



Roadway Access Control (RAC) Policy

for the

Albuquerque Metropolitan Planning Area

with

Inventory of Roadway Access Limitations

Adopted: August 25, 2005 under Resolution R-05-09 MTB

Major Revision: November 4, 2022 under Resolution R-22-01 TCC

The "latest revision" date on Attachment 1, the *Inventory of Roadway Access Limitation*, refers to the date of the most recent access modification approved by the Transportation Coordinating Committee (TCC) in accordance with this policy. Attachment 1 is part of this policy.

Mid-Region Metropolitan Planning Organization

Division of

Mid-Region Council of Governments

809 Copper Avenue NW

Albuquerque, NM 87102

(505) 247-1750 tel. (505) 247-1753 fax

www.mrcog-nm.gov website



Record of Administrative Modifications:

May 31, 2023 Per City of Albuquerque Department of Municipal Development email request to reinstate northbound and southbound right-in right-out access on Unser Boulevard, NW at Buglo. After review, it was revealed that this access was erroneously removed by staff with the approval of R-13-07. Noted in the City's request will be to exercise the stipulation provided in R-07-02 pertaining to the elimination of the left-in unsignalized access based on safety concerns.

Roadway Access Control Policy

I. Purpose and Intent

A. The following policy of the Mid-Region Metropolitan Planning Organization (MRMPO) a division of the Mid-Region Council of Governments, which is the designated Metropolitan Planning Organization (MPO) for the Albuquerque Metropolitan Planning Area (AMPA) is established.

B. It shall be the policy of the all jurisdictions within the Albuquerque Metropolitan Planning Area to control vehicular access along the selected roadways or sections of roadways identified in the *Inventory of Roadway Access Limitations* (Attachment 1) in a way to preserve reasonable property access, maintain a reasonable traffic flow and level of service, preserve the safety of motorists, pedestrians, bicyclists, and transit users, and allow for economic development and the safe and efficient movement of people and goods.

C. This policy shall address requests to modify this policy and modify access conditions noted in the *Inventory of Roadway Access Limitations* on current and future Limited Access Roadways in the AMPA.

II. Adjacent Land Use Coordination

A. It is intended that the state, tribal, and local governments which have jurisdiction over the adjacent land and/or affected facility will coordinate access to lands along that facility. It is further intended that, for those facilities under the jurisdiction of the State of New Mexico, the responsible local or tribal government shall coordinate the proposed actions with the New Mexico Department of Transportation. In either case, it is expected that the government with jurisdiction over adjacent land will notify all affected property owners of record as to the nature of the limitations proposed and of the process by which the policy will be maintained or modified.

III. Roadway Access Control Coordination

A. Any jurisdiction granting access or modifying existing access on a non-access-controlled roadway within one-half ($\frac{1}{2}$) mile of its intersection with any roadway listed in this policy shall notify the jurisdiction controlling the access-controlled roadway and coordinate the access modification.

B. Any jurisdiction installing or modifying existing traffic control devices on a non-access-controlled roadway within one-half ($\frac{1}{2}$) mile of its intersection with any roadway listed in this policy shall notify the jurisdiction controlling the access-controlled roadway and coordinate the traffic control revision.

C. Any jurisdiction installing or modifying existing traffic control devices at an intersection on an access-controlled roadway listed in this policy shall notify the jurisdiction controlling the other roadway at the intersection and coordinate the traffic control revision.

IV. Roadway Access Control Committee (RACC)

A. The Roadway Access Control Committee (RACC) shall be composed of traffic engineers representing the NMDOT, the City of Albuquerque, the City of Rio Rancho, Bernalillo County, Valencia County (which may be represented collectively with other Valencia County jurisdictions), and staff traffic engineers from any other MPO member agency wishing to participate. A member agency or group of agencies, may designate a consultant to represent their interests. (Any such consultant must abstain from any decision-making actions on an access modification project if the consultant has been hired by the developer proposing the subject project.) Each agency shall have one vote.

B. A MRMPO staff member shall be designated as the RACC staff coordinator and shall facilitate the RACC but shall have no vote. The coordinator shall be the recipient of notifications of appointments of RACC members, the recipient of modification requests, schedule and organize the RACC meetings, and report on the activities of the RACC to the TCC (and MTB if requested).

