

Wednesday, August 05, 2015

Debbie Bauman
Department of Municipal Development
City of Albuquerque
P. O. Box 1293
Albuquerque, NM 87103

Re: Gibson / University Restaurants (Southeast Corner)

Dear Debbie:

As requested, attached are a copy of the Traffic Impact Study and a copy of the Access Justification Study for the proposed Gibson / University Restaurants project. We are requesting approval of a right-in, right-out, left-in only driveway on the south side of Gibson Blvd. approximately 1,150 feet east of University Blvd. at the existing Walker Rd. intersection. The existing intersection of Walker Rd. is a right-in, right-out intersection.

This request is somewhat similar to the Sunport ACE request on the south side of Gibson Blvd. east of Girard. The two requests are less than one-mile apart. This request differs from the Sunport ACE request in that there is already a partial access intersection at Gibson Blvd. / Walker Rd. We are merely asking for approval for a westbound left turn off of Gibson Blvd. onto Walker Rd.

Given the similarities of the two requests, I hope we can expedite this request without having to repeat some of the steps associated with the Sunport ACE request.

Please call me if you have questions.

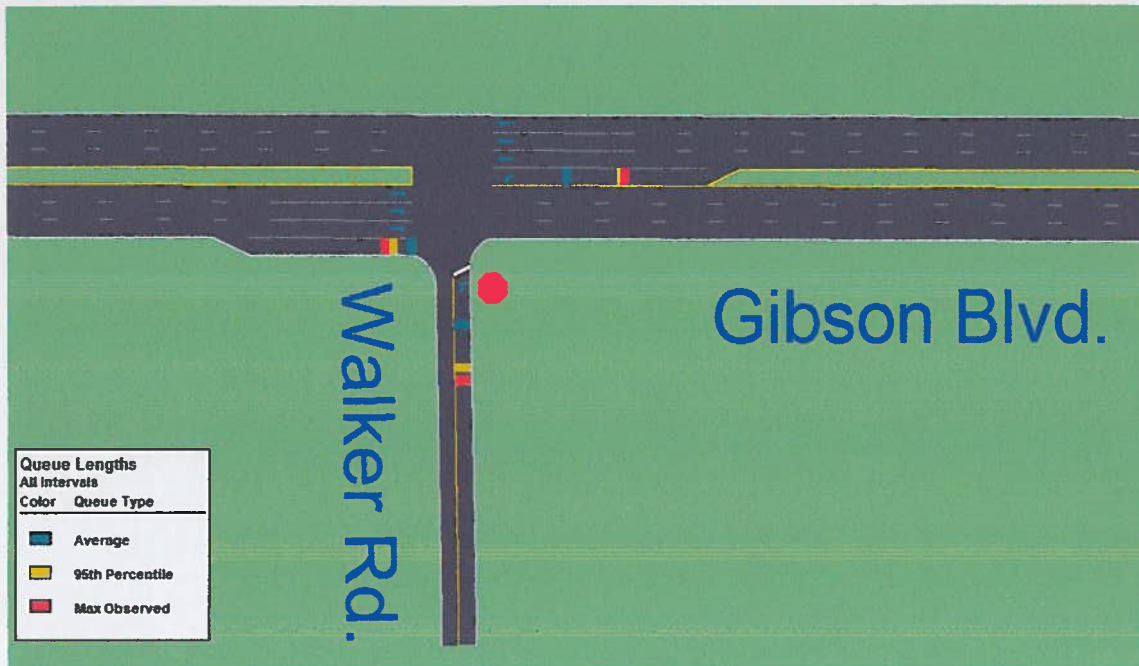
Best Regards,



Terry O. Brown, P.E.

attachments as noted

cc: Josh Skarsgard, The Skarsgard Firm



The following table provides a summary of the Levels-of-Service / delays associated with the 2035 AM Peak Hour and PM Peak Hour BUILD Conditions associated with each of the two cases analyzed in this study:

