



November 1, 2019

Mr. Terry Brown
P.O. Box 92051
Albuquerque, New Mexico 87199

**Subject: Ceja Vista Development Traffic Impact Study
South of NM 500 from 98th Street to Unser Boulevard
Albuquerque, Bernalillo County, New Mexico**

Dear Mr. Brown:

This letter is to inform you that the **FINAL** Traffic Impact Study (TIS) for the proposed Ceja Vista Development along NM 500 (Dennis Chavez Boulevard) from 98th Street to Isleta Boulevard dated September 30, 2019 has been reviewed. See Exhibit A for proposed site plan. The recommendations provided in this TIS are shown in Exhibit B attached.

The NMDOT has no objection to the two proposed full access points on NM 500 connecting to two existing signalized T-intersections. These access points will be an extension of the public roadways of 98th Street and Unser Boulevard. The proposed recommendations for this TIS are shown in Exhibit B. NMDOT gives final concurrence of this development given the conditions below are met.

1. The project shall work with Bernalillo County and Mid-Region Council of Governments to amend the alignments shown on the 2040 Long Range Roadway System map. The revision shall realign 98th Street and Unser Boulevard as true north south corridors.
2. The project shall widened NM 500 to add one additional eastbound and one additional westbound through lane from 98th Street to NM 45 (Coors Boulevard).
3. The project should install corridor lighting along NM 500 between 98th Street and NM 45.
4. At the signalized intersection of NM 500 and 98th Street the project shall
 - a. Install a westbound left deceleration lane.
 - b. Install a second westbound through lane.
 - c. Install a second southbound left deceleration lane.
 - d. Install dual southbound through lanes.
 - e. Install a second eastbound through lane.
 - f. Install the northbound leg of the intersection to include one dedicated northbound left deceleration lane, two northbound through lanes, and two northbound right deceleration lanes.
 - g. Install a westbound bike bypass.

**Michelle Lujan
Grisham**
Governor

Michael R. Sandoval
Cabinet Secretary

Commissioners

Jennifer Sandoval
Commissioner, Vice-Chairman
District 1

Bruce Ellis
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Keith Mortensen
Commissioner
District 3

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Commissioner, Chairman
District 4

Vacant
Commissioner
District 5

Charles Lundstrom
Commissioner, Secretary
District 6

- h. Install intersection and approach lighting.
 - i. Relocate or replace all signal equipment as needed for the future intersection configuration.
 - j. Upgrade the signal to incorporate all equipment needed for a Flashing Yellow Arrow.
- 5. At the signalized intersection of NM 500 and Unser Boulevard the project shall
 - a. Install dual westbound left deceleration lanes.
 - b. Install an additional westbound through lane.
 - c. Install a second southbound left deceleration lane.
 - d. Install dual southbound through lanes.
 - e. Install an additional eastbound through lane.
 - f. Install an eastbound right deceleration lane.
 - g. Install the northbound leg of the intersection to include one dedicated northbound left deceleration lane, two northbound through lanes, and two northbound right deceleration lanes.
 - h. Install a westbound and eastbound 5-foot bypass.
 - i. Install intersection and approach lighting.
 - j. Relocate or replace all signal equipment as needed for the future intersection configuration.
 - k. Upgrade the signal to incorporate all equipment needed for a Flashing Yellow Arrow.
- 6. At the signalized intersection of NM 500 and NM 45 the project shall
 - a. Install an additional eastbound left deceleration lane.
 - b. Install an additional eastbound through lane.
 - c. Install an additional westbound through lane.
 - d. Install a second northbound left deceleration lane.
 - e. Install a southbound right deceleration lane.
 - f. Install intersection and approach lighting.
 - g. Install a westbound and eastbound 5-foot bike bypass.
 - h. Relocate or replace all signal equipment as needed for the future intersection configuration.
- 7. Development shall construct all deceleration lane approaching or on NM 500 at a minimum to meet SAMM guidelines or as recommended in the TIA, whichever is longer.
- 8. The owner shall revise the City of Albuquerque's Infrastructure List to include everything listed on this letter.
- 9. The NMDOT shall provide final approval on the design for the offsite improvements. The developer shall agree to incorporate all the comments requested by the NMDOT.

