SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Carl Vermillion
Bohannan Huston Inc.
7500 Jefferson St NE
Albuquerque, NM, 87109

J08D003B

MEETING DATE: September 10, 2024 at 9AM

ATTENDEES: Curtis Cherne (COA), Margaret Haynes (NMDOT),Kevin Patton (Pulte), Yolanda Moyer, Carl Vermillion (BHI)

PROJECT: Pulte APS Development, J-08-Z

REQUESTED CITY ACTION: ___ Zone Change ___ Site Development Plan

__X__ Subdivision ___ Building Permit ___ Site Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexa

Has Been updated to 214 lots

ASSOCIATED APPLICATION: Development of 210 lots for Single Family Housing on approximately 50 acres northwest of the existing intersection of Arroyo Vista and Tierra Pintada. Existing site is undeveloped.

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.

   Consultant to provide based on ITE code 210 – Single Family Detached Housing

2. Appropriate study area:
   Signalized Intersections;
   a. 98th Street and WB I-40 Ramp
   b. 98th Street and EB I-40 Ramp
   c. Arroyo Vista and Tierra Pintada
   d. Tierra Pintada and Stormcloud

   Unsignalized Intersections;
   a. Arroyo Vista and School Access
   b. Full Access at Albuquerque Regional Sports Complex
   c. Full Access at Nusenda Community Stadium

   Driveway Intersections: all site drives.

3. Intersection turning movement counts
   Study Time – 7-9 a.m. peak hour, 2-6 p.m. peak hour
   Consultant to provide for all intersections listed above.

Include pedestrian and cyclists.

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

6. Basis for trip distribution.

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. Westpointe 40 (Hyd K09D041)

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.

   Will use latest HCS software for analysis of all intersections.

10. Traffic conditions for analysis:
    a. Existing analysis - year (2024);
    b. Project completion year without proposed development – 2028
    c. Project completion year with proposed development – 2028
    d. Horizon completion year without proposed development – 2038
    e. Horizon completion year with proposed development - 2038

11. Background traffic growth.
    Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Will use 1% based on MRCOG traffic flow maps.

12. Planned (programmed) traffic improvements.
    List planned CIP improvements in study area and projected project implementation year:
    a. Westpoint 40 – Southeast of 98th and I-40 (Implementation Year?)

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. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
e. Transportation system impacts.
f. Other mitigating measures.
g. Crash analysis-will include I-40 ramp intersections with 3 years of data and discussion of other intersections in the area.
h. Weaving analyses __ yes __ no; Location(s):
i. Freeway analysis for I-40 from 98th to Unser will be completed.
j. Recommended street, intersection and signal improvements.
k. Transportation Infrastructure proposed to be built with this project: list and exhibit.
l. Pedestrian Facility and Safety section: This section will provide a narrative on existing and proposed pedestrian facilities, elaborate on pedestrian involved crashes and propose mitigation as necessary, and include a statement how this project affects or improves pedestrian safety by minimizing conflict points, providing pedestrian refuges, narrowing entrances, signal timing, etc..
m. Bicycle facility and safety section: This section will provide a narrative on existing and proposed bicycle facilities, elaborate on cyclist involved crashes and propose mitigation as necessary and include whether cycling facilities are required/required to be upgraded per the MRCOG Long Range Bicycle System Map.

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.

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

9-13-24
Date

C: TIS Meeting Attendees

Revised May 2024