C. All matters brought before the RACC are for the purpose of providing analyses and recommendations to the TCC and shall not be construed to have any decision-making authority.

D. Matters brought before the RACC shall strive to have any recommendations on the matter agreed upon by consensus of its voting membership. If consensus cannot be achieved or is not practical, the RACC shall present to the TCC for their consideration and deliberation, a summarization of the matter, reasons and rationale supporting all viewpoints and alternatives studied. "Consensus" shall be defined as all voting members in attendance being in favor of, abstaining, or not opposing, a recommendation or motion.

E. Meetings of this subcommittee shall generally be conducted with informal discussions, presentations, and debate. At the discretion of the staff coordinator, the *MRCOG Rules of Procedure* may be implemented.

F. This subcommittee shall meet, as needed but not more often than monthly, at a time and location established by the staff coordinator, and meetings may be called at the direction of the TCC or MTB Chairperson.

V. Roadway Access Control Policy – Modification Procedures

- A. Access stated in this policy and listed in the *Inventory of Roadway Access Limitations* shall be considered allowable and does not require review by the RACC. This does not prevent the agency with jurisdiction of the roadway to require traffic studies, plans, or analyses to be undertaken prior to the agency's granting of access or request a review by the RACC.
- B. All requests to modify access from the limitations noted on the *Inventory of Roadway Access Limitations* will be considered by the Transportation Coordinating Committee (TCC), which is the technical advisory committee for the Metropolitan Transportation Board (MTB).

In the event a request is denied by the TCC, the Sponsor may appeal the decision of the TCC to the MTB.

1. Access modification requests will be reviewed no more often than monthly by the Metropolitan Planning Organization.
2. **Sponsor** - All requests to modify roadway access from the limitations noted on the *Inventory of Roadway Access Limitations* must be sponsored by a member agency of the MPO (Sponsor) and have the concurrence of the agency with jurisdiction of the roadway.
3. **Modification Request Notice** - A request to modify access from the limitations noted on the *Inventory of Roadway Access Limitations* shall be initiated by sending a written *Roadway Access Modification Request* by a Sponsor to request an access modification to the Executive Director of the MRMPO (Executive Director), directed to the RACC Coordinator. The *Roadway Access Modification Request* shall include the information listed in section VIII.
4. **Data Submission** - The *Roadway Access Modification Request* submitted by a Sponsor must have the concurrence of the agency with jurisdiction of the roadway in order to request the access modification. If the member agency requires a Traffic Impact Assessment (TIA) or Traffic Impact Study (TIS) as part of the site plan submittal, *Roadway Access Modification Request* shall be accompanied by six (6) copies of the TIA/TIS as well as any other information that will aid in analyzing the request. This information will be used to determine the scope of the access justification analysis needed to render an effective decision regarding the access modification request. The RACC can require additional analyses on a case-by-case basis (e.g. weaving analysis and queuing analysis).
5. **RACC Recommendation** - The RACC will review the *Roadway Access Modification Request* and supporting documentation and make a written recommendation to approve or deny the access modification to the TCC in accordance with section IV.
6. **Non-Agreement** - If there is a dispute regarding the RACC recommendations, the Sponsor may, at the sole cost of the Sponsor, request an independent review of the analysis. The independent review services will be provided through MRCOG. The request for an independent review shall be made in writing and filed with the chair of the TCC within fifteen (15) days after the date of the RACC's written recommendation to the TCC. If the Sponsor fails to file a written request for an independent review with the TCC within the fifteen-day period, the Sponsor shall be conclusively deemed to have waived its right to request an independent review. If a request for an independent review has been timely filed with the TCC, the TCC shall not act on the *Roadway Access Modification Request* until the independent review has been delivered to the TCC.

