

VICINITY MAP (NTS)      ZONE ATLAS MAP N-9

#### LEGAL DESCRIPTION

TRACT OF LAND SITUATE WITHIN PROJECT SECTION 4, TOWNSHIP 9 NORTH, RANGE 2 EAST, NEW MEXICO PRINCIPAL MERIDIAN, TOWN OF ATRISCO GRANT, CITY OF ALBUQUERQUE, NEW MEXICO BEING ALL OF TRACTS A-1-A AND A-1-B, LANDS OF SALAZAR FAMILY TRUST ET AL AS THE SAME IS SHOWN AND DESIGNATED ON SAID PLAT FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK OF BERNALILLO COUNTY, NEW MEXICO ON AUGUST 01, 2006 IN BOOK 2006C, PAGE 237 AND CONTAINS 41.8263 ACRES MORE OR LESS.

#### TRIP GENERATION

THIS SUBDIVISION WILL GENERATE APPROXIMATELY 2,377 AVERAGE WEEK DAY VEHICLE TRIPS (AWDT) ASSUMING THAT EACH OF THE 216 SINGLE FAMILY DETACHED RESIDENTIAL LOT WILL GENERATES TEN (10) TRIPS AND EACH OF THE 31 ATTACHED RESIDENTIAL LOTS WILL GENERATE SEVEN (7) TRIPS.

#### TRIP DISTRIBUTION

IT IS ASSUMED THAT 5% OF THE TRIP GENERATED BY THIS DEVELOPMENT WILL USE COBOBEL AVE WEST OF THE SITE, 45% WILL USE 98TH STREET SOUTH OF THE SITE 50% WILL USE 98TH STREET NORTH OF THE SITE. EXISTING AND ENTERING TRIPS WERE DIVIDED EVENLY FOR EACH LOT FOR EACH OF THE THREE ALTERNATIVES AND THEY ADDED TOGETHER TO DETERMINE THE AVERAGE DAILY TRAFFIC ON EACH OF THE STREETS AS SHOWN.

#### CLASSIFICATION OF STREETS

98TH STREET IS DESIGNATED AS A COMMUNITY PRINCIPAL ARTERIAL ON THE MRMP 2040 LONG RANGE ROADWAY MAPS. 98TH STREET HAS EXISTING BIKE LANES AND IS A PAVED, 4 LANE MEDIAN DIVIDED ROADWAY WITH 6" CONCRETE SIDEWALKS ON BOTH SIDES AND HAS A POSTED SPEEDLIMIT OF 30 MPH, THOUGH THE DESIGN SPEED IS 50 MPH. 98TH STREET CURRENTLY HAS LEFT TURN LANES FROM BOTH DIRECTIONS AT COBOBEL AVE AND ACCORDING TO MRMP 2014 TRAFFIC FLOW MAP 98TH STREET HAS 6290 AWDT.

CHAPTER 23 OF THE COA DPM (Section 2.B) CLASSIFIES "ACCESS STREETS" AS THOSE WITH 250 AWDT OR LESS, "NORMAL LOCAL" AS THOSE WITH 250 TO 1000 AWDT, AND "MAJOR LOCAL" AS THOSE WITH MORE THAN 1000 AWDT.

COBOBEL AVE. DOES NOT SHOW UP ON THE MRMP 2040 LONG RANGE ROADWAY MAP SO IT IS NOT CLASSIFIED AS A COLLECTOR OR HIGHER, AND SO IT IS CLASSIFIED AS A MAJOR LOCAL STREET. THIS DEVELOPMENT WILL ADD ABOUT 1625 AWDT TO THE TRAFFIC EAST OF PAUZA DRIVE AND ONLY 119 AWDT WEST OF PAUZA DRIVE. THE EXISTING TRAFFIC VOLUME ON COBOBEL AVE IS UNKNOWN, BUT IT IS ASSUMED TO BE ABOUT 1500 AWDT. THE ANDERSON HEIGHTS UNIT 4 SUBDIVISION, LOCATED NORTHWEST OF THE SITE, IS PLANNED TO GENERATE AN ADDITIONAL 1665 AWDT ON COBOBEL. SO THE TOTAL TRAFFIC ON COBOBEL IS EXPECTED TO REACH 4790 AWDT BY THE TIME BOTH ANDERSON HEIGHTS UNIT 4 AND DESERT SANDS ARE BUILT OUT. COBOBEL AVE DOES NOT HAVE A POSTED SPEED LIMIT & SO THE LIMIT IS 25 MPH AND 30 MPH IS THE DESIGN SPEED.

