



Monday, March 20, 2023

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NM DOT  
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Albuquerque, NM 87199

**Julie Luna**  
Bernalillo County Public Works Department  
415 Silver Ave. SW  
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**Matt Grush, P.E.**, Senior Engineer  
City of Albuquerque Transportation Development  
600 2<sup>nd</sup> St. NW  
Albuquerque, NM 87102

RE: [#2022091] – Avanzando Development (Rio Bravo Blvd. / Loris Dr.)

Dear Matt / Julie / Margaret,

This letter is for the purpose of addressing comments from the City of Albuquerque (Matt Grush), Bernalillo County (Julie Luna), and the New Mexico Department of Transportation (Margaret Haynes). Following are my responses:

### **For City of Albuquerque (Matt Grush):**

**Comment:** ·

This driveway warrants a WB left-turn lane in both scenarios. Since this driveway crosses the Isleta Drain a bridge of some type will be required. The left-turn lane will be on and may extend beyond the bridge. The bridge should be:

- o at least 3 lanes wide
- o have 5-foot wide sidewalks along both sides.

**RESPONSE:**

The developer agrees to comply with this request. In consideration of the projected low volume of pedestrian traffic across the canal, would the County and the City agree to require construction of one six-foot wide sidewalk on one side only of the entrance road?

**Comment:** · (Regarding Southbound approach on Loris at Driveway A):

This driveway warrants a left-turn lane in the both 2025/2035 build conditions. Also, the MRCOG Long Range Bicycle Map shows a proposed paved bicycle trail along Isleta Drain between the drain and Loris Dr.

- Will sufficient ROW exist for this trail and any widening required on Loris Dr. to incorporate the southbound left-turn lane? How will driveway A's intersection geometry/bridge accommodate this trail?

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**RESPONSE:**

Loris Dr. is currently a four-lane urban roadway section. Assuming the speed limit on Loris Dr. is 35 MPH, Table 7.4.67 (Turn Lane Warrants) in the City of Albuquerque DPM requires a Left Turn Lane when the left turn volume is greater than 39 vehicles per hours. The projected southbound left turn volume on Loris Dr. at Driveway "A" is projected to be 48 vehicles per hour during the AM Peak Hour and 44 vehicles per hour during the PM Peak Hour (apart from future Anderson Farms trips). The left turn lane would not be warranted until the Avanzando project is about 80% developed. Also to be considered, the 2035 northbound thru volumes on Loris Dr. at Driveway "A" are 241 vehicles per hour during the AM Peak Hour and 325 vehicles per hour during the PM Peak Hour. The 2035 southbound thru volumes on Loris Dr. at Driveway "A" are 178 during the

AM Peak Hour and 419 vehicles per hour during the PM Peak Hour. The 2035 PM Peak is the higher volume time period for both northbound and southbound thru volumes. Considering the PM Peak only will have 325 northbound and 419 southbound vehicles per hour at Driveway "A". The peak hour volumes indicate that the daily volumes on Loris Dr. near Driveway "A" are about 7,500 vehicles per day (both directions) which can be carried on a two-lane roadway with a center two-way left turn lane. For example, San Pedro Dr. between Phoenix Ave. and Comanche is a two lane roadway that carries 12,700 vehicles per day. Osuna Rd. between San Mateo and Wyoming Blvd. carries from 10,000 vehicles per day up to almost 18,000 vehicles per day as a two-lane roadway facility with center two-way left turn lanes. It can be concluded, then, that the projected volumes of Loris Dr. can be accommodated with a two lane roadway facility with center two-way left turn lanes. This is probably not the case with Lamonica Dr.

It is proposed to stripe Loris Dr. at Driveway "A" to merge all southbound thru traffic to the outside lane, thus leaving the inside lane available to be a designated southbound left turn only lane. Attached is a conceptual sketch on a Synchro diagram.

**Comment:** · (Regarding Driveway A LOS):

The 2035 build WB left-turn has a LOS of F in the PM. How is this to be mitigated. On page 30 there is a statement that the intersection operates at an acceptable LOS, it does not.

