

Chuze Fitness TIS - Comment-Response					
Comment					Response Kimley-Horn (3/3/23)
#	Page	Commentor	Date	Text	
1	7	NMDOT	1/3/2023	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?	Description of signal phasing, detection, coordination, and impact of ART added to report under Section 4.1, "Physical Characteristics."
2	25	NMDOT	1/3/2023	I presume that "2022 Total Traffic" means "2022 Full build" correct? I prefer the later name.	Comment addressed. "Total Traffic" modified to "Full Build"
3	28	NMDOT	1/3/2023	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.	Comment addressed
4	29	NMDOT	1/3/2023	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.	Comment addressed
5	30	NMDOT	1/3/2023	Clarify write-up for deceleration lanes on Coors, SBR, not WBR.	Comment addressed
6	31	NMDOT	1/3/2023	When requesting crash data from NMDOT all crash details may be summarized, including crash direction. Where was summary obtained? Can you provide raw data?	Additional data added to report. Complete crash added to appendix.
7	33	NMDOT	1/3/2023	Can signal timing recommendations be made within its limitations in the coordinated system?	City of Albuquerque staff have indicated that the Central Avenue corridor prioritizes transit. It is recommended that the signal timing at the intersection continue to <u>prioritize transit</u> .
8	Appendix F	NMDOT	1/3/2023	HCS has limitations. When V/C ratio is greater than 1.0 then a multiple period analysis is required.	In the revised analysis using the current signal timing data, the V/C ratio < 1.0 in all scenarios.
9	General Comment	NMDOT	1/3/2023	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.	Notes added to Section 4.1, "Physical Characteristics."
10	General Comment	NMDOT	1/3/2023	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.	SAMM K(1)(c) notes that queue storage does not need to be provided for right-turn deceleration lanes without stop control. Note added to report.
11	General Comment	NMDOT	1/3/2023	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.	Note added that deceleration lanes should be compliant with SAMM.
12	General Comment	NMDOT	1/3/2023	Was the existing signal timing used for all analysis scenarios? Please include in appendix.	Signal timing used for HCS analysis of study intersection #1. Existing signal timing worksheet added to appendix.
13	General Comment	NMDOT	1/3/2023	Field observations and data do not appear to be collected per NMDOT's memo.	NMDOT memo was not received or discussed at the 9/8/22 scoping meeting for the traffic study with City of Albuquerque and NMDOT staff. Field data was collected based on discussion at that meeting. Scoping meeting notes are included in Appendix A.
14		City of Albuquerque	1/10/2023	Satisfactorily address the comments in the NMDOT letter dated January 3, 2023.	Comment addressed
15		City of Albuquerque	1/10/2023	The City concurs with the report's recommendations.	Comment noted.