In addition to the TIA, all improvements are based on other factors, including but not limited to, the State Access Management Manual (SAMM) design criteria, Pedestrian

Right of Way Accessibility Guidelines (PROWAG), roadway design references and any local jurisdiction planning documents.

The following information will be required in combination with the approval of the development:

- a. All geometric details associated with the proposed offsite improvements as shown in Exhibit B must be approved by the NMDOT. Any schematic layout(s) for the proposed improvements that is contained in the report is for informational purposes only and should not be considered as an approved final design. These proposed improvements may include, but are not limited to:
 - Acceleration/deceleration lanes
 - Roadway widening
 - Traffic signal
- b. Detailed construction plans, including traffic control plans, for the proposed roadway improvements shall be submitted to Margaret Haynes, P.E at Margaret.Haynes@state.nm.us prior to any driveway application submittals. The roadway design shall be compliant with proposed right-of-way accessibility guidelines (PROWAG) for pedestrian facilities.
- c. Grading and drainage plans, shall be submitted with the driveway application for review and approval by Mr. Keith Thompson, PE District 3 Engineer. Mr. Thompson can be reached at Keith.Thompson@state.nm.us
- d. Cultural resource approval will need to be obtained from Mr. Gary Funkhouser for disturbance to the state right-of-way. Mr. Funkhouser can be reached at Gary.Funkhouser@state.nm.us
- e. All utility and traffic control permits, within state right-of-way related to the proposed development shall be submitted to Mr. Peter Kubiak. Mr. Kubiak can be reached at Peter.Kubiak@state.nm.us

If you have any questions, please feel free to call me at 505.288.2086 or email me at Margaret.Haynes@state.nm.us

Sincerely,

A handwritten signature in blue ink, appearing to read 'Margaret Haynes', is written over the typed name.

Margaret Haynes, P.E.
District 3 Assistant Traffic Engineer

Copies:

Nancy Perea, NMDOT D3 DTE
Jill Mosher, NMDOT D3 ADE
Gary Funkhouser, NMDOT GO
Keith Thompson, NMDOT D3
Peter Kubiak, NMDOT D3
Julie Luna, Bernalillo County
Richard Meadows, Bernalillo County
Jeanne Wolfenbarger, COA
Ernest Armijo, COA
Jim Roeder, COA
file

Attachments:

Exhibit A – Schematic Site Plan
Exhibit B – TIS pages 60 - 63 – Summary of Deficiencies, Anticipated Impacts, and
Recommendations

Exhibit A

DEVELOPMENT CHARACTER

- LOW DENSITY (NEIGHBORHOOD C)
- MD / LOW DENSITY (NEIGHBORHOOD B)
- MD / HIGH DENSITY - DETACHED (NEIGHBORHOOD D)
- MD / HIGH DENSITY - ALLEY LOTS (NEIGHBORHOOD D)
- MD / HIGH DENSITY - TOWNHOUSES (NEIGHBORHOOD A)
- COMMERCIAL
- INSTITUTIONAL
- PARKS / OPEN SPACE
- POND
- CULTURAL RESOURCE

PHASE 2 PLANNED DEVELOPMENT AREA BOUNDARY

Ceja Vista Phase 2

Illustrative Site Plan

Prepared for:
Albuquerque Rio Bravo Partners
6330 Riverside Plaza Lane NW, Suite 220
Albuquerque, NM 87120

