



July 1, 2025

Ernest Armijo, P.E., C.F.M., Principal Engineer
City of Albuquerque Transportation Development Section
Planning Department
600 2nd St. NW
Albuquerque, NM 7102

Julie Luna, P.E
Bernalillo County
Transportation Planning Department
415 Silver Ave. SW
Albuquerque, NM 87102

**RE: Coyote Gravel Inc. Secondary Site
Albuquerque, NM
Traffic Impact Study (M14D041)
Response to Comments**

Dear Ernest Armijo and Julie Luna,

The Final Traffic Impact Study is being transmitted concurrently with this letter of response to comments. Per the correspondence with Curtis Cherne dated January 24, 2025 and Julie Luna dated February 11, 2025, please find the following responses addressing the comments listed below:

City of Albuquerque Comments

- 1) For It was difficult to find important information, like traffic counts, growth, trip assignments, turning movement LOS, etc as they are in the Appendix and the Appendix has title sheets for each section but no sheets in the sections. It is preferable to have the important information in the body of the Study and it would also help the reader to find information to add Appendix sections and page numbers in the Table of Contents.

Response: Appendix was updated to include page numbers.

2) The Site/lots is not clear:

- a. Include a plan that shows the site Plan(s) on one 11"x17" sheet including the entire street and driveways and buildings/driveways across the street for relevance. Locations of driveway(s) is important.
- b. The Vicinity map appears to show this project south of City Jurisdiction. Is some of the project outside City limits?
- c. The DTIS states there are two lots of approx. 6 acres, while the Study states approximately 9.3 acres. BernCO database agrees with the approx.. 6 acres. Where are the other 3.3 acres coming from?
- d. The Site plan on page 5 shows the site straddling 2 lots. One lot would be outside City limits. How will you permit a project with a jurisdictional boundary down the middle?
- e. Site Access on p.8 provides a distance for Driveway A from Woodward Rd and for Driveway B from Rio Bravo Rd. How far are the driveways apart? Demonstrate on a Site plan.

Response:

- a) *Site plan has been added to the report and the appendix.*
- b) *Yes, there are ultimately two projects. One inside of the City of Albuquerque (COA) jurisdiction and one inside of the Bernalillo County (BC) jurisdiction.*
- c) *There are three total lots that this development will span. Two lots are located within the COA and one lots is located within the BC jurisdiction. The legal descriptions and acreage of said lots is as follows:*
 - i. *MRGCD Map #44 TR 100-C = 3.18 Acres*
 - ii. *MRGCD Map #44 TR 100-D = 3.1168 Acres*
 - iii. *TR 2 PLAT of TRACT Lands of Good Cents Inc = 1.3032 Acres*
- d) *The two projects will be permitted separately, one with the COA and one with BC permitting processes.*

- 3) Access spacing analysis on p.8 states the driveways meets the access spacing standards but the spacing is not provided or shown.

Response: The spacings for both driveways were provided in text on page 8 and in a figure on page 9 of the report.

- 4) In the Stopping distance discussion on page 9 why use Woodward Rd and Rio Bravo Blvd when there are closer driveways? Nearby driveways: El Gigante Mechanic and body, Charly's Paint and body and the BernCO Animal care and resource Center. In addition, the City's DPM has sight distance requirements.

Response: Tierra West believe that that this comment is for the access spacing. The suggested driveways were used and shown in a figure on page 9 of the report.

In regard to the sight distances, the report does utilize Table 7.4.65 for the DPM as the minimum requirement. A figure was added on page 12 that shows that the subject project does comply with the requirement.

- 5) Per a Site visit, trees on west side of 2nd just north of Driveway B are clear sight issue and should be reassessed and possibly removed at Building Permit approval.

Response: "All construction on this project shall maintain adequate sight distances at the proposed driveways and existing intersections" is recommended and will resolve this comment.

- 6) Gravel trucks accelerate slowly. Add "Trucks Entering Highway" signage NB and SB 2nd st to recommendations.

Response: "Add "Trucks Entering Highway" signage located northbound and southbound SSR 303/2nd St." was added as a recommendation. See recommendation section for reference.

Bernalillo County Comments

- 1) Same comments as COA concerning site plan. Please note that any internal site circulation cannot rely on 2nd St. Ensure that the two sites are connected for any reason someone needs to visit both the warehouse to the north and the office/shop to the south?

Response: The two projects are separate and should not require internal site circulation.

- 2) The recommendations include striping improvements to NM 500 and 2nd St intersection. This intersection is under construction now. The construction drawings should have been provided with the scope of this meeting. Please let me know if they are needed to see.

Response: This recommendation was removed from report.

- 3) You have explained in the past why you separate the analysis for two different intersections when you are adding a driveway to an intersection. Please provide this explanation again. I'm sorry I have to ask again.

Response:

- 4) The Appendix 13 with Auxiliary Lane Warrant Analysis is missing.

Response: A deceleration lane warrant analysis that includes a summary of the results was added starting on page 49 of the report. The detailed analysis was added to the appendix.

- 5) Driveway A warrants a right turn deceleration lane with 62 AMPH SBR entering. The threshold for the 35 mph road in this area is 50 right turns.

Response: The deceleration lane warrant analysis resulted in a recommendation for a SB right-turn deceleration lane at Driveway "A" only.

- 6) Driveway B is close to meeting the left turn deceleration lane with 27 AMPH NBL. The threshold is 30 for a 45 mph road. The left turn deceleration lane provide significant safety benefits. Given the truck traffic at this intersection, it should be considered along with an acceleration lane.

Response: The analysis did not warrant a northbound left-turn deceleration lane; therefore, it was not recommended. To address potential safety concerns, the addition of "Trucks Entering Highway" signage along both northbound and southbound SSR 303/2nd Street was recommended.

- 7) Appendix needs the page introducing each section at the beginning of each section. They are all grouped together at the beginning of the appendix.

Response: Page numbers were added to the appendix.

- 8) Page 7 – 2nd St is a minor arterial.

Response: Page 7 of the report states that 2nd St. is a minor arterial.

Please call me if you have any additional comments or questions regarding the responses presented, pertaining to the subject of the traffic impact study.

Sincerely,



Terry O. Brown, P.E.

JN: 2024017
RRB/JL/TB/JN

Enclosure/s: Coyote Gravel Inc. Secondary Site Traffic Impact Study