March 31, 2022

Shannon Ness

Kimley-Horn and Associates, Inc.

7740 North 16th Street

Suite 300

Phoenix, AZ 85020

Via email shannon.ness@kimley-horn.com

**Re: Raising Cane’s 2004 Wyoming Blvd. NE**

 **Traffic Impact Analysis**

 **HT#H20D032A**

Engineer Seal date 3/22/2022

Dear Ms. Ness,

The Raising Cane’s 2004 Wyoming Blvd. NE Traffic Impact Analysis (TIA), dated 3/22/2022, received March 25, 2022 has been accepted and approved by the City’s Planning Transportation Development section. The following infrastructure improvement will be the responsibility of the developer.

Intersection #1, (Wyoming Blvd./Northeastern Blvd.)

* The eastbound left-turn lane at Intersection #2 to be removed and the westbound left-turn lane at Intersection #1 be extended. It is anticipated that the storage length can be increased to approximately 130 feet. All new pavement markings, lane striping, traffic signs and removal of conflicting/unneeded signs and pavement markings/striping will be included.

Intersection #2, (Driveway A)

* The southbound approach to be restriped proving two egress lanes (a shared thru/left and a dedicated right) and one ingress. All new pavement markings, lane striping, traffic signs and the removal of conflicting/unneeded signs, pavement markings and striping will be included.

The following are recommendations for management of the City’s Traffic Signals at the responsibility of the City.

The westbound left-turn movement at Northeastern Boulevard (Intersection #1) shows

LOS E in all study scenarios during the PM peak hour. Since the reported LOS and delay

do not worsen from existing conditions, no mitigation is recommended as part of the

proposed development.

* It is recommended that the City monitor signal timings at this location as traffic patterns change and evaluate if any adjustments to signal timings (e.g. splits, offsets, cycle length, etc.) could improve LOS for this movement.

The westbound left-turn movement at Driveway B (Intersection #4) shows LOS E in all

study scenarios during both the AM and PM peak hours. Since the reported LOS and

delay do not worsen from existing conditions, no mitigation is recommended as part of

the proposed development.

* It is recommended that the City monitor signal timings at this location as traffic patterns change and evaluate if any adjustments to signal timings (e.g. splits, offsets, cycle length, etc.) could improve LOS for this movement.

The Traffic Impact Analysis shall be valid for a period of three years. Should significant modifications to the approved development proposal occur, the approved study shall be revised to incorporate the changes.

If you have any questions, please contact me at (505) 924-3362.

Sincerely,



Matt Grush, P.E., PTOE

Senior Engineer

City of Albuquerque

Planning Department

Development Review Services

via: email

C: Applicant, File

 Jeanne Wolfenbarger, COA Transportation Manager