

July 13, 2023

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**RE: 9:00-10:00am Traffic Impact Study Memorandum for Montgomery Boulevard NE ,
Albuquerque, NM**

This memorandum (memo) serves as an addendum to the traffic impact study (TIS) for a Raising Cane's Chicken Fingers (Cane's) development located at 4800 Montgomery Blvd NE on the southwest corner of the intersection of Montgomery Blvd NE and San Mateo Blvd NE in Albuquerque, NM. The original TIS was completed November 30, 2021. However, based on the operating hours of the development and in consultation with the City of Albuquerque staff, it was determined that a 9:00-10:00am analysis would be required in addition to the previously approved TIS.

Traffic Volumes

Turning movement counts (TMCs) were collected on Tuesday, June 27, 2023 from 9:00am to 10:00am at the following study intersections:

- Driveway 1/Montgomery Boulevard (Intersection 1, unsignalized);
- Driveway 2/Montgomery Boulevard (Intersection 2, unsignalized);

9:00-10:00am TMCs for these study intersections are shown in **Figure 1** and raw count sheets are provided in **Attachment A**.

9:00-10:00am Total Traffic Level of Service Analysis

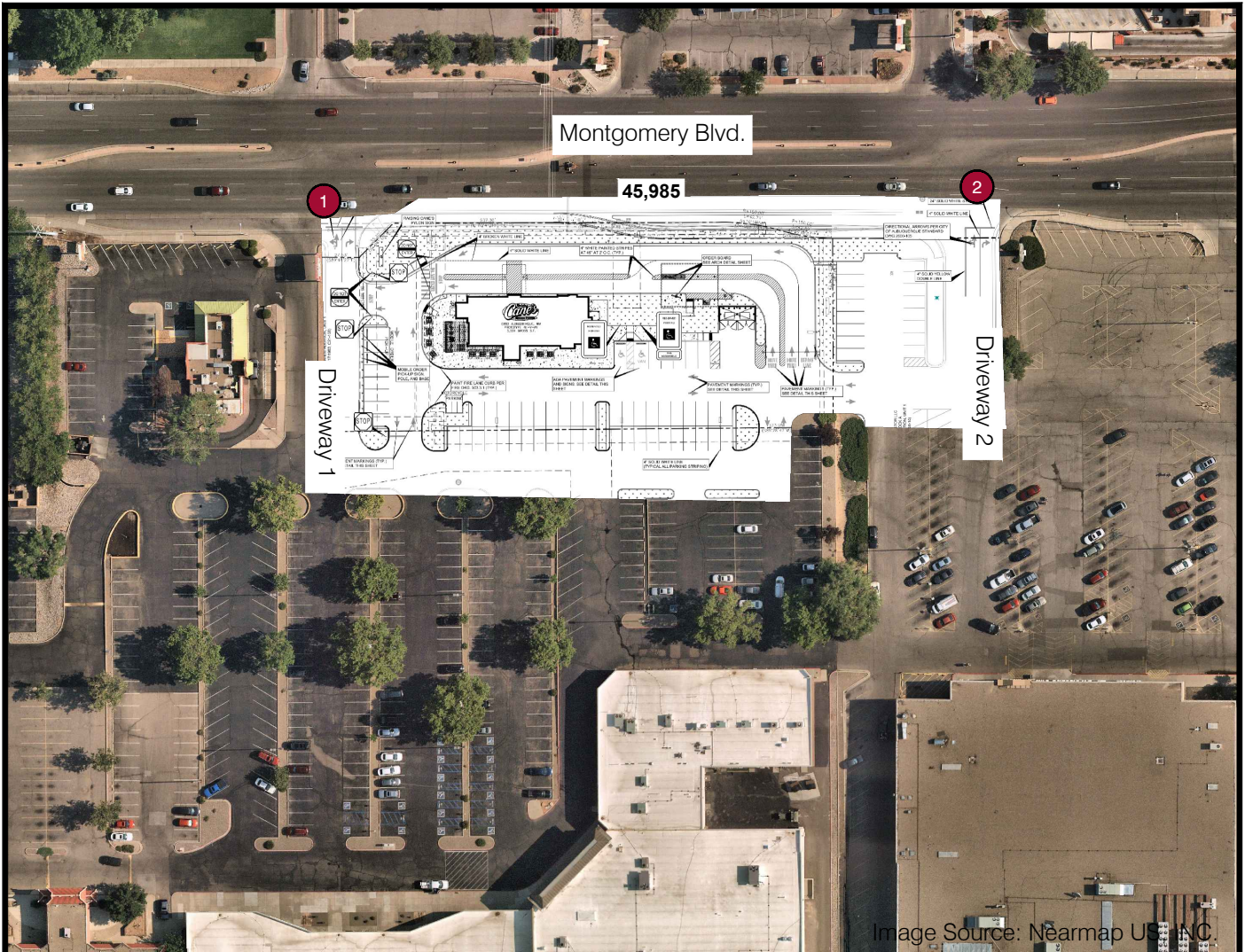
The results of the 9:00-10:00am level of service (LOS) analysis are shown in **Table 1**. LOS analysis reports for the 2023 total traffic condition are included in **Attachment B**. The counts for the 9:00am to 10:00am period were taken while the restaurant was operational and represent a total traffic analysis (i.e. background plus development traffic). The study area intersections were evaluated based on the total 9:00-10:00am traffic volumes shown in **Figure 1**.

