

## REVIEW COMMENTS

<b>Project:</b>		TA Land Housing Development TIS			<b>PDE:</b>	
<b>Review:</b>		Draft Report 6/12/2025			<b>Reviewers:</b>	
<b>Date:</b>		11/4/2025			Person - Agency	
#	PAGE	SECTION	COMMENT	AGENCY	STATUS	RESPONSE
1	N/A	General Comment	Resolution from 10/28/2025 meeting: Modify the description of the NM 500 corridor study to be a noted study rather than assumed improvements. Maintain horizon year analysis narrative supporting NM 500 study.  NMDOT reply: Indicate that no construction funds have been programmed for the NM 500 corridor study.	NMDOT	Agree	Descriptions modified. No NM 500 Corridor Study improvements were assumed under build or horizon conditions. Horizon year mitigations were intended to support and aid NMDOT in studying the corridor.
2	N/A	General Comment	Resolution from 10/28/2025 meeting: List out specific improvements considered for Sunrise Village and Aspire.  NMDOT Reply: The signal at NM 500/Condershire can be assumed to be signalized in the build and horizon year. Any other improvements cannot be assumed. Two developments may warrant the same improvements. The first one there must build it. The COA infrastructure list may be used as an assumption, however the subject development must still check warrants as if that development does not proceed.	NMDOT	No Action	Considerations for Sunrise Village and Aspire are listed in Assumptions section under Site Conditions and Site Analysis section of the draft report.  Aspire Development improvements are listed in CABQ development agreement and bonded per Ernest Armijo. Design plans have been submitted to NMDOT and COA for review.
3	N/A	General Comment	Resolution from 10/28/2025 meeting: Add a summary/narrative comparing no-build to buildout impacts on NM 500.	NMDOT	Agree	A new Capacity Analysis Summary Section was added to the report to present a comparison between no-build and build-out conditions. Summary included on page 61 of the draft report under section Phase 3 Opening Year (2031) Total Conditions "NMDOT-owned Intersection Analysis" with details of the development's impacts to NM 500.
4	N/A	General Comment	Resolution from 10/28/2025 meeting: Add recommendations for the buildout year 2031 to NM 500 intersections.  NMDOT Reply: NMDOT needs to see the full build analysis and comparable no build analysis year. Please list all assumptions made. Same is required for the horizon year.	NMDOT	Agree	Recommendations are shown on page 64 of the draft report. Recommendations summary added to executive summary and summary of recommendations.  The NMDOT intersections along NM 500 were analyzed under both the Full Build and Horizon scenarios. The Full Build scenario includes Phases 1, 2, and 3 of the development (Year 2031). Results and summary findings for this scenario begin on page 60 of the study (PDF page 62 of 1,120) in the draft report. A detailed list of operational deficiencies at NMDOT-owned intersections under the Full Build scenario is provided on page 61 (PDF page 63 of 1,120).  Horizon year recommendations are shown under "10-Year Horizon After Site Opening (2036) Mitigations" in the draft report. Recommendations are summarized in executive summary.  Refer to comment / response 2 for assumptions.
5	N/A	General Comment	Resolution from 10/28/2025: Add a proportional share table as per the Bernalillo County comment letter.  NMDOT Reply: For NM 500/Condershire signal.	NMDOT	Agree	Fair Share section added to the report. Proportional share calculations for NM 500/Condershire improvements added to the Executive Summary.
6	N/A	General Comment	The report states that it is understood that NMDOT has a future, comprehensive study programmed to evaluate the NM 500 corridor that encompasses the study area and per the pre-scoping meeting notes, no mitigation of corridor intersections is required as part of this study. Horizon year analyses under existing network conditions have been provided in the report and a 10-year analysis after site opening has been performed and a mitigate on scenario analyzed, for NMDOT reference only. This should not have been assumed as no construction funds are tied any improvements that may be recommended from that study. No assumptions can be made pertaining to the study.	Wilson & Co	Agree	See comment / response 1.