Prepared by:
Consensus Planning, Inc.
302 Eighth Street NW
Albuquerque, NM 87102

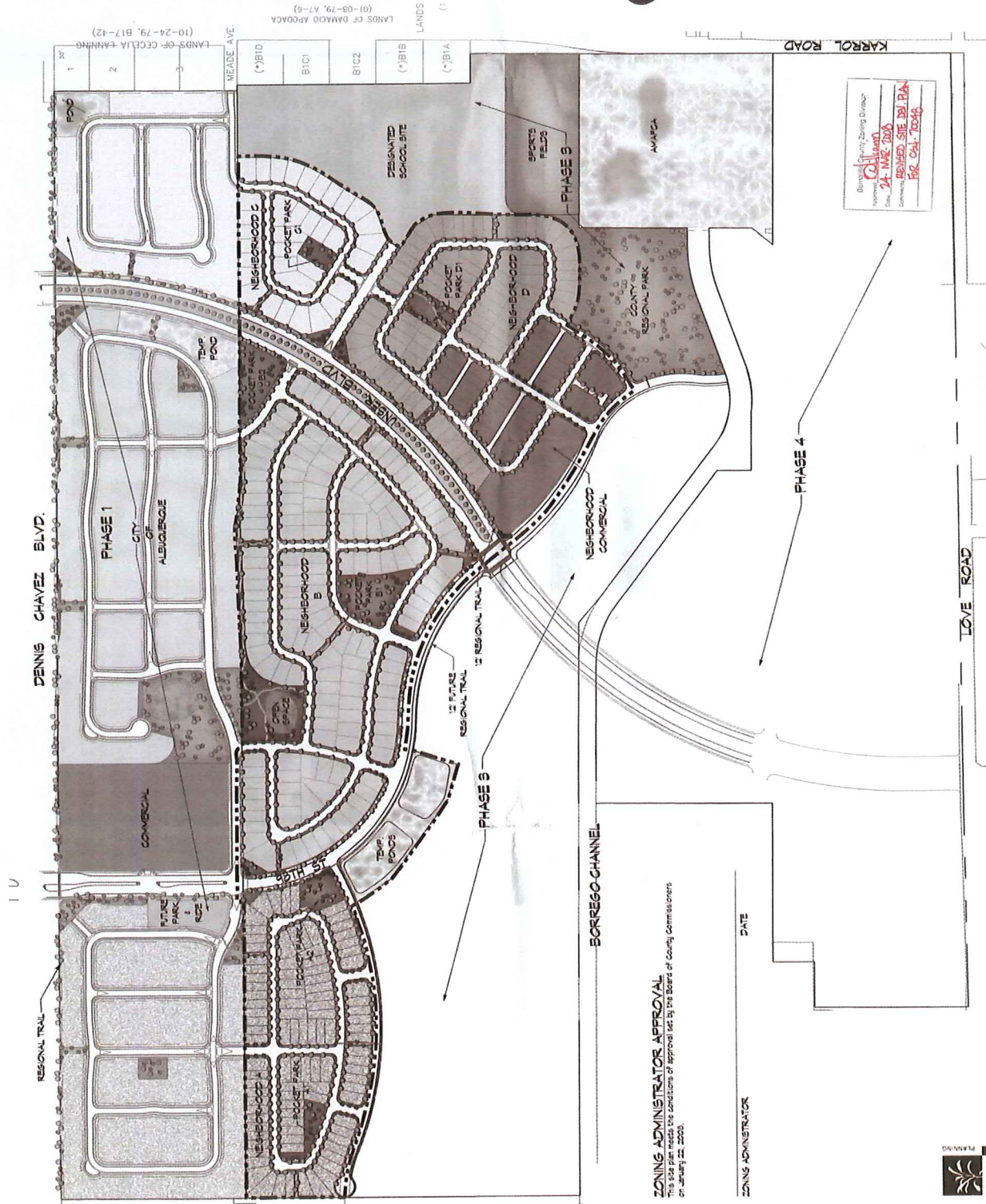
Mark Goodwin & Associates, PA
P.O. Box 90806
Albuquerque, NM 87199

Scale: 1" = 200'



March 17, 2008 SHEET 1 of 7

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ZONING ADMINISTRATOR APPROVAL

This site plan meets the conditions of approval set by the Board of County Commissioners on January 22, 2008.

ZONING ADMINISTRATOR

DATE



Exhibit B

Most of the roadways analyzed in this traffic study are designated on the Futures 2040 Metropolitan Transportation Plan (2040 Long Range Bikeway System) as Existing or Proposed Bicycle Routes or Paved Trails (see Futures 2040 Long Range Bike System Map on Page A-4 in the Appendix of this report.)