Delay is rounded to the nearest whole second. A dash (-) indicated a free movement. **Bolded** values indicate a movement is operating at a poor LOS.

Table 1. 2023 9:00-10:00am Total Traffic Level of Service and Delay

Intersection	NB Approach			SB Approach			EB Approach			WB Approach		
	L	T	R	L	T	R	L	T	R	L	T	R
1. Driveway 1/Montgomery Boulevard												
AM	C/15	B/11		C/15	B/11		A/10	-	-	A/10	-	-
2. Driveway 2/Montgomery Boulevard												
AM	F/59	B/11		B/14			A/10	-	-	B/10		-

The northbound left turn at Driveway 2/Montgomery Boulevard operates at LOS F with 59 seconds of delay. This movement, along with the northbound left turn at Intersection 1, was also shown to operate at LOS F under existing, background and total traffic conditions in the original TIS from November 2021. All other movements at the study intersections are shown to operate at LOS C or better in the 2023 total traffic condition.



1		2	
28 1 14 19 1172 34	69 1134 14 10 15	47 1 4 83 1093 58	45 1124 44 7 6 37



LEGEND	
← XX	9 - 10 AM TRAFFIC VOLUMES
XXXX	AVERAGE DAILY TRAFFIC VOLUMES

ATTACHMENT A

TURNING MOVEMENT COUNTS



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

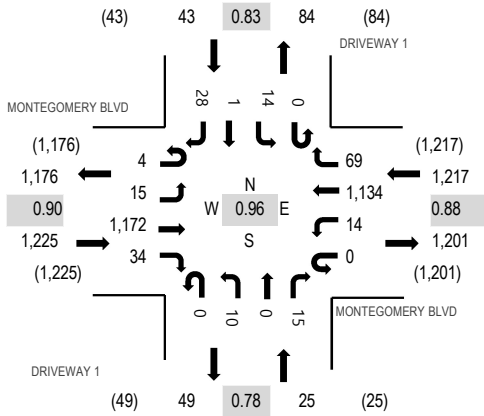
Location: 1 DRIVEWAY 1 & MONTGOMERY BLVD AM

