

summary of findings

Access to the North periphery uses is proposed thru a stop-controlled driveway onto Eastman Avenue, aligning with Turing Drive to the north.

Access for the South periphery uses are proposed thru up to ten (10) access points on the south perimeter of the site (Fellini Road and Mesa del Sol Boulevard). As periphery uses gets more defined, the access plan should be revisited to verify traffic operations and access recommendations.

A 35 FT wide driveway is recommended to provide two exiting movements and one lane for entering movements.

It is recommended that the curb cuts be constructed following the CABQ Curb-cut ordinance (6-5-4) with max design radii of (30 FT) for WB-40 and 35 FT for WB 50 design vehicle.

7.0 SUMMARY OF FINDINGS

A summary of the TIS findings are provided below:

Site Development: A decrease of 575 TSF of development from the Level B Master Plan

Site Development AM Peak Hour Traffic: A decrease of -739 Trips from the Level B Master Plan

Site Development PM Peak Hour Traffic: A decrease of -202 Trips from the Level B Master Plan in the critical outbound direction (due to retail uses in the periphery development, the PM inbound traffic volume increases by 652 Trips).

For the implementation year conditions, ½ street construction provides the required capacity and LOS for the site development and background traffic in the study area.

For the horizon year conditions, full buildout consistent with the Level B Master Plan with some modifications were found to achieve the acceptable LOS within the study area.

LOS for Implementation Year was found to be acceptable at all locations.

LOS for Horizon Year was found to be acceptable at all locations with implementation of recommended improvements.

recommendations and mitigation measures

The proposed storage length of 160 FT (for each lane) on-site at each gate is adequate for the peak conditions. It is recommended that additional left turn storage length of 100 ft be provided from the public street where possible and appropriate.

8.0 RECOMMENDATIONS AND MITIGATION MEASURES

The following recommendations and mitigation measures are proposed for the Albuquerque Studios Masterplan Expansion (North and East Development).

Access Gate Implementation Year Recommendations:



- Gate A Existing Gate on University Boulevard/Strand Loop Southeast
- Gate B Proposed Gate on University Boulevard/Avedon Avenue
- Gate C Proposed Gate on Eastman Avenue
- Gate D Proposed Gate on Eastman Avenue
- Gate E Proposed Gate on Mesa del Sol Boulevard
- Gate F Proposed Gate on Fellini Road/Stryker Road
- Recommendations specific to each gate are as follows: Gate A: Addition of an additional exiting lane is recommended to consist of two ingress lanes and two egress lanes.
- Gate B: Open (remove) existing temporary curb for the University Boulevard SB Left Turn Lanes to accommodate SB to EB left turning movements into the site.
- Gate B: Align Gate B with Avedon Avenue (West leg)
- Gate F: The Fellini/Striker Gate is recommended to be a three-way stop-controlled access.
- All Gates: Install typical standard stop sign for exiting gate traffic. All gates are recommended to be stop-controlled in the Implementation Year.
- All Gates: Remove or relocate any obstruction such as landscaping, signage, street light poles and other potential obstruction so that adequate sight distance is provided for traffic. Any landscaping or vegetation on University Boulevard limiting adequate sight distance should be removed, relocated, or pruned.
- All Gates, intersections, and streets: Provide ADA and bicycle related accommodations at all gate access locations.

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- All Gates: Proposed lane configuration to consist of two-ingress lanes and two egress lanes.
- All Gates: Just prior to the access gates, it is recommended that pull-out, drop off areas be provided for ridesharing operations.
- All Gates: It is recommended that all gates be provided with a turn-around area, similar to the configuration at Gate A.
- All Gates: Intersections and streets are recommended to have retro-reflective pavement markings as appropriate for each of the access gates, intersections, and street modifications.
- All Gates: Removals or relocation of existing infrastructure may be necessary for some of the gate accesses. These items include minor pavement marking removals, landscaping (NB University Boulevard), street lighting pole, signing, curb and gutter, and sidewalk, etc.
- All Gates: It is recommended that pedestrian access/accommodations be incorporated through sidewalks and ADA ramps. Bicycle lanes should remain unchanged on University Boulevard in the NB and SB directions. Future accommodations for transit/bus stops are contemplated as Mesa del Sol grows and develops.

