

REVIEW COMMENTS						
Project:		NM383.02 - Anderson Heights TIS Update			PDE:	
Review:					Reviewer:	
Date:		10/15/2024			Margaret Haynes (NMDOT)	
#	PAGE	SECTION	COMMENT	AUTHOR	STATUS	RESPONSE
1	ALL	ALL	Acceptable turn lanes are those that include queue plus deceleration, if it only includes the queue length, then it is not SAMM compliant.	MH	Noted	
2	ALL	ALL	Please include recommendations from the previous report at all other study intersections.	MH	Agree	Added recommendations to report.
3	4	Adjacent Developments	Correct development name is Ceja Vista	MH	Agree	Corrected development name.
4	6	Capacity and Queueing Analysis	Can you explain what is meant when a Through lane does not accommodate 95th queue lengths?	MH	Agree	95th percentile queue lengths calculated by HCS exceed measured turn lane lengths.
5	7	Capacity and Queueing Analysis	Please provide existing turn lane storage by lengths including taper.	MH	Agree	Added to tables
6	8	Crash Summary	Please include MRCOG's HFIN map as a part of your Crash Summary.	MH	Agree	Updated to include an image of the HFIN
7	9	Crash Summary	Can you explain Crash Type: Pedestrian - 6	MH	Agree	Corrected number of ped involved crashes. 6 drivers reported "Pedestrian" for a total of 3 crashes.
8	11	Conclusions and Recommendations	Please maximize the NBL at NM 500 and NM 45, by limiting the SBL deceleration lane at NM 45/Las LaMonica to 400-feet including taper. There is about 940 feet of storage total.	MH	Agree	Updated to include recommendation