



Date: January 3, 2023

TO: Keith Christian c/o Kevin Kohan

FROM: Margaret Haynes, NMDOT Assistant District 3 Traffic Engineer 

SUBJECT: Chuze Fitness Traffic Impact Study
NM 45 and Central Avenue, southwest quadrant
Albuquerque, New Mexico

The NMDOT received the Chuze Fitness Traffic Impact Study in October 2022. District Three's comments are below.

General Comments:

Along NM 45, it shall be noted that the two existing access points (4) and (5) on NM 45 meet partial right-in/out access spacing per the SAMM. Similarly, the existing access point (3) does not meet full access corner clearance access spacing from the signalized intersection of NM 45 and Central Avenue. All may remain in place.

NMDOT requires deceleration lanes to be a length of deceleration PLUS queue. Deceleration lengths are defined in the SAMM. Queues are determined by this analysis.

All left and right deceleration lanes should be compliant with SAMM deceleration lane lengths as defined in the SAMM Table 18.K-1. Please include this criterion in your report for all deceleration lanes. These lengths are a minimum.

Was the existing signal timing used for all analysis scenarios? Please include in appendix.

Field observations and data do not appear to be collected per NMDOT's memo.

Report Comments:

Page 7 – Please describe existing signal phasing at NM 45 and Central Ave. Include inventory of what lanes have detection. Also include limits of signal coordination for the existing signal at Coors and Central. How does ART affect the signal timing here?

Page 25 – I presume that "2022 Total Traffic" means "2022 Full build" correct? I prefer the later name.

Page 28 – Left turn queue lengths shall be provided for the 2022 full build year to be compared with the 2022 existing year conditions. This will identify if turn bays need to be lengthened. There is opportunity to lengthen at NBL and EBL.

Page 29 – Right turn queue lengths shall be provided for the 2022 full build year to be compared with the 2022 existing year conditions. This will identify if turn bays need to be lengthened.

Page 30 – Clarify write-up for deceleration lanes on Coors, SBR, not WBR.

Page 31 – When requesting crash data from NMDOT all crash details may be summarized, including crash direction. Where was summary obtained? Can you provide raw data?

Page 33 – Can signal timing recommendations be made within its limitations in the coordinated system?

Appendix F – HCS has limitations. When V/C ratio is greater than 1.0 then a multiple period analysis is required.

CC:
Keith Thompson, NMDOT
Matt Grush, COA
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