7	N/A	General Comment	1.5% systemwide growth rate was used. Provide more detail on how this was determined. NM 500 shows an average annual growth rate that is higher.	Wilson & Co	No Action	See page 23 of the draft report for the growth rate narrative and Appendix D for detailed growth rate calculations. While some level of ambient traffic growth was assumed, the increase in traffic within this area—particularly along Dennis Chavez Boulevard between 98th Street and Coors Boulevard—is primarily driven by ongoing and planned developments. Because the surrounding area is not yet fully built out, the growth in this area is attributed to new development traffic rather than “pass-through” growth, which is more typical in established parts of the city.
8	N/A	General Comment	A auxiliary lane analysis shall be conducted for the all of the NMDOT intersections.	Wilson & Co	Agree	Speed Change Lane Compliance Section added. Auxiliary lane analysis for NMDOT-owned intersections added.
###	N/A	NM 500 & 98th St (Signalized)	Auxiliary lanes are shown but were not in the Auxiliary lane analysis. Where did a 900-foot auxiliary lane come from since it wasn't included in table 19 2031 Mitigated Total Conditions? This lane needs to be analyzed and shown in the report.	Wilson & Co	No Action	The southbound turn lane length at the intersection of NM 500 and 98th Street is part of the Ceja Vista improvement recommendations. It is noted that deceleration lane lengths presented in the Ceja Vista development report were used for a 10-year Horizon after site opening conditions analysis, as traffic volumes and traffic patterns may change over a long time period.
10	N/A	NM 500 & 98th St (Signalized)	The report states in several narratives that several overall intersections as operating below LOS E but are actually LOS F and shall be corrected.	Wilson & Co	Agree	Corrected
11	N/A	NM 500 & 98th St (Signalized)	Mitigations for both the 2031 Phase 3 Total Conditions and 2036 Horizon Year shall be completed by the developer.	Wilson & Co	No Action	Noted
12	N/A	2031 Total Conditions Mitigation Recommendations	A second southbound left turn lane on 98th Street is recommended.	Wilson & Co	No Action	This comment is a copy of language from page 64 of the draft report.
13	N/A	2031 Total Conditions Mitigation Recommendations	An eastbound receiving acceleration lane on NM 500 is recommended. The acceleration lane should be 550 feet in length, including a 170-foot taper per SAMM Table 18.K-1.	Wilson & Co	No Action	This comment is a copy of language from page 64 of the draft report.
14	N/A	2031 Total Conditions Mitigation Recommendations	Signal retiming conducted by a licensed traffic engineer is recommended.	Wilson & Co	No Action	This comment is a copy of language from page 64 of the draft report. Added language that this improvement should be constructed by either Aspire or TA Land prior to opening of Phase 2 of TA Land
15	N/A	2031 Total Conditions and 10 Year Horizon Year Recommendations	A second southbound left turn lane on Unser Boulevard is recommended, similar to the Aspire TIS recommendations.	Wilson & Co	No Action	This comment is a copy of language from page 64 of the draft report. Added language that this improvement should be constructed by either Aspire or TA land prior to opening of Phase 2 of TA Land
16	N/A	2031 Total Conditions and 10 Year Horizon Year Recommendations	An eastbound receiving acceleration lane on NM 500 is recommended, similar to the Aspire TIS recommendations. The acceleration lane should be 550 feet in length, including a 170-foot taper per SAMM Table 18.K-1.	Wilson & Co	No Action	This comment is a copy of language from page 64 of the draft report. Added language that this improvement should be constructed by either Aspire or TA land prior to opening of Phase 2 of TA Land
17	N/A	2031 Total Conditions and 10 Year Horizon Year Recommendations	Signal retiming conducted by a licensed traffic engineer is recommended with upgraded controllers and flashing yellow arrows where warranted.	Wilson & Co	Agree	This comment is a copy of language from page 64 of the draft report. Added language for flashing yellow arrows.
18	N/A	2031 Total Conditions	Signal retiming conducted by a licensed traffic engineer is recommended with upgraded controllers and flashing yellow arrows where warranted.	Wilson & Co	Agree	This comment is a copy of language from page 64 of the draft report. Added language for flashing yellow arrows.