

## SCOPE OF TRAFFIC IMPACT STUDY (TIS)

**TO:** Curtis Cherne, PE  
City of Albuquerque  
1 Civic Plaza NW, Albuquerque, NM 87102

**MEETING DATE:** 10/17/2024 at 9:30AM

**ATTENDEES:** COA – Curtis Cherne  
WSP – Jeremy Shell, Jim Heimann, Risa Lujan  
SNL – Sarah Inglat, Jennifer Penner  
EEACE – Anthony Duran

**PROJECT:** Sandia National Labs CAMINO Campus, COA Zone Atlas # M20

**REQUESTED CITY ACTION:** ☐ Zone Change ☒ Site Development Plan

☐ Subdivision ☐ Building Permit ☐ Site Plan Amendment

☐ Curb Cut Permit ☐ Conditional Use ☐ Annexation

**ASSOCIATED APPLICATION:** Description of development, where, what, include acreage, uses, etc. The Center for Advanced Manufacturing and Innovation (CAMINO) Campus will be built on 20 acres of Department of Energy (DOE) owned land located on Eubank Boulevard north of the Center for Integrated Nanotechnologies (CINT), south of the National Museum of Nuclear Science & History, and east of Kirtland Airforce Base (KAFB). Phase 1 includes four clone labs, two office buildings, and one parking garage. The full build out includes a total of eight clone labs, four office buildings, one parking garage and one parking lot. The total area of the full build out clone labs is approximately 127,000 SF. The total area of the full build out for the office building is approximately 53,000 SF. The total parking spaces provided is 630, between the parking garage and parking lot. Phase 1 is expected to be completed by 2030 with the full build out completed by 2040.

### 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:** Will use the Trip Generation Manual, 11th Edition.

Proposed Site = 180,000 SF (GFA)	AM Peak		PM Peak	
	Entering	Existing	Entering	Existing
ITE Trip Gen. Land Use Code				
760 Office - Research and Development Center	152	33	28	148
Total Entering/Exiting Trips	152	33	28	148
Total Trips	185		176	

2. **Appropriate study area:**

#### Signalized Intersections

- Southern Blvd & Eubank Blvd
- Blue Halo (Old Gibson Blvd) & Eubank Blvd

#### Unsignalized Intersections

- Conchas St & Southern Blvd
- La Entrada & Eubank Blvd
- Innovation Pkwy & Eubank Blvd

#### Driveway Intersections

- Manzano Mesa Apartments Access

3. **Intersection turning movement counts:** WSP will obtain 12-hour turning movement counts (vehicle, pedestrian, bicycle) from 6am to 6pm for the six (6) intersections mentioned above. WSP will also obtain one (1) coverage count on Eubank Boulevard between La Entrada and Manzano Mesa Apartments and will report speed and vehicle classification.
4. **Type of intersection progression and factors to be used:** WSP will use coordination timing plans provided by City Traffic to establish platoon flow on Eubank. Peak hour factors and % heavy commercial will be calculated from obtained count data by consultant.
5. **Boundaries of area to be used for trip distribution:** Existing turning propensities using new traffic count locations.
6. **Basis for trip distribution:** Based on existing traffic patterns, trip attractions in the study area and locations where most trips may originate.
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 to include:** None known.
9. **Method of intersection capacity analysis:** Synchro 11 will be used for the traffic operations analysis.
10. **Traffic conditions for analysis:**
  - a. Existing analysis year – 2024
  - b. Phase 1 implementation year without proposed development – 2030 No Build
  - c. Phase 1 implementation year with proposed development – 2030 Build
  - d. Project completion year without proposed development – 2040 No Build
  - e. Project completion year with proposed development – 2040 Build
11. **Background traffic growth method:** WSP will investigate the 10-year historical growth rate for the project vicinity based on standard data from the MRCOG Traffic Flow Maps. The minimum growth rate to be used is 2%/year.
12. **Planned (programmed) traffic improvements. List planned CIP improvements in study area and projected project implementation year:** None known.
13. **Items to be included in the study:**
  - a. Intersection and corridor analysis with LOS results
  - b. MUTCD signal warrant methodology will be used to determine if the new development site driveway warrants signalization. Signal progression along the project extents will be considered.
  - c. Site design features such as dedicated turn bays, median cuts, queuing requirements and site circulation, including driveway visibility
  - d. Transportation system impacts
  - e. Other mitigating measures: avoiding large utility pole conflict
  - f. Crash analysis - to include the site frontage
  - g. Recommended street, intersection and signal improvements: list and exhibit  
WSP will be specific on what the city expects SNL to build. The city is not requiring a road diet along Eubank Blvd, but it can be a general recommendation for future discussion since Eubank Blvd north of Southern Blvd was recently road-dieted at the intersection.
  - h. 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. There is currently a multi-use trail present on the west side of Eubank Blvd, adjacent to the National Museum of Nuclear Science & History. A continuation of the multi-use trail, adjacent to the new proposed develop, will be considered as part of the site plan design to accommodate safe pedestrian facility options in the area.

- i. 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. There is currently a multi-use trail present on the west side of Eubank Blvd, adjacent to the National Museum of Nuclear Science & History. A continuation of the multi-use trail, adjacent to the new proposed develop, will be considered as part of the site plan design to accommodate safe bicycle facility options in the area.

14. **Other:** WSP will include a section in the study that discusses phasing, Financial guarantees if any (not needed), Infrastructure list (yes), Infrastructure Improvements Agreement- may need one tailored for this project as the out-of-the-box may not fit (will confirm). We will coordinate with the City Engineer and forward what is agreed upon. (Jeremy to receive this documented via email)

#### **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 (2%)
  - a. Submit the TIS along with a DTIS to Planning Development Review Services email [PLNDRS@cabq.gov](mailto:PLNDRS@cabq.gov).

The Traffic Impact Study for this development proposal, SNL CAMINO Campus, 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*

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

10-22-24

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Date

Revised May 2024