

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Terry Brown, PE
Tierra West, LLC
5571 Midway Park Pl. NE
Albuquerque, NM 87109

MEETING DATE: July 11, 2025 (1:30 PM)

ATTENDEES: Ernest Armijo (City of Albuquerque); Margaret Haynes (NM DOT); Ron Bohannon and Terry Brown (Tierra West, LLC)

PROJECT: 2025068] Lobo Plaza (1300 Lomas Blvd. NE)

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: Description of development, where, what, etc. Include acreage, uses, etc. **Proposed High Turnover (Sit-Down) Restaurants with 11,600 Sq Ft Floor Area (ITE Land Use Code 932); Strip Retail Plazas (ITE Land Use Code 822) with 9,180 Sq Ft Floor Area and a Hotel (ITE Land Use Code 310) with 140 Rooms**

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, 10th Edition.
Local data may be used for certain land use types as determined by staff.
Consultant to provide.

2. Appropriate study area:
Signalized Intersections;

1. Lomas Blvd NE & I-25 Southbound On-Off Ramp
2. Lomas Blvd NE & I-25 Northbound On-Off Ramp
3. Lomas Blvd NE & University Blvd NE

Unsignalized Intersections;

1. Lomas Blvd NE & I-25 Southbound On-Off Ramp
2. Lomas Blvd NE & Torc Driveway / Frontage Rd
3. Lomas Blvd NE & Lobo Plaza West Driveway / Legion Rd
4. Lomas Blvd NE & Lobo Plaza East Driveway

Driveway Intersections: all site drives.

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. Base traffic volumes for the Traffic Impact Study will be **Collected from the field**

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;
2 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.

Residential – Use inverse relationship based upon distance and employment. Use employment data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Office/Industrial - Use inverse relationship based upon distance and population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Commercial - Use relationship based upon population. Use population data from 2040 Socioeconomic Forecasts, MRCOG – See MRCOG website for most current data.

Residential - $T_s = (T_t) (S_e / D) / (S_e / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Se = Subarea Employment
D = Distance from Development to Subarea

Office/Industrial - $T_s = (T_t) (S_p / D) / (S_p / D)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population
D = Distance from Development to Subarea

Commercial -
 $T_s = (T_t) (S_p) / (S_p)$
Ts = Development to Individual Subarea Trips
Tt = Total Trips
Sp = Subarea Population

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. None

9. Method of intersection capacity analysis - planning or operational (see “2016 Highway Capacity Manual” 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: 2028
Horizon Year: 2038

10. Traffic conditions for analysis:
 - a. Existing analysis yes no - year (2025);
 - b. Phase implementation year(s) without proposed development – 2028
 - c. Phase implementation year(s) with proposed development – 2028
 - d. Project horizon year without proposed development – 2038
 - e. Project horizon year with proposed development – 2038
 - f. Other –

11. Background traffic growth.
Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.

12. Planned (programmed) traffic improvements.
List planned CIP improvements in study area and projected project implementation year:
 - a. Project – Location (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. 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 yes no; Location(s): Eagle Ranch Rd. from Irving Blvd. to U.S. Eagle Credit Union driveway.
 - i. Weaving analyses yes no; Location(s):

14. Other:

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
 - a. 1 digital copy
2. Submittal Fee – \$1300 for up to 3 reviews

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 924-3991.

Ernest Armijo
 Ernest Armijo, P.E.
 Principal Engineer
 City of Albuquerque, Planning
 Transportation Development Section

9/10/2025
 Date

via: email
 C: TIS Task Force Attendees, file