Roadway capacity issues discovered in this report are at the signalized intersections of Dennis Chavez Blvd. / 98th St., Dennis Chavez Blvd. / Unser Blvd., and Dennis Chavez Blvd. (Rio Bravo Blvd.) / Coors Blvd. The existing signalized intersections of 98th St. and Unser Blvd. along Dennis Chavez Blvd. are considered primary access points into and out of the proposed Ceja Vista Development. The existing signalized intersection of Dennis Chavez Blvd. / Coors Blvd. is considered an offsite intersection and, therefore, an offsite improvement to mitigate any capacity issues. The design and construction of proposed mitigation recommendations will be required to meet the minimum standards of the New Mexico Department of Transportation's *State Access Management Manual* along Dennis Chavez Blvd. and the City of Albuquerque's Development Process Manual standards on the non-State controlled side streets.

Summary of Deficiencies, Anticipated Impacts, and Recommendations

The 2022 analysis did not determine any significant deficiencies in the adjacent transportation system provided that the following Recommendations are implemented.

Recommendations:

2022 Implementation Year –

Gun Club Rd. / Coors Blvd. – No recommendation.

Dennis Chavez Blvd. (Rio Bravo Blvd.) / Coors Blvd. – Construct Dual EB LT lanes, Dual WB Thru lanes, Dual NB LT Lanes, and a SB RT lane. Lane length requirements are in the 2032 Horizon Year Section below.

Blake Rd. / Unser Blvd. – No recommendation.

Dennis Chavez Blvd. / 118th St. – No recommendation.

Dennis Chavez Blvd. / 98th St. – Construct dual EB / WB Thru lanes and one WB LT Lane. Modify the north leg of the intersection to implement dual SB LT lanes, dual SB Thru lanes, and a SB RT lane. Construct the south leg of the intersection to implement dual NB RT lanes, dual NB Thru lanes, and a NB LT lane. Lane length requirements are in the 2032 Horizon Year Section below.

Dennis Chavez Blvd. / Unser Blvd. – Construct dual EB / WB Thru lanes, Dual WB LT lanes, and an eastbound right turn lane. Modify the north leg of the intersection to implement dual SB LT lanes, dual SB Thru lanes, and a SB RT lane. Construct the south leg of the intersection to implement dual NB RT lanes, dual NB thru lanes, and a NB LT lane. Lane length requirements are in the 2032 Horizon Year Section below.

Dennis Chavez Blvd. / Condershire Dr. – No recommendation.

Rio Bravo Sq. Driveway / Coors Blvd. – No recommendation.

Gibson Blvd. / 98th St. – No recommendation.

Blake Rd. / 98th St. – No recommendation.

Gun Club Rd. / Karrol St. – No recommendation.

Don Felipe Rd. / Coors Blvd. – No recommendation.

Lengths of left and right turn auxiliary lanes on State Highways to be compliant with the New Mexico Department of Transportation's State Access Management Manual, current edition. Lengths of left and right turn auxiliary lanes on City streets to be compliant with the City of Albuquerque's Development Process Manual, current edition. Lengths of left and right turn auxiliary lanes on County Streets to be compliant with the New Mexico Department of Transportation's State Access Management Manual, current edition. Calculated queue lengths (95th Percentile confidence level) are defined on Pages A-263 through A-288 in the Appendix of this report. Specific recommended auxiliary lane lengths at the intersections of Dennis Chavez Blvd. / 98th St. and Dennis Chavez Blvd. / Unser Blvd. are defined on Pages 22 and 26 of this report. Recommended auxiliary lane lengths at the offsite intersection of Dennis Chavez Blvd. (Rio Bravo Blvd.) / Coors Blvd. are defined on Page 15 of this report.

