

## TRAFFIC SCOPING FORM

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**Date:** September 12, 2024

**Re:** Memorandum of Traffic Scoping Form – Project Chase, City of Albuquerque

This memo conveys current information related to the Traffic Scoping Form (TSF) for a proposed delivery facility development in Albuquerque, NM. It outlines the study area, study intersections, the trip generation, background growth, and trip distribution for the proposed development.

### Site Description

The Traffic Impact Study (TIS) will comply with all the requirements of the City of Albuquerque, Bernalillo County, and NMDOT, considering the proposed development's proximity to the roadway network. The proposed development is located along Daytona Road, about 3,000 feet west of the intersection of Unser Blvd. and Los Volcanes Road. The project will include 127,920 SF of warehousing facility. The project is expected to be completed by 2026 with a Horizon Year of 2036.

### Site Trip Generation

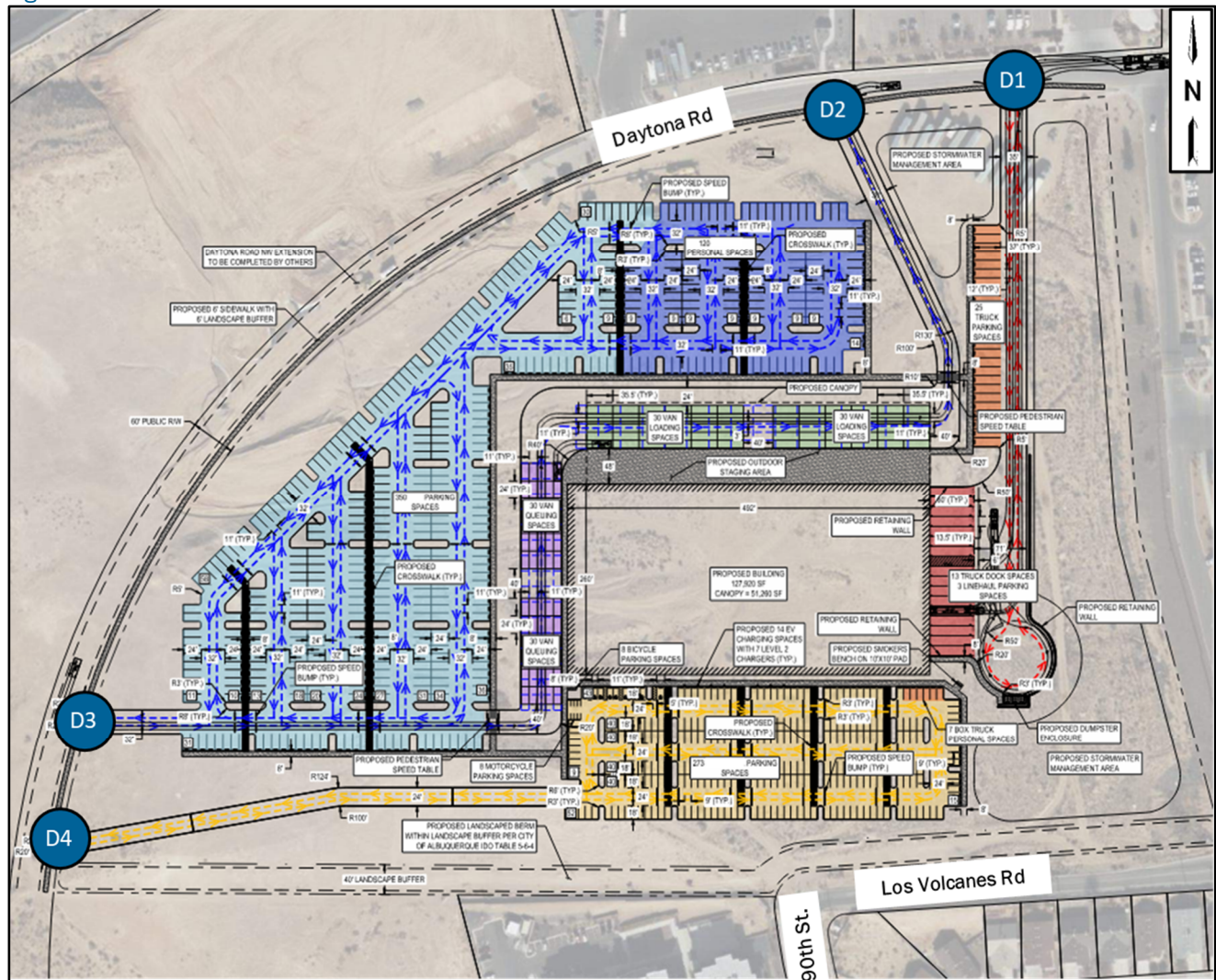
The proposed site is anticipated to generate 2,740 daily, 253 AM and 23 PM Peak Hour trips during the typical commuter peak hours (7:00 – 9:00 a.m. and 4:30 – 6:30 p.m.). For reference, we have compared the site-specific trip generation data provided by the developer (see Appendix A) with the site generated trips identified in the previously prepared Westpoint 40 Development TIA for an anticipated 200,000 SF Industrial Park facility. As shown in the table below, the delivery facility supplied data that will generate more daily trips and additional AM peak hour trips than using the ITE Trip Generation Rates from the Westpoint 40 TIA. We recommend assessing the transportation network, capacity, and access driveways using the user data to best serve the community and potential user.

Land Use	Source	Intensity	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Industrial Park (130)	ITE <sup>1</sup>	200,000 SF	1,346	55	13	68	15	53	68
Delivery Facility	User Data <sup>2</sup>	127,920 SF	2,740	170	83	253	0	23	23
<b>Difference</b>			<b>+1,394</b>	<b>+115</b>	<b>+70</b>	<b>+167</b>	<b>-15</b>	<b>-30</b>	<b>-45</b>

<sup>1</sup> Westpoint 40 TIA (Land Use Code 130 – Industrial Park, ITE 10<sup>th</sup> Edition)

<sup>2</sup> Delivery Facility - Proposed Traffic Schedule

Figure 1. Site Plan



### Study Intersections

The following intersections are proposed for analysis and existing data collection. An intersection map can be found below in Figure 2.

1. Unser Blvd and Bluewater Road
2. Unser Blvd and Los Volcanes Road
3. I-40 WB Ramp and Unser Blvd
4. I-40 EB Ramp and Unser Blvd
5. Los Volcanes Road and Daytona Road
6. 98<sup>th</sup> Street and Central Avenue
7. 98<sup>th</sup> Street and Bluewater Rd(Avalon Rd)
8. I-40 EB Ramp and 98<sup>th</sup> Street
9. I-40 WB Ramp and 98<sup>th</sup> Street
10. Bluewater Road and Daytona Road
11. Daytona Road and Driveway 1
12. Daytona Road and Driveway 2
13. Daytona Road and Driveway 3
14. Daytona Road and Driveway 4



The four driveways shown in Figure 1 will also be studied.

#### Data Collection

Existing data collection is proposed for the following:

New AM (6-9am) and PM (3-6pm) turning movement counts (TMCs) shall be conducted on a Tuesday, Wednesday, or Thursday while schools are in session at the following locations:

1. Unser Blvd and Bluewater Road
2. Unser Blvd and Los Volcanes Road
3. I-40 EB Ramp and Unser Blvd
4. I-40 WB Ramp and Unser Blvd
5. Los Volcanes Road and Daytona Road
6. 98<sup>th</sup> Street and Central Avenue
7. 98<sup>th</sup> Street and Bluewater Rd (Avalon Rd)
8. I-40 EB Ramp and 98<sup>th</sup> Street
9. I-40 WB Ramp and 98<sup>th</sup> Street
10. Bluewater Road and Daytona Road

The TMC's shall include classification of Vehicles as well as pedestrian/bicycle volumes.

Figure 2. Study Intersections Map





### Trip Distribution

The new distribution center will receive merchandise from the regional fulfillment and sort centers located on Ladera Drive NW and deliver it to local customers in the western areas of the Albuquerque metro area. Delivery Facility trips are to be allocated based on the proposed trip schedule and routes designated specific to this location. The distribution of these trips on the transportation network is based on the user's proprietary information that is based on customer locations. The general distribution pattern is estimated from the possible delivery locations.

Figure 3. Trip Distribution Map



### Intersection Capacity Analysis

1. Existing conditions 2024
2. No-Build Conditions 2026
3. Build Conditions 2026
4. Future No-Build Conditions 2036
5. Future Build Conditions 2036
6. Future Conditions with proposed mitigation

### Background Growth

A background minimum growth rate of **2%** will be assumed, based on the Historical Growth of the roadway network.

### Signal Warrant Analysis

A signal warrant analysis is to be conducted in accordance with the MUTCD, 11th Edition for the Intersection of the I-40 SB Ramp and 98th Street and included with the TIA analysis. Counts will be collected for a total of



### Crash Analysis

Request crash data from the City of Albuquerque, Bernalillo County, and NMDOT to perform the crash analysis for all 10 evaluated intersections for a total of 5 years (leave out crash data years 2020 and 2021).

### Phasing of Offsite Improvements

Per NMDOT requirements. This will involve recalculating trips phasing improvements, taking into account both previous and future developments as part of the Westpointe 40 TIA.

### Previous Developments in the Project Vicinity

1. Westpointe 40
2. Maverik on 98<sup>th</sup> and Bluewater Road
3. Bluesky Distributing on Bluewater and Daytona
4. Data Center along Daytona Road
5. Quick Trip Travel Center on Unser and Los Volcanes
6. Bluewater Galleria – study not yet scoped

## Appendix A – Trip Schedule

Time	Autos		Trip Schedule Trucks		Total		Peak Hour	
	In	Out	In	Out	In	Out	In	Out
12:00:00 AM	0	0	3	1	3	1		
12:30:00 AM	0	0	1	1	1	1		
1:00:00 AM	0	0	3	3	3	3		
1:30:00 AM	0	0	1	1	1	1		
2:00:00 AM	83	0	3	3	86	3		
2:30:00 AM	0	0	1	1	1	1		
3:00:00 AM	0	0	2	3	2	3		
3:30:00 AM	0	0	2	1	2	1		
4:00:00 AM	5	5	6	3	11	8		
4:30:00 AM	0	0	2	1	2	1		
5:00:00 AM	5	0	5	2	10	2		
5:30:00 AM	10	0	2	2	12	2		
6:00:00 AM	0	0	0	1	0	1		
6:30:00 AM	0	0	0	2	0	2		
7:00:00 AM	47	0	0	0	47	0		
7:30:00 AM	0	0	0	0	0	0		
8:00:00 AM	105	83	0	0	105	83	170	83
8:30:00 AM	64	0	1	0	65	0		
9:00:00 AM	64	64	1	0	65	64		
9:30:00 AM	108	64	1	0	109	64		
10:00:00 AM	54	111	0	0	54	111		
10:30:00 AM	0	64	1	1	1	65		
11:00:00 AM	80	87	0	1	80	88		
11:30:00 AM	90	0	0	1	90	1		
12:00:00 PM	26	80	0	0	26	80		
12:30:00 PM	95	124	0	1	95	125		
1:00:00 PM	80	26	0	0	80	26		
1:30:00 PM	80	80	0	0	80	80		
2:00:00 PM	15	80	0	0	15	80		
2:30:00 PM	0	90	0	0	0	90		
3:00:00 PM	0	15	0	0	0	15		
3:30:00 PM	0	5	0	5	0	10		
4:00:00 PM	0	5	0	5	0	10		
4:30:00 PM	0	0	0	0	0	0		
5:00:00 PM	0	2	0	2	0	4		
5:30:00 PM	0	8	0	0	0	8	0	23
6:00:00 PM	0	15	0	0	0	15		
6:30:00 PM	64	0	0	0	64	0		
7:00:00 PM	64	64	0	0	64	64		
7:30:00 PM	64	64	0	0	64	64		
8:00:00 PM	64	64	0	0	64	64		
8:30:00 PM	54	72	1	0	55	72		
9:00:00 PM	0	54	1	0	1	54		
9:30:00 PM	0	0	1	0	1	0		
10:00:00 PM	0	0	1	0	1	0		
10:30:00 PM	0	0	1	1	1	1		
11:00:00 PM	5	0	3	1	8	1		
10:30:00 PM	0	0	1	1	1	1		
Total	1,326	1,326	44	44	1,370	1,370	2,740 daily trips	





# 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](mailto: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 [ ☐ ]

Thresholds Met? Yes [ ☐ ] No [ ☐ ]

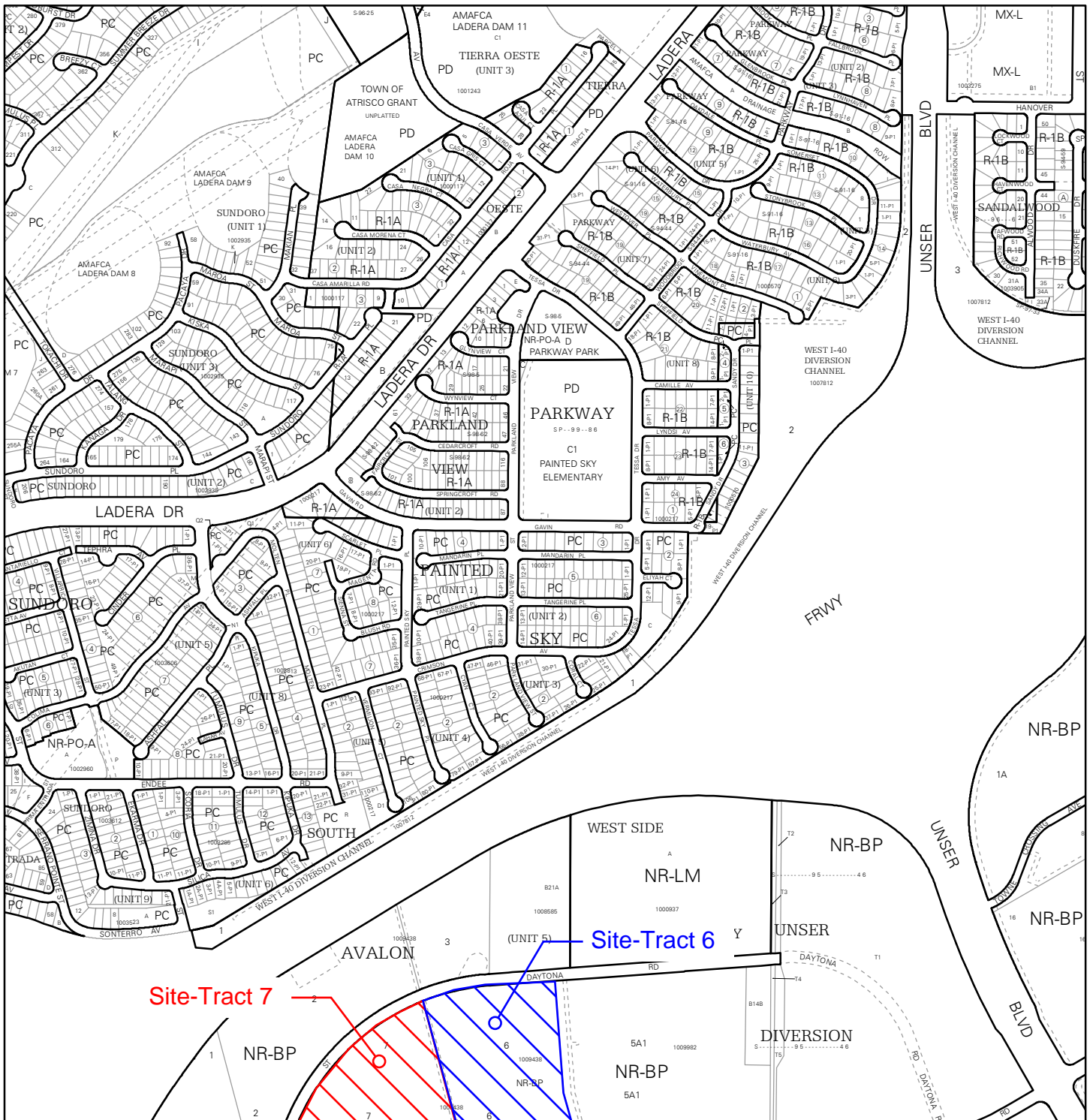
Mitigating Reasons for Not Requiring TIS and/or Notes:

*Curtis A Cherne*

TRAFFIC ENGINEER

DATE

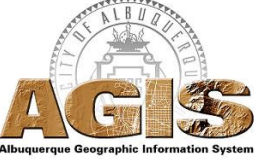




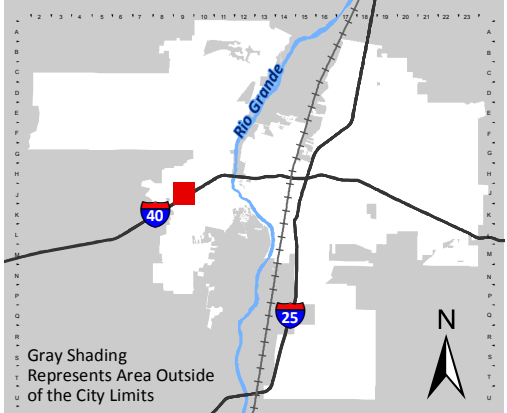
For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

## IDO Zone Atlas

### May 2018



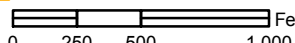
**IDO Zoning information as of May 17, 2018**  
**The Zone Districts and Overlay Zones**  
**are established by the**  
**Integrated Development Ordinance (IDO).**



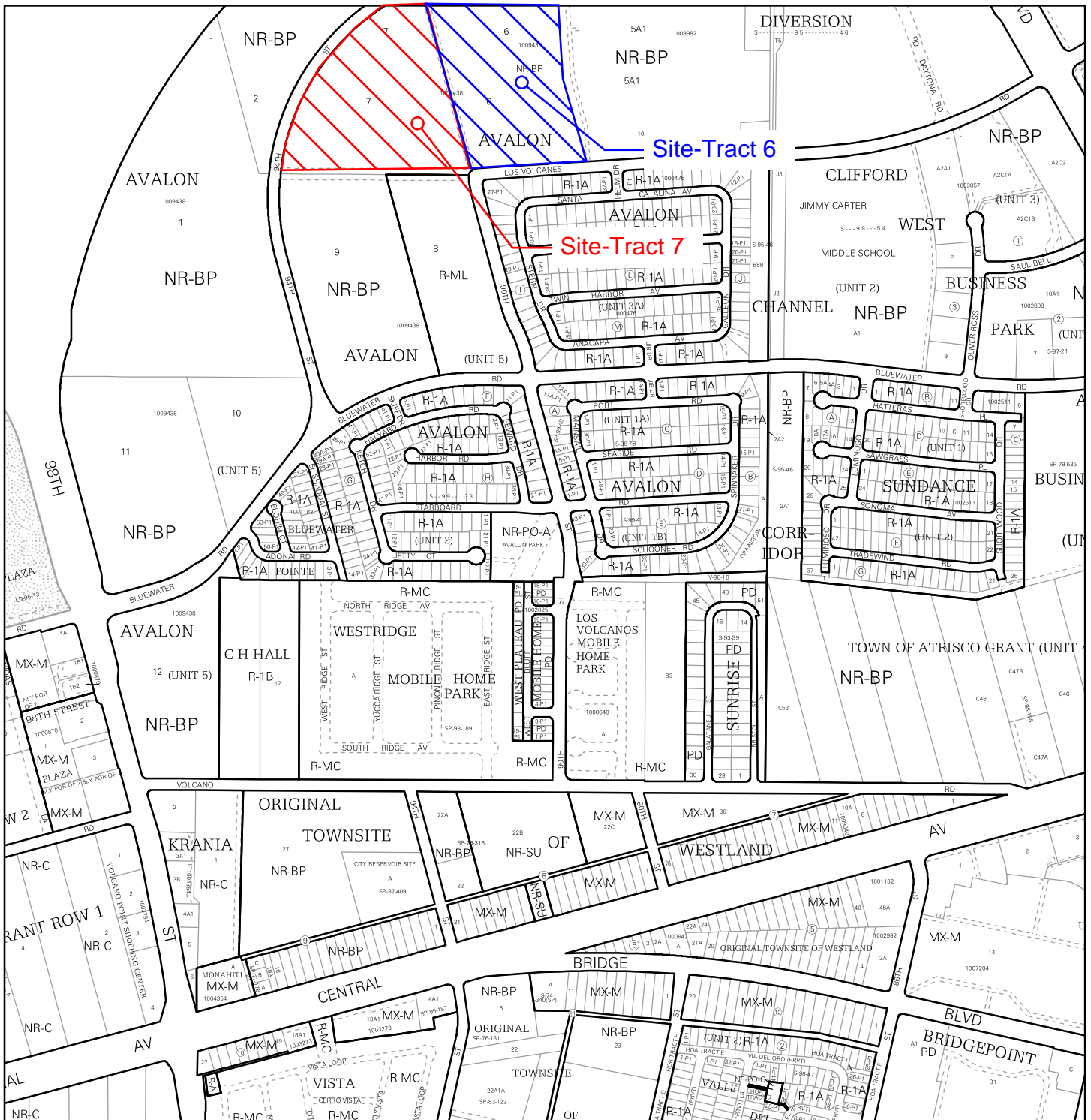
Gray Shading  
Represents Area Outside  
of the City Limits

Zone Atlas Page:  
**J-09-Z**

- Easement
- Escarpment
- Petroglyph National Monument
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone

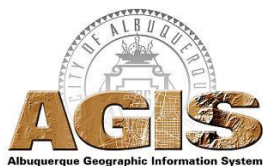


0 250 500 1,000 Feet

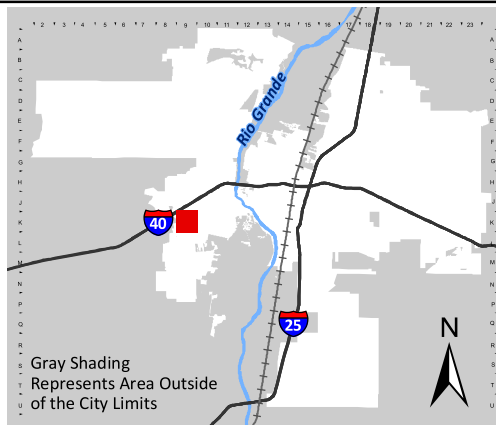


For more details about the Integrated Development Ordinance visit: <http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance>

# IDO Zone Atlas May 2018



IDO Zoning information as of May 17, 2018  
The Zone Districts and Overlay Zones  
are established by the  
Integrated Development Ordinance (IDO).



Zone Atlas Page:  
**K-09-Z**

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