7. **TCC Decision** - The MPO staff must receive the written recommendation of the RACC no less than one (1) week prior to the regularly-scheduled meeting of the TCC in order for the Roadway Access Modification Request to be placed on the TCC agenda. Once the recommendation is received, the MPO staff will notify the Sponsor of the date and time of the TCC meeting. The TCC shall approve or deny the Roadway Access Modification at the meeting and shall state its decision in a written notice of decision which shall be sent to the Sponsor.
8. **Appeal of TCC Decision** - A Sponsor may appeal the decision of the TCC to deny the Roadway Access Modification Request within fifteen (15) days after the date of the written notice of decision of the TCC by filing a written notice of appeal with the Chairperson of the MTB and the RACC staff coordinator. If the Sponsor fails to file a notice of appeal within the fifteen-day period, the Sponsor shall be conclusively deemed to have waived its right of appeal and shall be bound by the decision of the TCC.
9. **Public Posting** - Upon granting a Roadway Access Modification, MPO staff shall record the modification in the *Inventory of Roadway Access Limitations* and shall maintain the most recent version of this policy with the inventory so that they are publicly accessible.

VI. Revisions to this Policy

- A. The RACC may recommend revisions to this policy.
- B. Any revisions to this policy shall be recommended by the TCC for approval by the MTB.
- C. Access modifications altering the access listed in the *Inventory of Roadway Access Limitations* shall be approved by the TCC with appeal to the MTB as noted in section V-B-8.

VII. General Information on Access Granted

- A. **Access management** on any roadway, regardless of whether the approval process was directly by the agency or by the TCC through the RACC, is managed solely by the agency having jurisdiction of the roadway and associated rights-of-way.
 1. **Changes in Access Due to Land Use Changes or Traffic/Safety Conditions** – Access granted does not necessarily constitute a permanent approval of access layout, ingress and egress, or roadway access location. Once an agency approves access or the layout and/or traffic pattern of such access, the agency having jurisdiction of the roadway may require modifications to such access at a future date in order to manage traffic and safety matters.

B. Roads Under NMDOT Jurisdiction - Roads Under the jurisdiction of the New Mexico Department of Transportation (NMDOT) are managed by the department utilizing various laws, regulations, and other documents and procedures in order to manage traffic in a safe and efficient manner and to assure compliance with federal and state laws and regulations, and to maintain eligibility of the roadways to continue to receive federal-aid funds.

1. **NMDOT Access Management** - For roadways under the jurisdiction of the New Mexico Department of Transportation, NMDOT utilizes the State Access Management Manual (SAMM) as may be revised, New Mexico Administrative Code (NMAC) criteria, and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Access allowed may be stricter than the SAMM stipulates.
2. **Previous RAC Allowed Access on NMDOT Roadways** - Some NMDOT roadways in the past, had access managed by RAC policies and other documents, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. In the future, NMDOT will follow their internal procedures (see section VII-A and VII-B-1, above).

C. Roads Under Other Jurisdictions - Roads Under the jurisdiction of local, tribal, or federal agencies are managed by those agencies utilizing various laws, regulations, ordinances, council resolutions, and other documents and procedures in order to manage traffic in a safe and efficient manner and to assure compliance with federal, state, and local or tribal laws and regulations, and to maintain eligibility of the roadways to continue to receive federal-aid funds.

1. **Access Management of Roadways on Attachment 1** - For roadways under the jurisdiction of other agencies and which are listed in the *Inventory of Roadway Access Limitations* (Attachment 1), the agency shall assure that access allowed conforms to this policy.
2. **Previous RAC Allowed Access on Certain Listed Roadways** - Some roadways noted in the *Inventory of Roadway Access Limitations* and which are under non-NMDOT jurisdiction, have in the past, had access managed by RAC policies and other documents, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. In the future, each jurisdiction will follow their internal procedures for managing access on those sections of the roadways listed. (see section VII-A above).

VIII. Information Required for a Roadway Access Modification Request

ITEM	INFORMATION REQUIRED
GENERAL INFORMATION	
Date	Date form is submitted to MPO
Sponsoring Agency	MPO member agency requesting the change
Contact Name/Phone/Email	Name/Phone/Email of sponsoring agency staff person
Applicant Name/Phone/Email	Name/Phone/Email of applicant performing the LOS analysis for the sponsoring agency
MODIFICATION INFORMATION	
Facility	Name of the Limited Access Facility for which change is being requested
Location of Change	Location between intersections identified in current access policies
Current Policy for Facility and Location	Statement of what the current policy is for the subject facility and location
Nature of the Change	Specific change requested; i.e. additional Right-In/Right-Out/Left-In
Reason for the Change	Sponsor/Applicant must provide a detailed explanation of why compliance with the current access policy for the subject facility presents an undue hardship.
IDENTIFICATION OF ANALYSIS INPUTS	
Implementation Year	Year identified as the full build-out for the site
Forecast Year	Forecast year must be the horizon year identified in the current Metropolitan Transportation Plan
Trip Generation for Proposed Development	Trip generation estimates must be based on the most recent Trip Generation Manual published by the Institute of Transportation Engineers (ITE); estimates must use the average rate for weekday with peak hour with highest number of trips
Days/Peak Hours Analyzed	Identify the days/peak hours used in the analysis
Trip Generation Numbers	Number of peak-hour trips generated by the development
Level of Analysis Required	This item must comply with the scoping requirements of the RACC and must include documentation of compliance
Additional assumptions/inputs used in the analysis	Statement of any additional assumptions/inputs used in Trip Generation and/or LOS analysis