2032 Horizon Year – No additional recommendations. Summary of Recommendations for Dennis Chavez Blvd. / Coors Blvd., Dennis Chavez Blvd. / 98th St., and Dennis Chavez Blvd. / Unser Blvd. with required lane lengths are summarized in the following tables:

Summary of Recommendations for: Dennis Chavez Blvd. (NM St. Rd. 500) / Coors Blvd.		
Recommended Improvement	Required Length (Ft)	Comment
Add Second Eastbound Left Turn Lane	550	(400' + 150') long including 150 feet transition.
Add Second Westbound Thru Lane	500	plus transition as per MUTCD
Maintain 1 Westbound Right Turn Lane	370	370' including 150 feet transition.
Add Second NB Left Turn Lane	740	(400' + 340') long including 100 feet transition.
Construct new Southbound RT Lane	952	(370' + 582') long including 100 feet long transition.
Note: Required Length (Ft) is based on Table 18.K-1 (Deceleration and Acceleration Lengths) in the NM DOT's State Access Management Manual.		

Summary of Recommendations for: Dennis Chavez Blvd. (NM State Rd. 500) / 98th St.		
Recommended Improvement	Required Length (Ft)	Comment
1 Eastbound Left Turn Lane	525	(400' + 125') long including 150 feet transition.
2 Eastbound Thru Lanes	500	plus transition as per MUTCD
1 Eastbound Right Turn Lane	450	(370' + 82') long including 150 feet transition.
1 Westbound Left Turn Lane	470	(400' + 70') long including 150 feet transition.
2 Westbound Thru Lanes	500	plus transition as per MUTCD
1 Westbound RT Lane	635	(370' + 265') long including 150 feet transition.
1 Northbound LT Lane	420	(250' + 170') long including 100 feet transition.
2 Northbound Thru Lanes	500	plus transition as per MUTCD
2 Northbound RT Lanes	335	(250' + 85') long including 100 feet transition.
2 Southbound LT Lanes	900	(250 + 654') long including 100 feet transition.
2 Southbound Thru Lanes	500	plus transition as per MUTCD
1 Southbound RT Lane	870	(250' + 620') long including 100 feet long transition.
Note: Required Length (Ft) is based on Table 18.K-1 (Deceleration and Acceleration Lengths) in the NM DOT's State Access Management Manual.		
Field Constraints may limit the length of lane that can be constructed.		

Summary of Recommendations for: Dennis Chavez Blvd. (NM St. Rd. 500) / Unser Blvd.		
Recommended Improvement	Required Length (Ft)	Comment
1 Eastbound Left Turn Lane	670	(400' + 125') long including 150 feet transition.
2 Eastbound Thru Lanes	500	plus transition as per MUTCD
1 Eastbound Right Turn Lane	400	(370' + 26') long including 150 feet transition.
1 Westbound Left Turn Lane	470	(400' + 70') long including 150 feet transition.
2 Westbound Thru Lanes	500	plus transition as per MUTCD
1 Westbound RT Lane	1830	(370' + 265') long including 1,463 feet transition.
1 Northbound LT Lane	420	(250' + 170') long including 100 feet transition.
2 Northbound Thru Lanes	500	plus transition as per MUTCD
2 Northbound RT Lanes	295	(250' + 44') long including 100 feet transition.
2 Southbound LT Lanes	1120	(250 + 870') long including 100 feet transition.
2 Southbound Thru Lanes	500	plus transition as per MUTCD
1 Southbound RT Lane	425	(250' + 175') long including 100 feet long transition.
Note: Required Length (Ft) is based on Table 18.K-1 (Deceleration and Acceleration Lengths) in the NM DOT's State Access Management Manual.		
Field Constraints may limit the length of lane that can be constructed.		

In consideration of the fact that this project will progress over the next several years or so with undefinable phases, it is recommended that the recommended mitigation improvements be phased as well. The developer and the appropriate governmental review agency will negotiate a phased improvement construction schedule tied to specific thresholds of the development. Also, it may be beneficial to develop a fiscal responsibility of this developer for recommended infrastructure improvements at Dennis Chavez Blvd. (Rio Bravo Blvd.) / Coors Blvd. based on percentage contribution to the total volumes for each specific recommended improvement.

(See LOS / Volume / Geometry Analysis Summary Maps on following pages)