



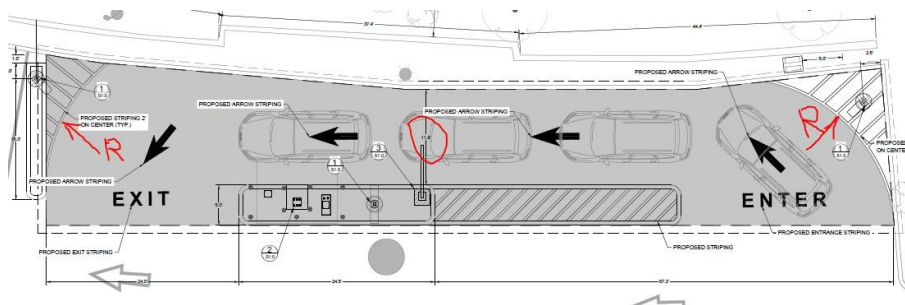
Sertil A. Kanbar, PhD, PE, CFM
 City of Albuquerque Planning Department
 Sr. Engineer, Planning Dept. Development Review Services
RE: P10D004A_TCL_BP_Commt

Dear Mr. Kanbar,

Thank you for providing for the comments regarding the above-mentioned project on July 23, 2024. In order to concisely address the comments, and simplify them for review, we have summarized your comments and our responses below.

COMMENT RESPONSE LETTER: TCL Plan Review

1. The traffic circulation layout must be stamped, signed, and dated by an engineer or architect licensed in the state of New Mexico.
 - **TCL has been stamped, signed, and dated by a licensed engineering in New Mexico.**
2. All one-way drives shall have "One Way" and "Do Not Enter" signage and pavement markings. Please show detail and location of posted signs and striping.
 - **Additional signage and pavement markings added as requested.**
3. The minimum drive through lane width is 12 feet with a 25 foot minimum radius (inside edge) for all turns.



- **Understood, the drive lane width has been updated to 12' and the radii have been called out.**
4. Minimum required stacking spaces (of 20 ft each) is 4 spaces measured from end of queuing lane to Teller window/ATM. Add another space and label the dimension of each space in the drive through lane.
 - **Comment resolved. See email correspondence from Sertil Kanbar to Maddy Kish (maddy.kish@kimley-horn.com) on 8/2/2024.**
 5. Add a note stating "All broken or cracked sidewalk must be replaced with sidewalk and curb and gutter." A build note must be provided referring to the appropriate City Standard drawing.
 - **Note will be added to plans reference the sidewalk directly surrounding the improvements proposed. No improvements are necessary/noted at this time, but we understand it is a requirement of CO to fix any cracked sidewalk in this area. See snip discussed on call below.**
 6. Repair the broken culvert.



- Broken culvert called out to be repaired on plans.

7. Upgrade ADA ramp



- Truncated domes added to ADA ramp per discussion on 8/5.

8. Traffic Studies: See the Traffic Impact Study (TIS) thresholds. In general, a minimum combination of 100 vehicles entering and exiting in the peak hour warrants a Traffic Impact Study. Visit with Traffic Engineer for determination, and fill out a Traffic Scoping Form (TSF) Form that states whether one is warranted. In some cases, a trip generation may be requested for determination (Contact Curtis Cherne: CCherne@cabq.gov). Acopy of TSF attached.

- A traffic scoping form was submitted to Curtis and signed on 8/5/24, no TIS is required.

Once corrections are complete resubmit

1. The Traffic Circulation Layout
2. A Drainage Transportation Information Sheet (DTIS)
3. Send an electronic copy of your submittal to PLNDRS@cabq.gov.
4. The \$75 re-submittal fee.

for log in and evaluation by Transportation.

- Understood, corrections will be resubmitted as requested.

Thank you for your time and consideration and please feel free to contact me at 720-464-1878 or Madeleine.Reinke@Kimley-Horn.com with any questions.

Madeleine Reinke, Direct: 720-464-1878

Kimley-Horn | 6200 S Syracuse Way, Suite 300, Greenwood Village, CO 80111