

CITY OF ALBUQUERQUE

Planning Department
Brennon Williams, Director



Mayor Timothy M. Keller

December 16, 2020

Eric Wrage, P.E., PTOE
Bohannon Huston, Inc.
Jefferson St. NE
Courtyard Two
Albuquerque, NM 87109
Via email: ewrage@bhinc.com

**Re: Revise Kirtland Air Force Base Enhanced Use Lease / Max Q Traffic Impact Analysis Update
Traffic Impact Study
Engineer's Stamp dated December 2, 2020 (M17D001)
Received 12/8/2020
CABQ Planning Transportation approved**

Dear Mr. Wrage:

The subject Traffic Impact Study for the Revise Kirtland Air Force Base Enhanced Use Lease / Max Q Traffic Impact Analysis Update dated December 2, 2020 has been accepted and approved by the Transportation Development Section.

The infrastructure improvement required due to this phase of the development are as follows:

1. Construct driveway #2, Maxwell at Gibson. This will be a full access intersection managed by a traffic signal. Reconstruct the existing traffic signal to accommodate the geometric revision to this intersection. Include an eastbound right-turn lane with 240 feet of storage and a 300'/150' reverse curve transition and a westbound left-turn lane with 175 feet of storage and a 300'/150' reverse curve transition. Addition of a southbound left at this intersection will be necessary to accommodate a protected/permissive signal for the northbound and southbound turn lanes. Signal timing optimization will be necessary.
2. Construct driveway #3 as a northbound partial access intersection with a right-turn in/right-turn out only. Construct an eastbound right-turn lane with 240 feet of storage and a 300'/150' reverse curve transition.
3. Construct driveways #9 on Carlisle partial access right-turn in, right-turn out and left-turn in.
4. Construct driveway #10 on Carlisle right-turn out only.
5. Construct a raised median on Carlisle south of Gibson with a left-turn lane storage of 150 feet and 150'/150' transition at driveway #9.
6. Modify the existing westbound left-turn lanes to accommodate the traffic queueing.
 - At the Truman/Gibson intersection increase the existing left-turn lane to a length of approximately 350 feet including transition, prior to year 2030.

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Carlisle and Gibson intersection

7. Addition of a second northbound left-turn lane and restriping of the southbound approach to include a dedicated right, a thru, and a left lane, year 2025. Increase the existing westbound left-turn lane storage by 100 feet, year 2025.

Truman and Gibson intersection year 2030

8. Any changes at this intersection will require coordination with KAFB.

Gibson Blvd. year 2030

9. Analysis shows that 4 lanes will be needed in both eastbound and westbound directions. Additional analysis will be needed prior to 2030 to further prove that Gibson will need additional lanes in 2030.

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 feel free to contact me at (505) 924-3264.

Sincerely,

Matt Grush, P.E., PTOE
Traffic Engineer, Planning Dept.
Development Review Services

PO Box 1293

Albuquerque

NM 87103

via: email
C: Applicant, File

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