SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Fiiz Drinks

MEETING DATE: June 18, 2024

ATTENDEES: Curtis Cherne (City of Albuquerque), Suresh Parvatoja (SRIRAMA, LLC), Bhanu Kala (SRIRAMA, LLC)

PROJECT: Fiiz Drinks, Zone Atlas #A14D049

~~**REQUESTED CITY ACTION:** ___ Zone Change ___ Site Development Plan~~

~~___ Subdivision ___ Building Permit ___ Sector Plan ___ Sector Plan Amendment~~

~~___ Curb Cut Permit ___ Conditional Use ___ Annexation ___ Site Plan Amendment~~

ASSOCIATED APPLICATION: Development of a 1,200-square-foot Fiiz Drinks, a drive-through specialty drinks and snacks fast-food business in the southeast quadrant of the Cottonwood Drive NW/ Old Airport Road NW intersection in Albuquerque, NM 87114. The business hours will be 9 AM to 9 PM.

SCOPE OF REPORT:
The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation - Use Trip Generation Manual, 11th Edition.
   Local data may be used for certain land use types as determined by staff.
   Consultant to provide. Pass-by trips

2. Appropriate study area:
   Signalized Intersections;
   a. Cottonwood Dr NW/ Old Airport Rd NW

   Unsignalized Intersections;
   a. Cottonwood Dr NW/ Cottonwood Park NW
   b. Old Airport Rd NW/Lowes Dwy/Apartment Dwy

   Driveway Intersections: Two site driveways.

3. Intersection turning movement counts
   Study Time – ~~7-9 a.m. peak hour,~~ 4-6 p.m. peak hour
   Consultant to provide for all intersections listed above.

4. Type of intersection progression and factors to be used.
Type III arrival type (see “Highway Capacity Manual, current edition” or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

5. Boundaries of area to be used for trip distribution.
   City Wide - residential, office or industrial;
   x mile radius – commercial;

Interstate or to be determined by consultant - motel/hotel
APS district boundary mapping for each school and bus routes

6. Basis for trip distribution. 60% (Old Airport) and 40% (Cottonwood)

For smaller projects: Based on existing traffic patterns, trip attractions in the study area and locations where most trips may originate.

~~For larger projects: In addition to the information for smaller projects the distribution is to be determined using the most recently approved socioeconomic forecasts from MRCOG and will be based upon appropriate radii or distribution areas around the site.~~

7. Traffic Assignment. Logical routing on the major street system.

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
   a. Project 1 – Location (DRB # or Hyd #) Curtis will send details about a self-storage development along 7 Bar Loop. Just mention it in the report, but need not do any cumulative analysis.

9. Method of intersection capacity analysis - planning or operational (see "Highway Capacity Manual 6th edition" or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
   Implementation Year: 2025

10. Traffic conditions for analysis:
    a. Existing analysis _X_ yes __ no - year (2024);
    ~~b. Phase implementation year(s) without proposed development – XXXX~~
    ~~c. Phase implementation year(s) with proposed development – XXXX~~
    d. Project completion year without proposed development – 2025
    e. Project completion year with proposed development – 2025
    ~~f. Other –~~

11. Background traffic growth.
    Method: Use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Growth rate to be used is 0.5%.

12. Planned (programmed) traffic improvements.
    List planned CIP improvements in study area and projected project implementation year:
    a. Project – Location (Implementation Year) None

13. Items to be included in the study:
    a. Intersection analysis.
    ~~b. Signal progression - An analysis is required if the driveway analysis indicates a traffic signal is possibly warranted. Analysis Method:~~
    ~~c. Arterial LOS analysis;~~
    d. Recommended street, intersection and signal improvements.
    e. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
    f. Transportation system impacts.
    g. Other mitigating measures.
    h. Accident analyses _X_ yes __ no; Location(s): Cottonwood/Airport
    ~~i. Weaving analyses __ yes __ no; Location(s):~~

~~j. Bicycle counts~~
k. Pedestrian counts - Cottonwood/Airport

~~14. Other:~~

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
   a. 1 digital copy
2. Submittal Fee – $1300 for up to 3 reviews plus technology fee
   a. Submit the TIS along with a DTIS to Planning Development Review Services email PLNDRS@cabq.gov and copy mgrush@cabq.gov.

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 505-924-3986.

Curtis A Cherne

Curtis Cherne, P.E.
Senior Engineer
City of Albuquerque, Planning Dept.
Transportation Development Section

6-18-24
Date

C: TIS Meeting Attendees

Revised May 2024