Public Street Recommendations:

- University Boulevard: Minor modifications to accommodate Gate A improvements and Gate B addition for Implementation Year conditions.



Horizon Year: Build out University Boulevard at Eastman Avenue in conjunction with University Boulevard/Eastman Avenue/Bobby Foster Road realignment and signalization improvements (identified below in Public Intersection recommendations).

- Mesa del Sol Boulevard Construction of ½ street improvements from Fellini Road to Crick Avenue for Masterplan traffic implementation year. Construct full build-out for horizon year traffic.
- Eastman Avenue Construction of ½ street improvements from University to Gate D for Master plan traffic implementation year. Construct build-out for horizon year traffic.



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- Crick Avenue Construction of ½ street improvements to connect Crick Avenue west to Mesa del Sol Boulevard for Masterplan traffic implementation year; Construct Crick Avenue full build-out for Horizon Year traffic.
- Watson Drive: Future horizon year recommendation: Construct Watson Drive initially as a two-lane street for horizon year traffic conditions. A four-lane Street is recommended for consideration in the future. An alternate would be to construct a new two-lane roadway parallel to the west side of the SLO Parcel from Eastman Avenue to Crick Avenue. It is recommended to re-evaluate the growth and traffic in a future analysis to further justify that this additional capacity is needed.
- ADA: Connections from the public sidewalk to the private development area need to comply with the CABQ DPM requirements
- Auxiliary Lanes: Deceleration lanes and turn lanes should be designed to lengths and style as required in the CABQ DPM unless there are reasons to have the lengths reduced.

Public Intersection recommendations:



Intersection 5. University and Eastman Avenue; Implementation year recommendations include a signalized intersection in the near term when one or more of the following “triggers” occur:

- Mixed-use development growth to the west of the site
- Athletic Facilities/Complex improvements by Bernalillo County
- Bobby Foster Road re-alignment
- north periphery build-out and/or other development northeast of University Boulevard and Eastman Avenue that will contribute additional Horizon Year traffic flows at this intersection.

It is recommended that width for dual lefts for WB to SB for horizon year traffic conditions be included that can be re-marked as necessary in the future.

Intersection 14. Mesa del Sol and Crick Avenue: Continuous flow northbound to eastbound and southbound to westbound until such time as other MdS development occurs north and east creating the need for additional traffic control for conflicting

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movements at this intersection. Ultimate build-out for the horizon year is recommended as a signalized intersection.

3. Mesa del Sol Couplets



Recommended as two-way adjacent to the site from Fellini Road, east to the location where they come together as one street at Mesa del Sol Boulevard. (Approximately 800-900 FT).

Recommended for construction per Level B Plan for Horizon Year conditions as a network roadway.



Intersection 7. University Boulevard and Crick Avenue: Intersection as constructed to accommodate the implementation year traffic.

Recommend traffic signal for horizon year conditions as a key network intersection.

Periphery Driveway Recommendations (Implementation Year)

North Driveway: The north periphery driveway is recommended for the office build-out lanes use planned for this tract. Two inbound lanes, two outbound separated by a minimum four (4) FT. raised median is recommended. Stop control is recommended for the outbound access lanes. Access geometry to be designed to accommodate WB-50 design vehicle.

South Driveways: The south driveways are recommended for the forecasted office and retail use for these parcels. Driveways are recommended to be stop-controlled, 35 FT wide to provide two (2) outbound travel ways, and one inbound travel way. Geometry is to be designed per CABQ Curb Cut ordinance for the appropriate design vehicle, either the WB-40 or WB 50 design vehicle.

Based upon the traffic analyses conducted herein, no adverse impacts associated with the development are foreseen. If the recommendations proposed in Section 8 are implemented, future traffic should be accommodated in a safe and efficient manner.

Figure 17 summarizes the recommendations for traffic control and lane configurations for the Implementation (Buildout) Year.

