis table was updated to provide more information, similar to what is show above.

Comment #12: Page 39 – Can you provide more of a write-up on the bike and ped crashes at this intersection?

Response: The pedestrian crashes at the intersection of Bluewater Road and Coors Boulevard were elaborated upon in the revised study. However, there were no bicycle crashes at this intersection.

Comment #13: Page 42 – Although this study concentrates on the expansion, some of its trips are incorporated in the EBL queue so the development likely contributes to the existing condition.

Response: The percent contribution for the eastbound left turn at the Bluewater Road and Coors Boulevard intersection was updated in the revised study.

Comment #14: Page 42 – Can you provide mitigation scenarios at NM 45 and Bluewater to include.
1) Modify westbound lane designations from left/thru and right to left and thru/right; 2) dual EBL; and
3) signal timing recommendations as shown below.

Potential Off-site improvements:

NM 45 and Bluewater

- Signal detection on all approaches
- New controller and controller cabinet
- Provide signal timing adjustments within the coordinated system
- Include LPI in signal timing recommendation.
- Install second EBL lane

Response: The intersection of Bluewater Road and Coors Boulevard was updated with the above geometric improvements. Signal timing improvements were not necessary based on the intersection operating acceptably with the proposed lane configuration. However, these may be implemented in order to improve safety at this intersection.

If there are any additional questions or if anything else is needed, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Keith Christian
Project Manager