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Date: December 28, 2018

TO: Terry Brown, P.E.

FROM: Margaret Haynes, NMDOT Assistant District 3 Traffic Engineer

SUBJECT: Ceja Vista Development Traffic Impact Study  
South of NM 500 from 98<sup>th</sup> to Unser  
Albuquerque, Bernalillo County, New Mexico

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The NMDOT received the TIS dated September 30, 2018. District Three and Traffic Technical Support's comments are below.

*General comments:*

NMDOT recommends 98<sup>th</sup> Street and Unser Blvd be realigned through Ceja Vista as a true North-South route with eventual connectivity to Gun Club Rd. Furthermore, connectivity should be planned to Grace Vigil/Karol Street for future access to Gun Club via NM 45.

98<sup>th</sup> Street and Unser roadway alignments shall be defined by coordination with Bernalillo County for connectivity of the future roadway network with adjacent County Roads.

It is unclear what methodology is used for calculating queue lengths, use HCM methodology.

Provide summary of crashes for most recent 5 years of crash data for all intersections along NM 500.

Was existing signal timing used? Include those timing sheets in the appendix.

At plan development of the 98<sup>th</sup> Street signal, the developer shall initiate the development of the Signal and Lighting Agreement between the NMDOT and COA for all the signals along NM 500 that the COA currently maintains and will continue to maintain.

NMDOT supports additional partial access to help establish a roadway network and connectivity to NM 500 from Ceja Vista.

*Report Comments:*

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Page 2 – Enlarge site map, unable to read access labels.

Page 3 – Proposed developments in this area include (1) Residential development - Sunrise Village south of NM 500 on Condershire and (2) Las Estancias Development on Coors and Las Estancias.

Page 3 – Either the Study Area Conditions or the Existing Conditions Analysis needs to describe the relation of the signalized intersections in the study area. Are they coordinated? If they are coordinated then the existing conditions analysis needs to identify the green band through the system (if any) as part of the traffic analysis.

Page 4 – This development has identified phasing per the City of Albuquerque's Infrastructure List. Include write-up based on those phases and add to appendix.

Page 12 – For Gun Club/Coors, how does SBL no build yield a metered queue when full build does not during the AM peak? How is this true with Las Estancias being over 2500-feet away? Consider running additional analysis until both no build and build coincide better?

Page 13 – There were some improvements requested at the Dennis Chavez & Coors intersection associated with the Sunrise Village development. Both developments will be responsible for building any warranted off-site improvements it warrants.

Page 13 – The eastbound approach is analyzed as having an exclusive right turn lane, yet the pavement markings show a combination through/right turn lane. There is a channelized right turn lane but it has a very short deceleration length associated with it. A dedicated eastbound right turn lane shall be installed. The full build trips alone warrant a deceleration lane.

Page 14 – The eastbound left turn is shown as having a length of 115'. It measures as about 350'.

Page 14 - The traffic analysis shows an exclusive eastbound right turn lane. The queueing chart shows no exclusive lane. As stated above, the eastbound right turn lane needs to be lengthened.

Page 14 – There are two existing eastbound through lanes but they are only dual lanes for a distance of approximately 500'. The queue for the eastbound through in the AM peak is over 600' length. These two through lanes need to extend for a distance long enough to ensure that they operate as needed.

Page 14 – The mitigated geometry for the westbound through movement is also two lanes. This will require the construction of an exclusive right turn lane as well.

Page 17 – The northbound left turn at Dennis Chavez & NM 118 is a LOS F in the AM Peak. This is not an acceptable movement. The report states that all movements are acceptable.

Page 17 – The WB left turn at Dennis Chavez & NM 118 has a v/c ratio of 1.02 in the AM Peak. This is a LOS F instead of LOS E as shown in the table.

Page 18 – There are 497 westbound left turns shown for the 2022 No Build AM peak at Dennis Chavez & NM 118 . There are only 487 westbound left turns shown in the 2022 Build Condition. It seems like they should be the same.

Page 20 – Verify proposed geometry with COA infrastructure list. Bike lanes shall be added as described.



Page 20 – It should be noted that the additional geometry added to NM 500 & 98<sup>th</sup> St, NM 500 & Unser, and NM 500 and NM 45 shall require signal improvements for potentially all approaches based on the proposed geometry.

Page 21 – The Mitigated Build Condition for the northbound right turn at Dennis Chavez & 98<sup>th</sup> St shows 2 lanes but the queuing chart shows just 1.

Page 22 –All auxiliary lanes feeding into a NMDOT facility shall meet NMDOT deceleration and taper lane lengths.

Page 23 – The Mitigated Build Condition for the northbound right turn at Dennis Chavez & Unser still results in a LOS F. A right in-right out should be considered at appropriate spacing between 98<sup>th</sup> St and Unser along Dennis Chavez. The internal circulation of the development should be designed to make the right in-right out access attractive to a large portion of the trips. That potential partial access will also require a deceleration lane and a 14' wide median along NM 500 to manage that access.

Page 24 – It should be noted that the additional geometry added to NM 500 & Unser shall require signal improvements for northbound and southbound approaches.

Page 26 – All auxiliary lanes feeding into a NMDOT facility shall meet SAMM requirements.

Page 27 - It is unclear the extents and financial responsibility of the proposed intersection improvements at NM 500 and Condershire. There are currently no planned projects for this intersection in the STIP.

Page 29 – Where is Rio Bravo Sq. Driveway? Provide map of all study intersections in the front end of the report.

Page 35 – At NM 45 and NM 500 it is noted that by 2032 no build, build and build with proposed mitigation conditions the intersection will be a LOS F in the PM peak hour.

Page 36 – At NM 500 and 118<sup>th</sup> Street it is noted that by 2032 no build and build conditions the intersection will be a LOS F in the AM peak hour.

Page 37 – At NM 500 and 98<sup>th</sup> Street it is noted that by 2032 no build and build conditions the intersection will be a LOS F and mitigated condition will be a LOS E for the AM peak hour.

Page 38 – At NM 500 and Unser it is noted that by 2032 no build, build and build with proposed mitigation conditions the intersection will be a LOS F for the AM peak hour.

Page 42 – The extent of the recommendations is not clear. Provide a typical section of the corridor improvements for each, noting existing and proposed by Ceja Vista.

Page 43 – The report identifies multiple improvements to be made at several intersections; however given the proximity of the intersections and the existence of the Hubbell Channel that is limiting the existing width of Dennis Chavez now, these improvements are more of a corridor improvement plan. A typical section should be decided upon for Dennis Chavez from 118<sup>th</sup> St to Coors and that should be typical section for the entire corridor instead of just widening at intersections. This would also require widening of the Hubbell Channel bridge. The report

proposes a phased improvement plan; however this might be difficult due to the existing capacity constraints on Dennis Chavez currently.

CC:

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