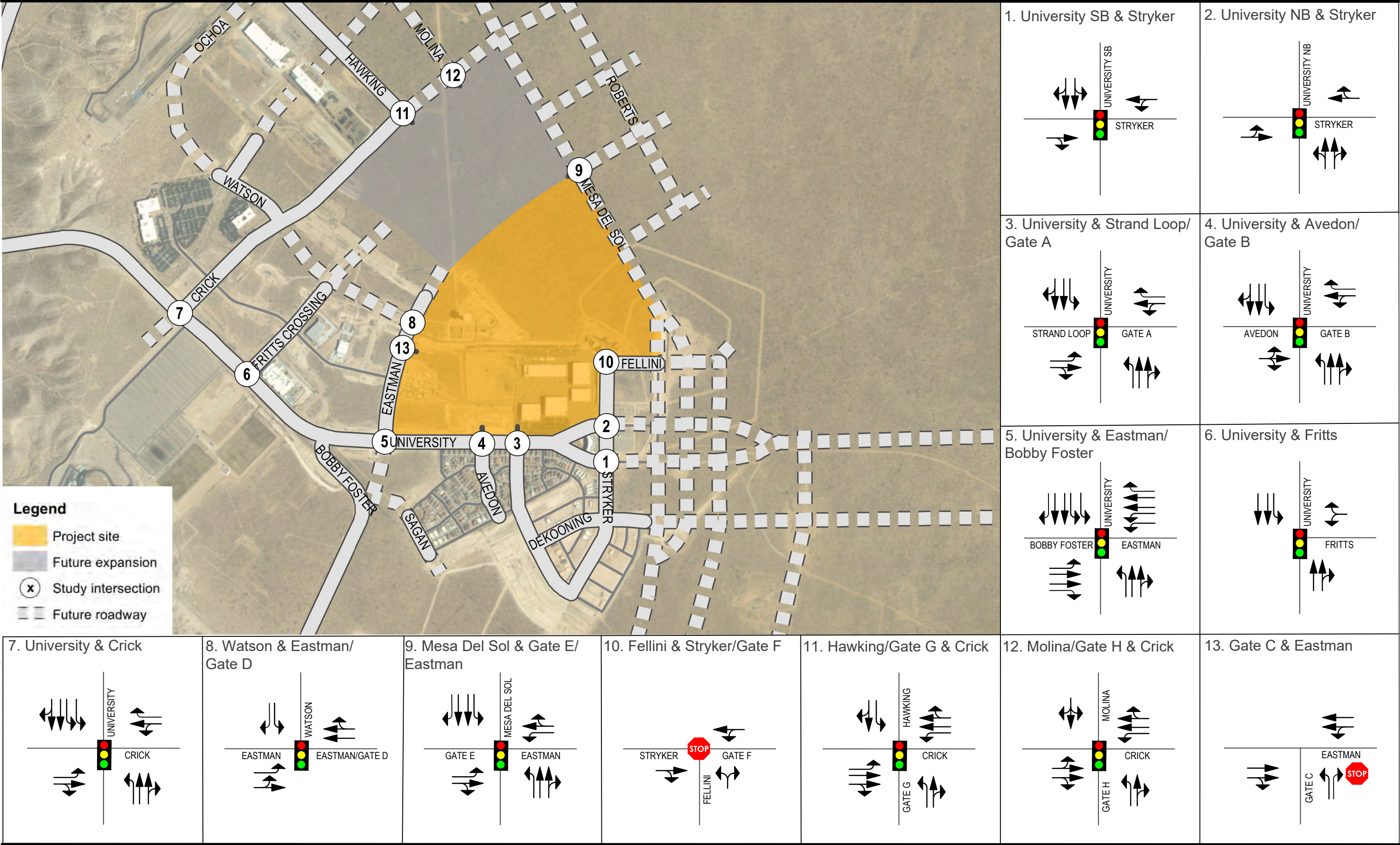


Figure 17

Buildout Year Lane Configurations and Traffic Control