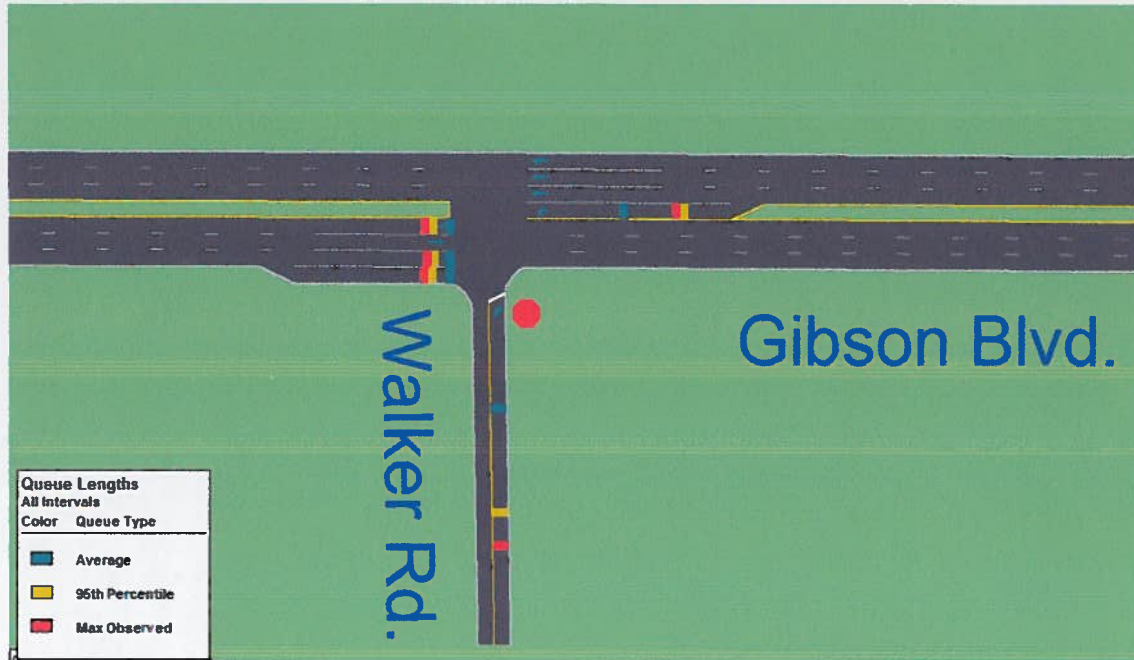
Intersection: 2 - GIBSON BLVD. / WALKER RD.

2035 AM Peak Hour BUILD						2035 PM Peak Hour BUILD									
		(EXIST. GEOM.) NO BUILD		CASE "N" BUILD		CASE "Y" BUILD				(EXIST. GEOM.) NO BUILD		CASE "N" BUILD		CASE "Y" BUILD	
		Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay	Lanes	LOS-Delay
WB	T	3	A - 0.0	3	A - 0.0	3	A - 0.0	T	3	A - 0.0	3	A - 0.0	3	A - 0.0	
	R	1	A - 0.0	1	A - 0.0	1	A - 0.0	R	1	A - 0.0	1	A - 0.0	1	A - 0.0	
NB	L		A - 0.0	0	A - 0.0	1	F - 3052	L	0	A - 0.0	0	A - 0.0	1	F - 232	
	T	3	A - 0.0	3	A - 0.0	3	A - 0.0	T	3	A - 0.0	3	A - 0.0	3	A - 0.0	
IB	R	1	F - 85.9	1	F - 768	1	F - 790	R	1	D - 31.4	1	F - 55.0	1	F - 55.7	
	Intersection:		u - 0.1		u - 16.5		u - 69.3		u - 0.1		u - 1.0		u - 5.1		

Note: ">" designates a shared right or left turn lane.

The 2035 analysis demonstrates that Case "Y" increases the delays for the northbound right turn movement during the AM Peak Hour by about 22 seconds and during the PM Peak Hour by about 0.7 seconds the intersection of Gibson Blvd. / Walker Rd. As previously described, the westbound left turn movement experiences excessive delays during the AM Peak Hour for Case "Y", however, Synchro results does not consider gaps created in westbound traffic along Gibson

Blvd. due to the operation of the traffic signal at the intersection of Gibson Blvd. / University Blvd, which would allow the westbound left turn movement with more ease than the Synchro results demonstrate. However, observing the westbound left turn queues with SimTraffic demonstrates that the queue lengths are actually quite reasonable. See the following graphic and the CD included in the Appendix of this report for further information.



Also, a viewing of the SimTraffic Microsimulation of the intersection of Gibson Blvd. / Walker Rd. for the 2035 AM and PM Peak Hour Case "Y" shows that the intersection operates acceptably. The westbound left turn movement is able to clear each time the signal for eastbound traffic at Gibson / University turns red and stops the eastbound flow of traffic long enough to create a break in the eastbound flow.