Date: Tuesday, June 27, 2023

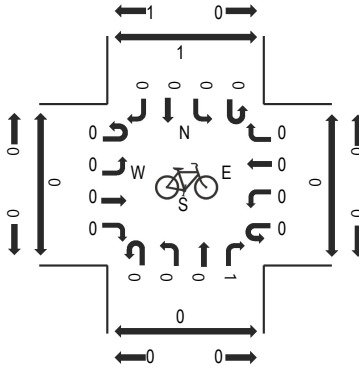
Peak Hour: 09:00 AM - 10:00 AM

Peak 15-Minutes: 09:30 AM - 09:45 AM

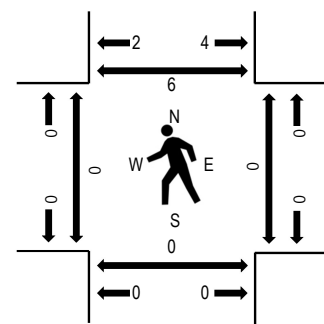
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTGOMERY BLVD Eastbound				MONTGOMERY BLVD Westbound				DRIVEWAY 1 Northbound				DRIVEWAY 1 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
9:00 AM	0	4	294	8	0	3	266	10	0	2	0	3	0	1	0	7	598	2,510	0	0	0	2
9:15 AM	1	2	274	9	0	4	305	35	0	3	0	3	0	3	0	9	648		0	0	0	1
9:30 AM	2	4	326	8	0	4	277	14	0	3	0	5	0	5	1	4	653		0	0	0	2
9:45 AM	1	5	278	9	0	3	286	10	0	2	0	4	0	5	0	8	611		0	0	0	1
Count Total	4	15	1,172	34	0	14	1,134	69	0	10	0	15	0	14	1	28	2,510		0	0	0	6
Peak Hour	4	15	1,172	34	0	14	1,134	69	0	10	0	15	0	14	1	28	2,510		0	0	0	6



ALL TRAFFIC DATA SERVICES

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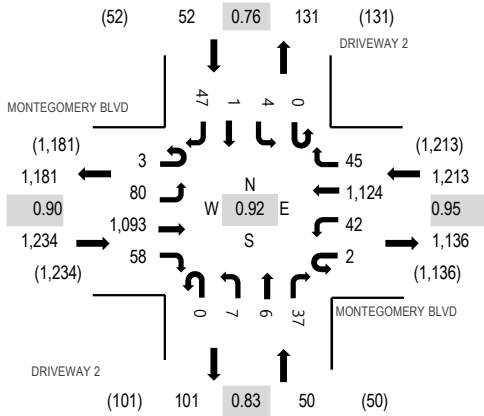
Location: 2 DRIVEWAY 2 & MONTGOMERY BLVD AM

Date: Tuesday, June 27, 2023

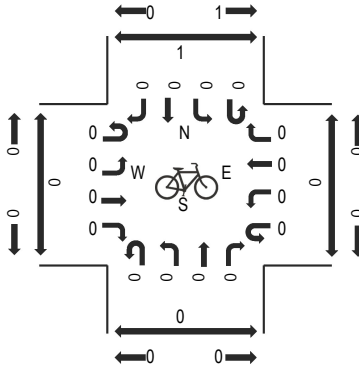
Peak Hour: 09:00 AM - 10:00 AM

Peak 15-Minutes: 09:30 AM - 09:45 AM

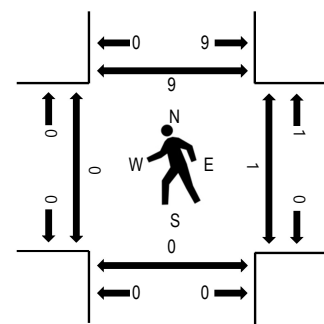
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTGOMERY BLVD Eastbound				MONTGOMERY BLVD Westbound				DRIVEWAY 2 Northbound				DRIVEWAY 2 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
9:00 AM	1	14	283	9	1	15	271	18	0	1	3	11	0	0	1	10	638	2,549	0	0	0	7
9:15 AM	1	13	253	22	0	7	270	2	0	1	1	7	0	2	0	8	587		0	0	0	2
9:30 AM	0	26	301	15	0	13	294	13	0	1	1	11	0	0	0	14	689		0	1	0	0
9:45 AM	1	27	256	12	1	7	289	12	0	4	1	8	0	2	0	15	635		0	0	0	0
Count Total	3	80	1,093	58	2	42	1,124	45	0	7	6	37	0	4	1	47	2,549		0	1	0	9
Peak Hour	3	80	1,093	58	2	42	1,124	45	0	7	6	37	0	4	1	47	2,549		0	1	0	9