The analysis is not modeling this driveway/intersection with the appropriate geometry. There should be left-turn lanes for the southbound and westbound approaches. The model has one lane approaching westbound as a shared right and left turn movement. The southbound approach has one through lane and one shared through/left-turn lane. Turning movements warrant these turn lanes. Please review this analysis and adjust accordingly.

**RESPONSE:**

In 20-20 hindsight, I should have explained this better in the Traffic Impact Study. The LOS F that Matt references is based on the analysis that includes trips generated by Anderson Farms, which contributes approximately 25% to 30% of the westbound to southbound left turns out of Driveway "A" in 2035. If the driveway intersection is reconfigured to include a separate westbound to southbound left turn lane and the southbound lanes on Loris Dr. are reconfigured to provide one southbound thru lane and a southbound left turn lane, then the 2035 level-of-service for the westbound left turn movement (including Anderson Farms trips) is still LOS F with an average control delay of 53.9 seconds and a 95<sup>th</sup> percentile queue length of 5.0 vehicles (or 125 feet). It should be emphasized that the Anderson Farms traffic is included in the 2035 analysis.

**For Bernalillo County (Julie Luna):**

**Comment:** ·

Internal Capture – It is not appropriate to provide internal capture on a development that does not include residential uses. Provide the rates (3% AM and 22% PM) and reasoning for internal capture trips.

**RESPONSE:**

The internal capture rate for the Avanzando Development was calculated based on standard NCHRP 684 methodology using Trafficware's Trip Generation software. Internal capture trips are not confined to multi-use developments. A retail commercial development can have internal capture trips. For example, if a retail commercial development has a mix of retail uses, restaurants, and a car wash, then a trip could be constituted of some shopping at the retail store, lunch at a restaurant, and then wash the car on the way out.

**Comment:** ·

Intersection 7 Driveway "A" and Loris Dr.

- a. This intersection warrants a left-turn lane for SBL turns based on CABQ DPM. Please coordinate with CABQ concerning this movement and any requirements.
- b. The site plan includes the following statement for the Isleta Drain crossing, "Conditional easement to Anderson Farms property subject to reimbursement for crossing constructed by Anderson Farms property owner at the time of access connection. Anderson Farms to construct a portion of road south of the Isleta Drain Crossing." NMDOT has requested a meeting concerning this crossing. BC is not opposed to two crossings of the Isleta Drain. However, a common understanding concerning options for one or two crossings of the Isleta Drain should be included in recommendations and/or

agency letters approving/concurring with TIS results. In short, BC also requests to meet concerning this crossing.

**RESPONSE:**

- a. See response to Matt Grush's comments above.
- b. Future meeting will be scheduled.

**Comment:** ·

Phasing – The recommended improvements are required upon full-build. There are current building permits that will be issued with the approval of this TIS, please coordinate with NMDOT and BC if any of the recommended improvements are required earlier than upon full-build out.

**RESPONSE:**

Acknowledged.

**Comment:** ·

For information purposes, multi-modal improvements will be required on the road crossing the Isleta Drain and along the Isleta Drain.

**RESPONSE:**

The developer proposes to construct a 6 feet wide sidewalk along one side of Driveway "A" to provide for pedestrian and bicycle travel.

**For New Mexico Department of Transportation (Margaret Haynes):**

**Comment:** ·

The easement with Anderson Farms needs to be discussed with Bernalillo County and NMDOT further.

**RESPONSE:**

Acknowledged.

**Comment:** ·

Page 2- Missing section for "Description of proposed development". Bring site plan to report.

**RESPONSE:**

Complied.

**Comment:** ·

Page 3 – Please break apart NM 45 and NM 500 into their own paragraphs. Rio Bravo has medians with various crossovers between NM 45 and I-25.

**RESPONSE:**

Complied.

**Comment:** ·

Page 15 – Revise Loris Dr to La Junta in first sentence.

**RESPONSE:**

Complied.

Please call me if you have questions.

Best Regards,



Terry O. Brown, P.E.

c: Wes Butero, P.E., Maestas Development Group w/attachments