



City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 05/2024)

Project Title: _____

Zone Atlas Page: _____ DFT/DHO #: _____ BP #: _____

Development Street Address: _____

(If no City Address include a Vicinity Map with site highlighted and legible street names)

Applicant: _____ **Contact:** _____

Address: _____

Phone#: _____ E-mail: _____

Development Information

Build out/Implementation Year: _____

Existing Use: _____

Describe Proposed Development and Uses:

Days and Hours of Operation (if known): _____

Facility

Building Size (sq. ft.): _____

Number of Residential Units: _____

Number of Commercial Units: _____

Traffic Considerations

Expected Number of Daily Visitors/Patrons (if known):* _____

Expected Number of Employees (if known):* _____

Expected Number of Delivery Trucks/Buses per Day (if known):* _____

Trip Generations during PM/AM Peak Hour and ITE # (if known):* _____

Driveway(s) Located on: Street Name _____

Adjacent Roadway(s) Posted Speed: Street Name _____ Speed _____

Street Name _____ Speed _____

** If these values are not known, assumptions will be made by City staff. Depending on the assumptions, a full TIS may be required.*

Roadway Information (adjacent to site)

Comprehensive Plan Corridor Designation (e.g. Main Street, Major Transit, N/A): _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Comprehensive Plan Center Designation (e.g. urban center, Downtown, N/A): _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Street Functional Classification (e.g. Principal Arterial, Collector) : _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Jurisdiction of roadway (NMDOT, City, County): _____

Adjacent Roadway(s):

Name: _____ Traffic Volume: _____ Volume-to-Capacity Ratio (v/c): _____

Name: _____ Traffic Volume: _____ Volume-to-Capacity Ratio (v/c): _____

Traffic Volume and V/C Ratio: <https://www.mrcog-nm.gov/623/Traffic-Flow-Maps-and-Busiest-Intersecti> and <https://mrcog-nm.gov/574/Transportation-Analysis-and-Querying-App>

Adjacent Transit Service(s) : _____ Nearest Transit Stop(s): _____
<https://www.cabq.gov/gis/advanced-map-viewer>

Is site within 660 feet of Premium Transit?: _____
<https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b>

Current/Proposed Bicycle Infrastructure : _____

Bikeways: <https://mrcog-nm.gov/544/Long-Range-System-maps>

Current/Proposed Sidewalk and buffer Infrastructure: _____

Sidewalk and buffer width : DPM Table 7.2.29

Submit by email to Traffic Engineer Curtis Cherne: ccherne@cabq.gov. Email or call 505-924-3986 for information.

For City Personnel Use:

TIS Determination

Note: Changes made to development proposals / assumptions, from the information provided above, will result in a new TIS determination.

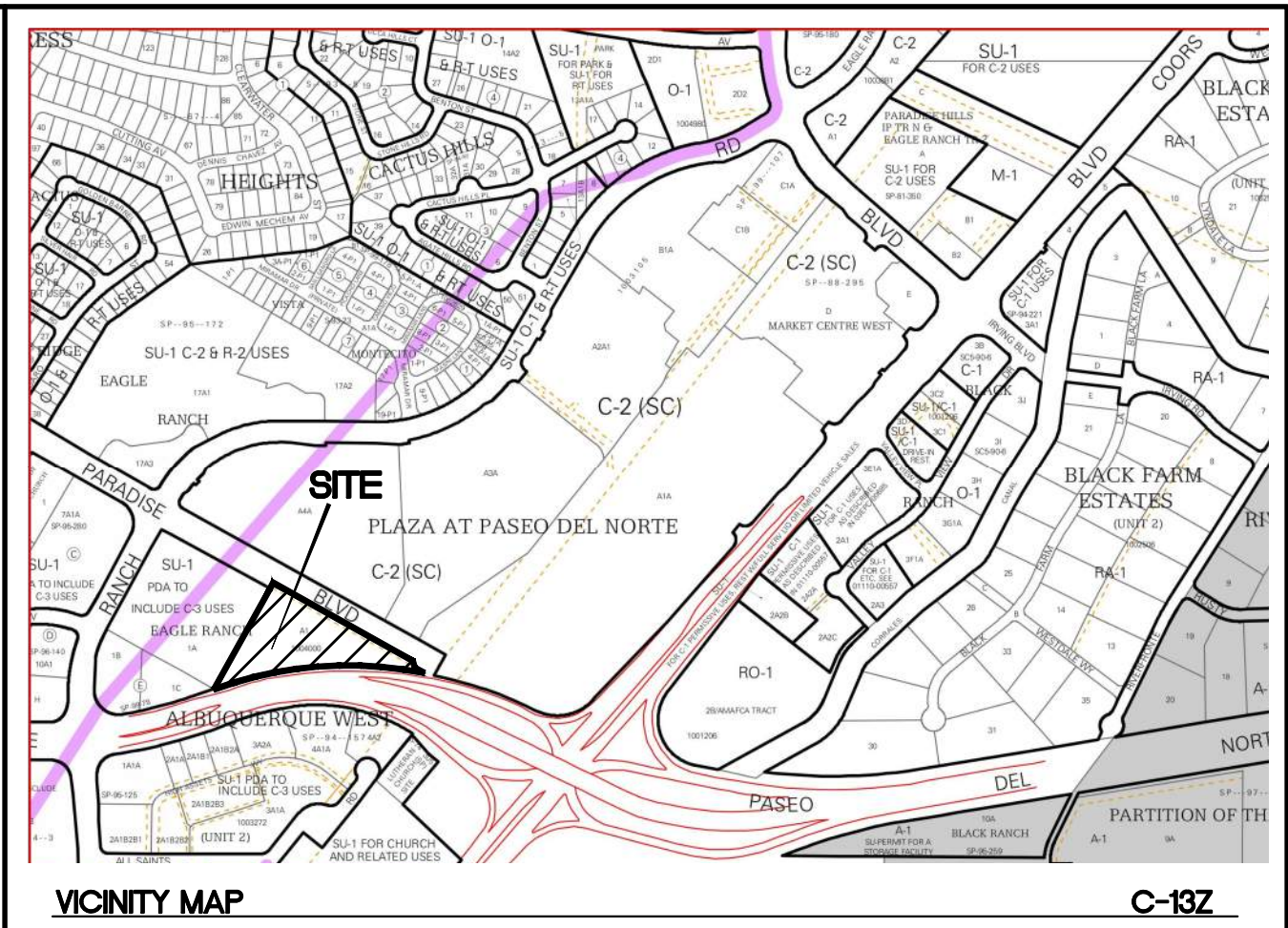
Traffic Impact Study (TIS) Required: Yes [x] No []

Thresholds Met? Yes [x] No []






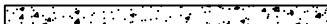
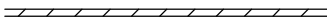







Mitigating Reasons for Not Requiring TIS and/or Notes:

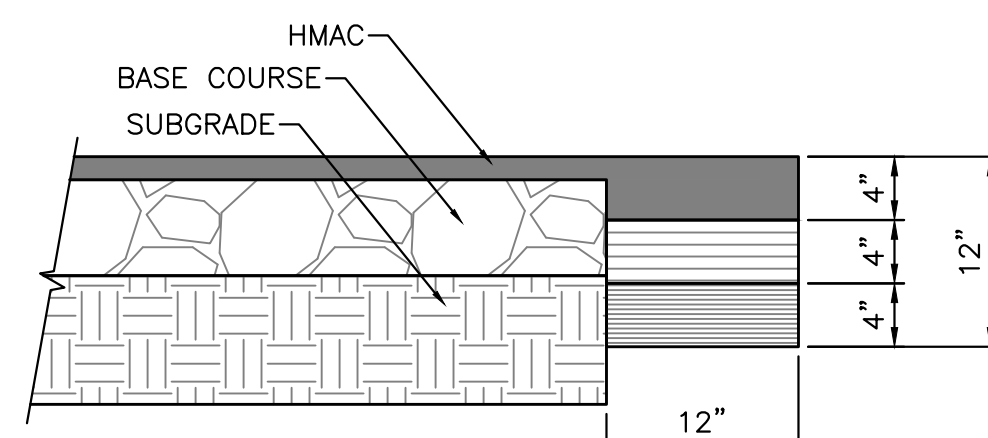
Ernest Armijo
TRAFFIC ENGINEER

DATE



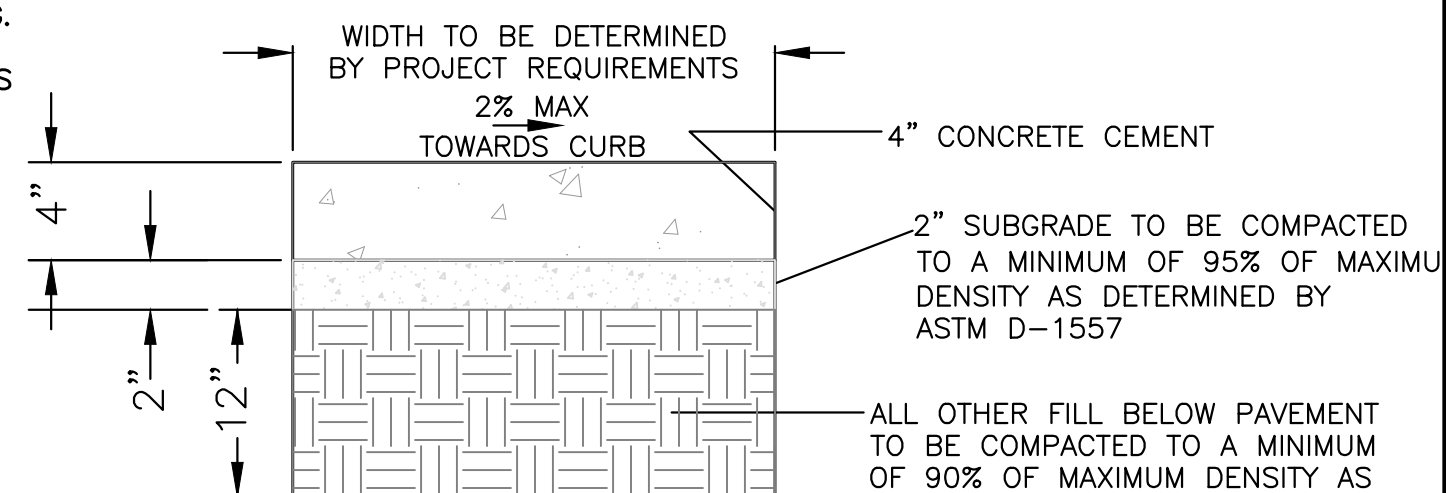
LEGEND

- | | |
|---|------------------------------|
|  | CURB & GUTTER |
|  | BOUNDARY LINE |
|  | EASEMENT |
|  | CENTERLINE |
|  | RIGHT-OF-WAY |
|  | BUILDING |
|  | SIDEWALK |
|  | RETAINING WALL |
|  | EXISTING CURB & GUTTER |
|  | PROPOSED FENCE |
|  | NEW PAVING PER COA STANDARDS |
|  | NEW 10' ASPHALT TRAIL |
|  | BICYCLE RACK |
|  | 24' GRAVEL FIRE ACCESS |

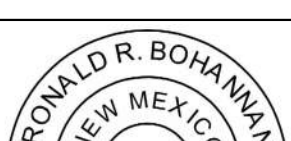



PAVEMENT TERMINUS
SCALE: 1"=1'

NOTE:
THICKENED EDGE SHALL BE CONSTRUCTED
IN COURSE NOT OVER 4" IN THICKNESS,
EACH COURSE THOROUGHLY COMPACTED
BEFORE PLACING NEXT COURSE, FINAL
COURSE. FINAL COURSE TO BE PLACED
MONOLITHIC WITH PAVEMENT.



1. SITE PLAN FOR BUILDING PERMIT
2. LANDSCAPING PLAN
3. CONCEPTUAL GRADING PLAN
4. MASTER UTILITY PLAN
5. CONSTRUCTION DETAILS
6. CONSTRUCTION DETAILS
7. APPROVED FIREONE PLAN
8. BUILDING ELEVATION

<p>ENGINEER'S SEAL</p>	<p>PRIMROSE SCHOOL OF NW ALBUQUERQUE</p>	<p>DRAWN BY pm</p>
 <p>RONALD R. BOHANNAN NEW MEXICO 7868 PROFESSIONAL ENGINEER</p>	<p>SITE PLAN FOR BUILDING PERMIT</p>	<p>DATE 8-27-2020</p>
	 <p>TIERRA WEST, LLC</p>	<p>DRAWING</p>
	<p>5571 MIDWAY PARK PL NE ALBUQUERQUE, NEW MEXICO 87109 (505) 858-3100 www.tierrawestllc.com</p>	<p>SHEET # 1</p>
<p>RONALD R. BOHANNAN P.E. #7868</p>		<p>JOB # 2017092</p>

2017092 Primrose School of NW Albuquerque, NM
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT
Day Care Center (565)	724	71	63	60	68

Units
190
 Students

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

$$T = 3.56 (X) + 47.23$$

50% Enter, 50% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

$$T = 0.66 (X) + 8.42$$

53% Enter, 47% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

$$\ln(T) = 0.87 \ln(X) + 0.29$$

47% Enter, 53% Exit

Comments:

Tract No.

Based on ITE Trip Generation Manual - 11th Edition

Land Use: 565

Day Care Center

Description

A day care center is a facility where care for pre-school age children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Florida, Georgia, Maryland, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Tennessee, Texas, Virginia, and Wisconsin.

Source Numbers

169, 208, 216, 253, 335, 336, 337, 355, 418, 423, 536, 550, 562, 583, 633, 734, 866, 869, 877, 878, 954, 959, 981

Day Care Center (565)

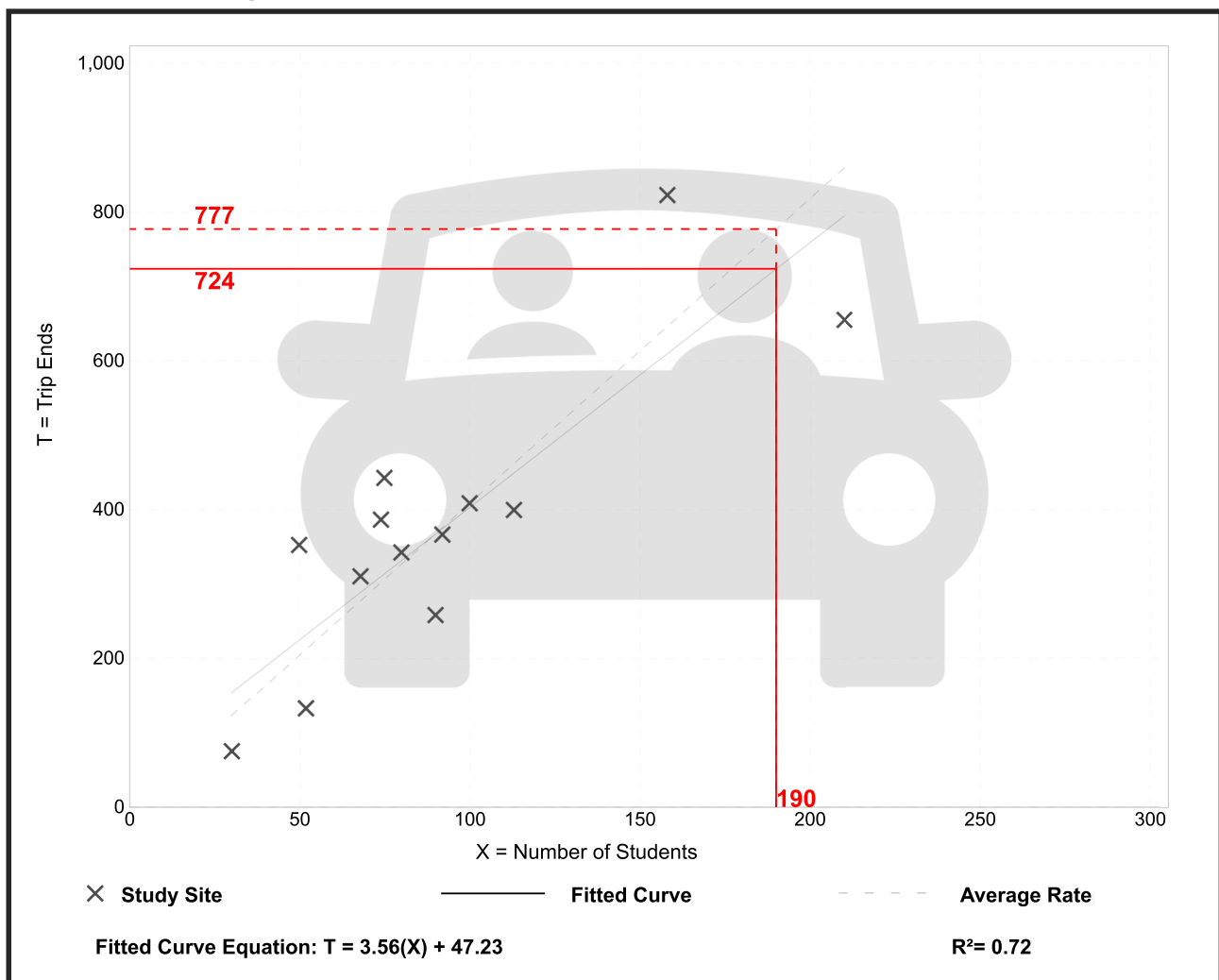
Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Students: 89
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
4.09	2.50 - 7.06	1.21

Data Plot and Equation



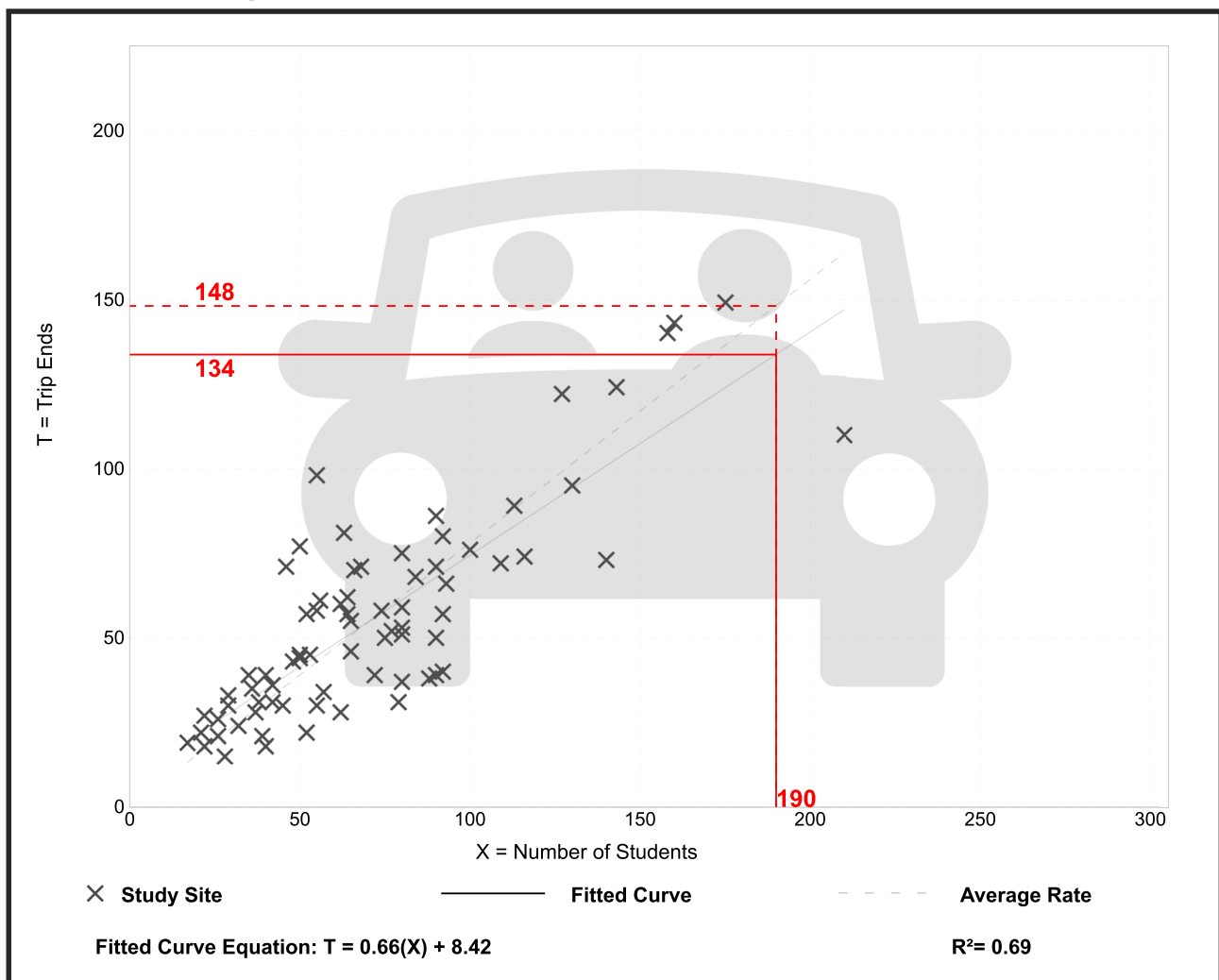
Day Care Center (565)

Vehicle Trip Ends vs: **Students**
 On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 75
 Avg. Num. of Students: 71
 Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.78	0.39 - 1.78	0.25

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 75
Avg. Num. of Students: 72
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.24 - 1.72	0.30

Data Plot and Equation

