City of Albuquerque

Planning Department
Development Review Services Division

Traffic Scoping Form (REV 05/2024)

C17D002A33

Project Title: Rio Grande Dermatology

Zone Atlas Page: C-17 DFT/DHO #: BP #:

Development Street Address: 4505 Alameda Blvd. NE, Lot 2, Richfield Park Subd.

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

Applicant: Isaacson & Arfman, Inc. Contact: Fred Arfman

Address: 128 Monroe St. NE, Albuquerque, NM 87108

Phone#: (505) 268-8828 E-mail: freda@iacivil.com

Development Information

Build out/Implementation Year: 2025

Existing Use: Vacant Lot

Describe Proposed Development and Uses:

Development will construct a new clinic building with associated parking & paving.

Days and Hours of Operation (if known): TBD

Facility

Building Size (sq. ft.): 9945

Number of Residential Units: N/A

Number of Commercial Units: N/A

Traffic Considerations

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

Expected Number of Employees (if known):* TBD

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

Trip Generations during PM/AM Peak Hour and ITE # (if known):* AM - 30 Trips/ PM - 38Trips, see attached

Driveway(s) Located on: Street Name Alameda Blvd. NE, Washington St. NE

Adjacent Roadway(s) Posted Speed: Street Name Alameda Blvd. NE Speed 45 mph

Street Name Washington St. NE Speed 30 mph

** 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): N/A
https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b

Comprehensive Plan Center Designation (e.g. urban center, Downtown, N/A): North I-25
https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b

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

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

Adjacent Roadway(s):

Name: Alameda Blvd Traffic Volume: 29,979 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) : None Nearest Transit Stop(s): NA
https://www.cabq.gov/gis/advanced-map-viewer

Is site within 660 feet of Premium Transit?: No
https://cabq.maps.arcgis.com/apps/webappviewer/index.html?id=53bf716981b14d25a31e7a2549c2d61b

Current/Proposed Bicycle Infrastructure : Proposed Alameda Blvd. NW bike lane
Bikeways: https://mrcog-nm.gov/544/Long-Range-System-maps

Current/Proposed Sidewalk and buffer Infrastructure: Existing sidewalk present along south boundry
Sidewalk and buffer width : DPM Table 7.2.29
Ex. Sidewalk to be maintained or replaced with new sidewalk alignment.
Alameda - sidewalk 10 ft wide / buffer 6-8 ft wide

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 [ ] No [X]

Thresholds Met? Yes [ ] No [X]

Mitigating Reasons for Not Requiring TIS and/or Notes:

The City concurs
with submittal
ITE 630
AM Trips 30
PM Trips 38

Curtis A Cherne
TRAFFIC ENGINEER

8-1-24
DATE

Clinic
(630)

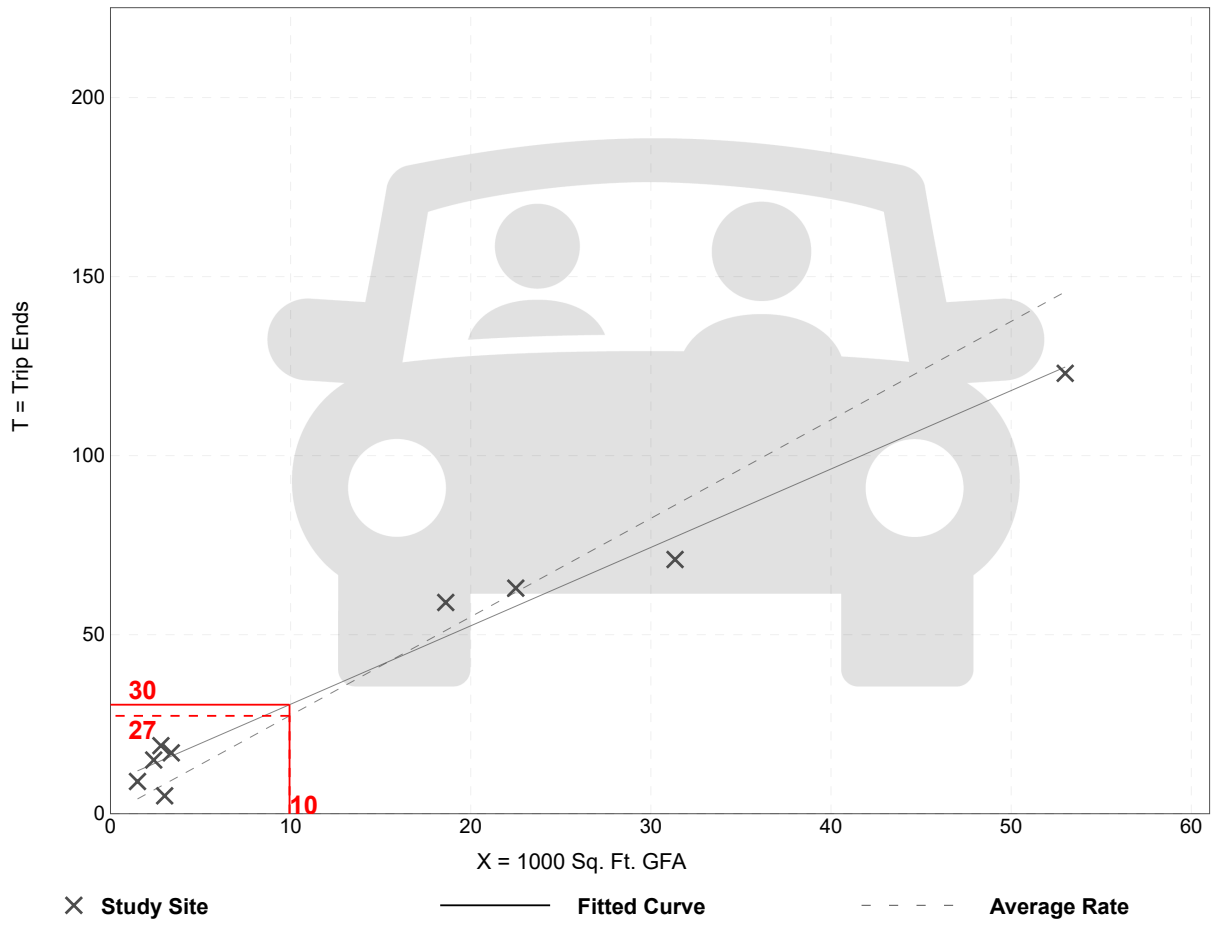
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 81% entering, 19% exiting

Calculated Trip Ends:
Average Rate: 27 (Total), 22 (Entry), 5 (Exit)
Fitted Curve: 30 (Total), 25 (Entry), 5 (Exit)

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.75	1.66 - 6.79	1.04

Data Plot and Equation



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Clinic
(630)

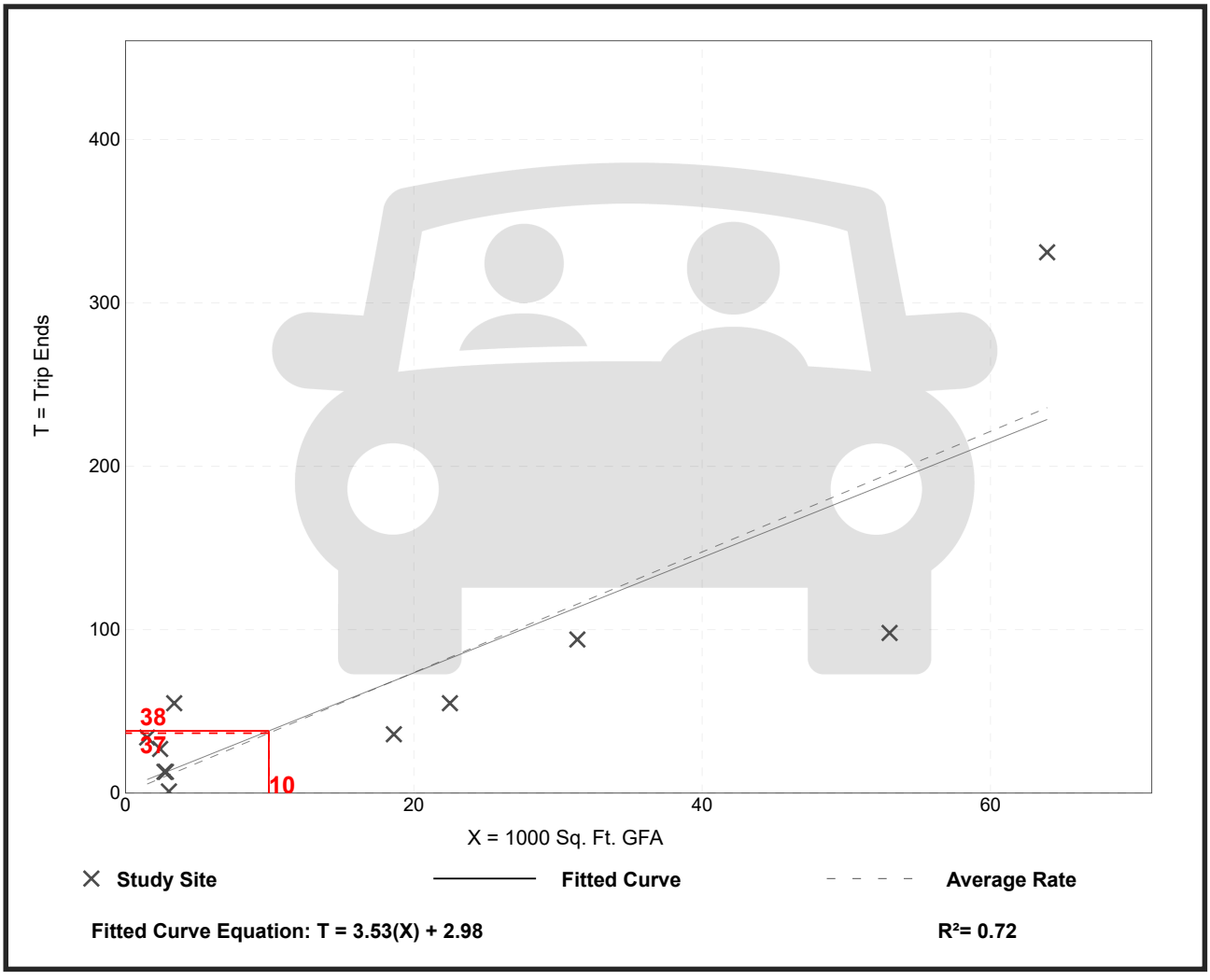
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 19
Directional Distribution: 30% entering, 70% exiting

Calculated Trip Ends:
Average Rate: 37 (Total), 11 (Entry), 26 (Exit)
Fitted Curve: 38 (Total), 11 (Entry), 27 (Exit)

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.69	0.33 - 22.67	3.00

Data Plot and Equation



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