PAUZA DR. IS ALSO CLASSIFIED AS MAJOR LOCAL FROM COBOBEL AVE. TO ARTEMISA AVE WITH AN ESTIMATED 1744 AWDT GENERATED BY THIS DEVELOPMENT.

THE REST OF PAUZA DR. AND PORTIONS OF ARTEMISA AVE. AND SACATE BLANCO AVE. ARE CLASSIFIED AS NORMAL LOCAL. THE REST OF THE ONSITE STREETS ARE CLASSIFIED AS ACCESS.

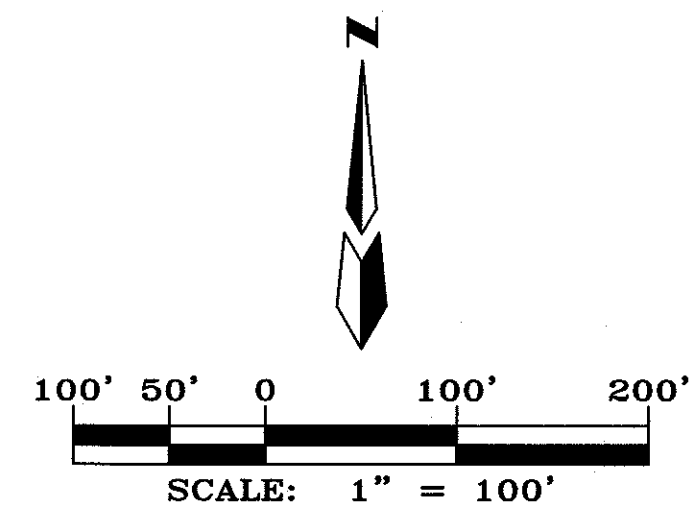
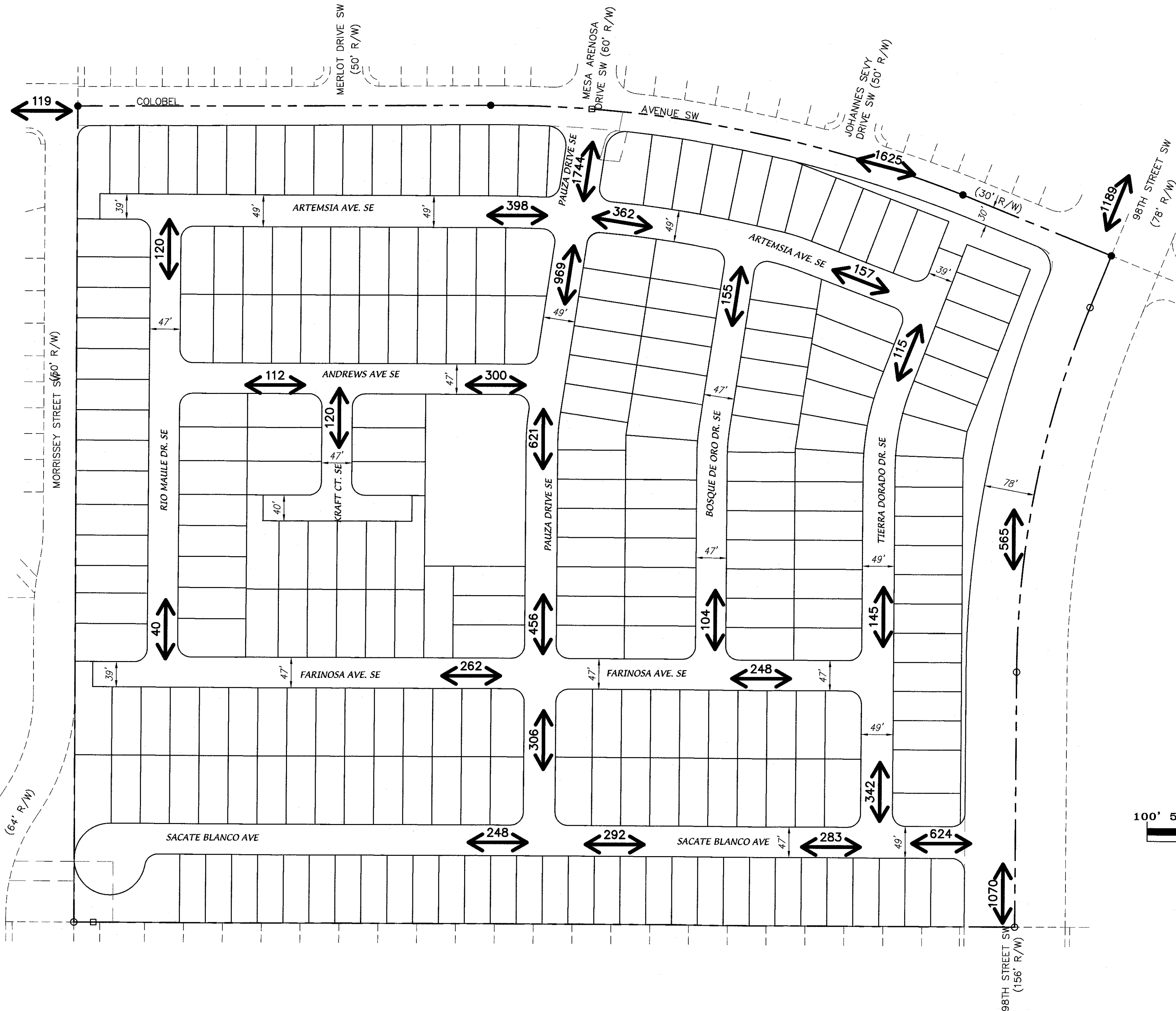
#### INTERSECTION DESIGN CRITERIA