ATTACHMENT B

LOS AND QUEUING REPORTS

HCM 6th TWSC
1: Driveway 1 & Montgomery Blvd

07/10/2023

Intersection													
Int Delay, s/veh	0.5												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	4	15	1172	34	14	1134	69	10	0	15	14	1	28
Future Vol, veh/h	4	15	1172	34	14	1134	69	10	0	15	14	1	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	95	85	-	80	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	88	88	88	78	78	78	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	17	1302	38	16	1289	78	13	0	19	17	1	34
Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	941	1367	0	0	1340	0	0	1892	2743	651	1884	2703	645
Stage 1	-	-	-	-	-	-	-	1344	1344	-	1321	1321	-
Stage 2	-	-	-	-	-	-	-	548	1399	-	563	1382	-
Critical Hdwy	5.64	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	2.32	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	*1100	748	-	-	778	-	-	*395	252	*651	*395	284	*651
Stage 1	-	-	-	-	-	-	-	*616	603	-	*647	622	-
Stage 2	-	-	-	-	-	-	-	*668	558	-	*668	572	-
Platoon blocked, %	1	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*797	797	-	-	778	-	-	*360	240	*651	*370	271	*651
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	*360	240	-	*370	271	-
Stage 1	-	-	-	-	-	-	-	*600	587	-	*630	609	-
Stage 2	-	-	-	-	-	-	-	*619	546	-	*631	557	-
Approach	EB				WB			NB			SB		
HCM Control Delay, s	0.1				0.1			12.6			12.4		
HCM LOS								B			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	360	651	797	-	-	778	-	-	361	651			
HCM Lane V/C Ratio	0.036	0.03	0.026	-	-	0.02	-	-	0.05	0.052			
HCM Control Delay (s)	15.4	10.7	9.6	-	-	9.7	-	-	15.5	10.8			
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B			
HCM 95th %tile Q(veh)	0.1	0.1	0.1	-	-	0.1	-	-	0.2	0.2			
Notes													
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined					*: All major volume in platoon				

HCM 6th TWSC
2: Driveway 2 & Montgomery Blvd

07/10/2023

Intersection														
Int Delay, s/veh	1.4													
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔ ↑↑↑	↔ ↑↑↑	↔ ↑		↔ ↑↑↑	↔ ↑↑↑			↔ ↑	↔ ↑		↔ ↑	
Traffic Vol, veh/h	3	80	1093	58	2	42	1124	45	7	6	37	4	1	47
Future Vol, veh/h	3	80	1093	58	2	42	1124	45	7	6	37	4	1	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	190	-	60	-	50	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	95	95	95	95	83	83	83	76	76	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	89	1214	64	2	44	1183	47	8	7	45	5	1	62
Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	898	1230	0	0	887	1278	0	0	1964	2720	607	1972	2761	615
Stage 1	-	-	-	-	-	-	-	-	1398	1398	-	1299	1299	-
Stage 2	-	-	-	-	-	-	-	-	566	1322	-	673	1462	-
Critical Hdwy	5.64	5.34	-	-	5.64	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	2.32	3.12	-	-	2.32	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	*1100	*819	-	-	*1137	756	-	-	*295	56	*673	*290	*51	*651
Stage 1	-	-	-	-	-	-	-	-	*457	501	-	*668	*635	-
Stage 2	-	-	-	-	-	-	-	-	*668	621	-	*690	*459	-
Platoon blocked, %	1	1	-	-	1	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*825	*825	-	-	*766	766	-	-	*228	47	*673	*209	*42	*651
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	*228	47	-	*209	*42	-
Stage 1	-	-	-	-	-	-	-	-	*406	445	-	*593	*597	-
Stage 2	-	-	-	-	-	-	-	-	*567	584	-	*563	*408	-
Approach	EB				WB				NB			SB		
HCM Control Delay, s	0.7				0.4				23.3			14.4		
HCM LOS									C			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	82	673	*825	-	-	766	-	-	452					
HCM Lane V/C Ratio	0.191	0.066	0.112	-	-	0.06	-	-	0.151					
HCM Control Delay (s)	59	10.7	9.9	-	-	10	-	-	14.4					
HCM Lane LOS	F	B	A	-	-	B	-	-	B					
HCM 95th %tile Q(veh)	0.7	0.2	0.4	-	-	0.2	-	-	0.5					
Notes														
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon														