

May 22, 2024

Matt Grush, P.E.
City of Albuquerque
Senior Engineer, Planning Dept.
Development Review Services

Re: Dunkin Drive-Through
9700 Central Avenue SW
HT#K09D054

Dear Mr. Grush:

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) has received the City of Albuquerque's comments in the March 11, 2024 letter regarding the above-referenced development. Below are our responses to the comments.

1. A proposed driveway on 98th St. is located too near the intersection of Central Ave. and 98th St. The City's Development Process Manual (DPM) in Table 7.4.54 Minimum Distance Between Commercial Site Access and Intersection requires the access distance to be a minimum of 300 feet from the approach of the intersection. The existing driveway on 98th St. is approximately 125' south of Central Ave. Correction is needed in the report on page 11 where it claims that the existing driveway on 98th St. is 175' south of Central Ave.

The access on 98th Street has been revised to reflect a right-turn in only access drive which was a preliminarily accepted as part of a meeting held on April 18, 2024.

2. The existing auxiliary right-turn lane length is deficient in length. The COA DPM section 7- 4(I)(7)(iii)(d) Right-turn Lane Design defines the minimum turn lane lengths in Table 7.4.68 Right- turn Lane design Criteria. A right-turn lane at this location should be at least 350 feet long with 600'-300' reverse Curve transition. The exiting turn lane length is approximately 240' with no transition.

Per the April 18, 2024 meeting, the site access has been modified to mitigate the impact of providing access via 98th Street by restricting access to right-ins only and the access drive has been designed to allow on-site deceleration.

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3. The proposed access on 98th St. is located within the existing northbound right-turn lane approximately centered in the auxiliary turn lane. Driveway access within a turn lane is not a normally acceptable condition. The TIS indicates in the Crash Data section of the report that the highest contributing factor for crashes at this intersection is due to Driver Inattention. Locating an access point within a turn lane under these conditions is unacceptable due to the location of the access mid-way of a turn lane and apparent poor safety history.

Per the April 18, 2024 meeting, the site access has been modified to mitigate the impact of providing access via 98th Street by restricting access to right-ins only and the access drive has been designed to allow on-site deceleration.

Included for your continued review are the revised Traffic Impact Study prepared by KLOA, Inc. dated May 22, 2024. Should you have any questions or require further information, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read 'Luay R. Aboona', written over a horizontal line.

Luay R. Aboona, PE, PTOE
Principal

Enc.

C: Murad Fazal, NMR, LLC
Jeffrey T. Wooten, PE, LEED AP, Wooten Engineering.