THE NMSHTD STATE ACCESS MANAGEMENT MANUAL, SAMM, PROVIDES CRITERIA FOR INTERSECTION SPACING AND DECELERATION LANES FOR LEFT AND RIGHT TURNS THE TABLES IN SAMM ARE BASED ON PEAK HOUR TRAFFIC VOLUMES INSTEAD OF DAILY TRAFFIC VOLUMES. SO FOR THE PURPOSES OF THIS ANALYSIS THE PEAK HOUR VOLUME IN ONE DIRECTION IS ESTIMATED TO BE 6.4% OF THE DAILY TWO WAY TRAFFIC VOLUME. SO THE HOURLY VOLUME PER LANE ON 98TH STREET IS ESTIMATED AT 201 VPHPL.

ACCORDING TO SAMM TABLE 17.B-1 RIGHT TURN DECELERATION LANES ARE NOT REQUIRED UNLESS THE RIGHT TURNS EXCEED 50 VPH AT THE CURRENTLY POSTED SPEED LIMIT OF 30MPH ON 98TH ST., THOUGH A HIGHER SPEED LIMIT ON 98TH ST WOULD CHANGE THE CRITERIA SIGNIFICANTLY. THE SOUTH BOUND RIGHT TURNING TRAFFIC GENERATED BY THIS DEVELOPMENT IS ESTIMATED TO BE 38 VPH AT BOTH SACATE BLANCO AVE. AND COBOBEL STREET. SO A RIGHT TURN DECELERATION LANE IS NOT REQUIRED AT SACATE BLANCO AVE. HOWEVER, AFTER THE TRAFFIC GENERATED BY THIS DEVELOPMENT IS ADDED TO THE EXISTING TRAFFIC ON COBOBEL THE RESULTING RIGHT TURNS IS ESTIMATED AT ABOUT 100 VPH SO A RIGHT TURN DECELERATION LANE IS REQUIRED ON SOUTH BOUND 98TH ST. AT COBOBEL AVE.

THE SAMM ACCESS SPACING STANDARDS (TABLE 18.C-1) SHOWS THE "PARTIAL ACCESS" DRIVEWAY SPACING IS 325' MINIMUM WHICH APPLIES TO THE RIGHT IN RIGHT OUT ONLY INTERSECTION OF SACATE BLANCO AVE. AT 98TH ST., WHERE THE NEAREST INTERSECTION IS LOCATED 700' TO THE SOUTH. NOTE ALSO THAT 700' DOES NOT MEET THE 1320' SPACING THAT WOULD BE REQUIRED FOR FULL ACCESS (I.E. A MEDIAN OPENING). SO SAMM CRITERIA PROHIBITS A MEDIAN BREAK AT SACATE BLANCO.

SAMM TABLE 17.B-1 REQUIRES A LEFT TURN DECELERATION LANE ON WEST BOUND COBOBEL AVE AT THE MAIN ENTRANCE TO THIS DEVELOPMENT, PAUZA DR. THE PEAK HOUR TRAFFIC ON COBOBEL AVE. IS ESTIMATED AT 6.4% OF THE 4790 AWDT WHICH IS 307 VPHPL IN EACH DIRECTION. THE LEFT TURN TRAFFIC ON COBOBEL AVE THAT WILL BE GENERATED BY THIS DEVELOPMENT AT PAUZA DRIVE IS 6.4% IF 1624 AWDT WHICH EQUALS 107VPH, CLEARLY REQUIRING A LEFT TURN DECELERATION LANE.



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Designed: JDH	Drawn: SPS	Checked: DMG	Sheet 1 of 1
Scale: 1" = 100'	Date: 2/22/2016	Job: A15063	