November 14, 2018

Terry O. Brown P.E.

PO Box 92051

Albuquerque, NM 87199

**Re: Ceja Vista Development**

**Dennis Chavez Blvd. / Unser Blvd.**

**Traffic Impact Study Comments**

Engineer’s Stamp dated 10-05-2018

Dear Mr. Brown,

Based upon the information provided in your submittal received 10-05-2018, Transportation cannot approve the TIS for the above referenced project.

Prior to approval, the following items must be addressed:

1. Page *ii*: On your Executive Summary Results table do not show a mitigated LOS rating of A when there was no mitigation done. This is confusing as it appears the intersection improves with no action.
2. Page *iii*: Last paragraph, 3rd line - the word *be* is missing in “…City streets to compliant…”.
3. Page 9: 1st paragraph – reference to appendix pages A-34 thru A-34 should be thru page A-35.
4. Page 15: 2nd recommendation lists Duel NB LT lanes at 250’ while the existing single lane is 300’, why not match the existing length as this movement is at LOS E in the build mitigated and fails in the horizon?
5. Page 19: Bottom paragraph – The assumption of a connection with APS property is outdated. APS is adamant that no through traffic will be allowed. The report should be written with the assumption that this connection will not happen.
6. Page 22: Why are the duel SB LT lanes 300’ as the existing lane is 600’?
7. Page 23: Recheck your numbers for the SB movements. Why does the mitigated condition in the AM have a worse LOS than the Build un-mitigated?
8. Page 24: Mitigated recommendations do not show turn lane lengths like previous intersections do. Please keep consistent.
9. Page 27: Bernalillo County has not programmed signalization of this intersection. If this is proposed as mitigation then it should be analyzed with the, also mentioned, widening of Dennis Chavez to four lanes as this does not work by itself.
10. Page 30: The limited capability of HCM6 to properly analyze this intersection is a concern as the analysis shows the SB thru and right movements failing. The statement of “It will probably operate at acceptable levels-of-service and delays” is problematic as the report does not provide any justification for this. We need to discuss how to handle this.
11. Page 31: See previous comment.
12. Page 35:
    1. Reference the proposed 2022 mitigation.
    2. You state that level-of-service will be acceptable, but there are multiple failing movements in the PM.
    3. You state the City of Albuquerque does not require horizon year analysis. There is no such policy or current practice not requiring horizon year analysis, and it was requested in the scoping letter.
13. Page 37: Reference the proposed 2022 mitigation. Why is there no mitigation for failing SB left turn?
14. Page 38: Reference the proposed 2022 mitigation. Why is there no mitigation for failing EB thru and SB left?
15. Page 39: See comments for page 27.
16. Page 40: See comment c for page 35.
17. Page 41: Why is there no mitigation for EB and WB left turns?

Once corrections are complete, along with any comments from Bernalillo County and NMDOT, resubmit along with a completed Drainage Transportation Information Sheet to front counter personnel for log in and evaluation by Transportation. For digital submittal please submit to [PLNDRS@cabq.gov](mailto:plndrs@cabq.gov). If you have any questions, please contact me at (505) 924-3633.

Sincerely,

Ernest Armijo P.E.

Senior Engineer, Planning Dept.

Development Review Services

via: email

C: Applicant, File