

REVIEW COMMENTS

Project:	NM385.01 - QT #7001 Unser Los Volcanes TIS			PDE:		
Review:				Reviewer:		
Date:	9/12/2024			Margaret Haynes (NMDOT)		
#	PAGE	SECTION	COMMENT	AUTHOR	STATUS	RESPONSE
1	ALL	General	This development is proposing three access points and substandard deceleration lanes at its access points due to its proposed access spacing. The frontage along Los Volcanes and Unser has a high crash rate per the HFIN. For that reason, the development should consider reduction in access points and inclusion of access management along Unser Blvd via median islands. While more access may have been considered for Saul Bell Road, it is not operating safely and should not be considered until those crash rates can be reduced. Given that, these access approvals are outside of NMDOT’s jurisdiction and access approval relies on the City of Albuquerque.	MH	Noted	Feedback noted, access is being reviewed and coordinated with CABQ
2	ALL	General	I don’t see that multiple period analysis was conducted for those scenarios with v/c greater than 1.0	MH	Noted	Multi period analysis was not performed for intersection of I-40 and Unser Blvd because Highway Capacity Software does not calculate incremental delay for stop controlled intersections. It is noted that v/c greater than 1 for Unser and Los Volcanes SBL was mitigated for opening day conditions.
3	ALL	General	For this study and all future studies, please include the K and A crashes in your summaries. These classifications can be found in the vehicle level crash data. The others are B (visible injury), C (complaint of injury but not visible), and O (No apparent injury). B, C and O may be grouped together.	MH	Agree	Crash Summary updated
4	9	PROJECT LOCATION & SITE PLAN	Please label access points on site plan.	MH	Agree	Figure updated
5	11	BICYCLE FACILITIES	Are bike lanes planned per MRCOG’s Long Range Bicycle Plan? Please include map and recommendation supporting it if planned.	MH	Agree	Updated text to include a few lines on the MRCOG Long Range Plan
6	11	STREETS	Indicate the speed limit on ramp is the advisory speed.	MH	Agree	Updated text
7	12	ADJACENT DEVELOPMENTS	Which developments are you referring to in this section. Add Westpoint 40 development. Include those trips in horizon year background.	MH	-	Westpointe 40 Trips assigned to Unser Blvd are minimal and are accounted for in the MRCOG growth rate.
8	12	FIELD DATA COLLECTION	Did you collect right on red?	MH	Agree	Right Turn on Red was collected and included in analysis. TURNING MOVEMENT COUNTS section updated to note this.
9	21	SITE TRIP GENERATION	Thanks for including the total including pass-by.	MH	Noted.	
10	26	TRAFFIC VOLUME CALCULATIONS	The build out year assumption – second bullet sounds more like a mitigated build scenario than a build scenario. I presume this development will have NBL installation on its recommendations? Please clarify.	MH	-	QuikTrip has agreed with the city to construct this lane by opening day.
11	26	ASSUMPTIONS	Third bullet: While I understand why the NBR at the interchange was not analyzed what can be said about how it is operating based on a field/video inspection of its operations? Is it actually running free or are there residual queues, particularly in the PM peak hour? WBR does not appear to be operating well, why is that.	MH	Agree	Lee Engineering reviewed operational video of the ramp and notes the following: Queueing in the SBT lanes between 4:20 PM and 4:45 PM, No gaps for 5 minutes on EBL several times. See narrative added to report.
12	27	SITE ACCESS ANALYSIS AND JUSTIFICATION	Many arguments have been made about mixing heavy trucks and passenger vehicles to justify additional access points. Here it seems all are using Driveway 1. Please provide site circulation plan for each access.	MH	Noted	Trucks enter from Saul Bell and exit Unser, see Comment and Access memo addressed to Curtis Cherne.
13	28	SITE ACCESS JUSTIFICATION	When compliant deceleration lane design cannot be achieved, then access locations should be optimized or eliminated.	MH	Noted	Access being reviewed and coordinating with CABQ, see Comment and Access memo addressed to Curtis Cherne.
14	36	BUILD OUT YEAR (2026) FULL BUILD CONDITIONS	Were pass-by removed here at I-40 EB off-ramp and Unser. Delay increased for EBL and EBR in the build scenario.	MH	Review	Pass-bys taken from interstate; trips were added to the ramp.
15	40	HORIZON YEAR (2036) TOTAL CONDITIONS	Provide write up re: signaling I-40 EB off-ramp and Unser in horizon build year. Please retain no signal for no build and build scenario.	MH	Agree	Not signalized in no-build or build year analysis. All mitigations analyzed in mitigate scenario. Please see the section labeled I-40 EB Off-Ramp Mitigations
16	41	HORIZON YEAR (2036) TOTAL CONDITIONS	Please perform a signal warrant at build (and no build) conditions at I-40 and Unser EB off-ramp. What is this developments proportion of trips to this signal warrant.	MH	Agree	Partial signal warrant, Four hour warrant is met with the existing year volumes. Language added to mitigations section.
17	45	CRASH DATA SUMMARY	Please include HFIN map in your write-up, see example to the right. How will this development avoid contributing to these conditions?	MH	Noted	Access being reviewed and coordinating with CABQ, see Comment and Access memo addressed to Curtis Cherne.
18	45	CRASH DATA SUMMARY	Thanks for highlighting fatalities, please include A (incapacitated carried from scene) crashes as well. See note first page.	MH	Agree	Crash Summary updated
19	47	CONCLUSIONS AND RECOMMENDATIONS	Can SBL be improved by extending SBL lanes? Provide that mitigation scenario.	MH	Agree	Recommendations added to section. QSR is improved
20	-	-	Potential Off-Site Improvements: - Provide optimized signal timing recommendations for Unser Blvd and Los Volcanes. - Extend SBL lanes at Unser and Los Volcanes.	MH	Noted	