- continued on next page -

ANALYSIS RESULTS

The analysis results submitted by the applicant must be consistent with the scope established by the Roadway Access Control Committee. At a minimum, the applicant must:

- Analyze both the Build and the No-Build scenarios in the Implementation Year (effects with and without the requested access change(s))
- Analyze both the Build and the No-Build scenarios in the Forecast Year (effects with and without the requested access change(s))

MRMPO will provide peak-hour link volumes for the Base Year and Horizon Year from the current Metropolitan Transportation Plan to the applicant.

The applicant will be required to conduct analyses as defined by the RACC using the MRMPO/MRCOG data. The applicant must use the most recent data available to complete the analysis. It will be the applicant's responsibility to conduct traffic counts as needed and to derive any peak-hour turning movements that may be required to complete the analysis. Traffic counts conducted by the applicant must conform with the newest version of the New Mexico State Traffic Monitoring Standards.

ATTACHMENTS

Map(s):

General location with current access

Analysis area (as defined by the RAC)

Site plan with requested access

Other

Other:

Any additional documentation that will assist the Roadway Access Control Committee or Transportation Coordinating Committee to decide the case.

Refer to the *Inventory of Roadway Access Limitations* (Attachment 1) for a listing approved access locations and access modifications approved by the TCC under various TCC resolutions.

This page left intentionally blank

Roadway Access Control (RAC) Policy

Inventory of Roadway Access Limitations Attachment #1

Latest Revision: December 1, 2023 with R-23-01 TCC

Key:

Resolution: The original access limitations for proposed and existing facilities were established by resolution of the MTB. The resolution number(s) is shown within parenthesis after each facility name. Resolutions numbers without letter designations may be TCC, MTB, or UTPB resolutions.

Yellow Shading indicates NMDOT roadways or sections of roadways with all access control under NMDOT. Reference *State Access Management Manual (SAMM)*. NMDOT arterials and Pre-2019 access locations are listed for informational and historical reference purposes. Contact NMDOT for further information. RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

Blue Shading indicates sections of limited access roadways with access fully controlled by the City of Albuquerque, City of Rio Rancho, or Bernalillo County and to which RAC committee review shall not apply. Refer to section VII of the RAC Policy document.

On August 25, 2005, the Metropolitan Transportation Board approved resolution **R-05-09 MTB**. The resolution established the Access Limitations as a stand-alone policy separate from the Long Range Transportation Systems (LRTS) (formerly FAABS), adopted a procedure for modifying access points, and delegated authority to the Transportation Coordinating Committee (TCC) to implement access policy and approve variances from that policy. Given the expansion of the AMPA in 2010 and 2013, and transfers of ownership of several roadways, the Roadway Access Control Policy was revised in 2019 under resolution **R-19-04 MTB**.

Intergovernmental Coordination

Adjacent Land Use Coordination:

1). It is intended that the state, tribal, and local governments which have jurisdiction over the adjacent land and/or affected facility will coordinate access to lands along that facility. It is further intended that, for those facilities under the jurisdiction of the State of New Mexico, the responsible local or tribal government shall coordinate the proposed actions with the New Mexico Department of Transportation. In either case, it is expected that the government with jurisdiction over adjacent land will notify all affected property owners of record as to the nature of the limitations proposed and of the process by which the policy will be maintained or modified.

Roadway Access Control Coordination:

- 1). Any jurisdiction granting access or modifying existing access on a non-access controlled roadway within one-half (½) mile of its intersection with any roadway listed in this policy shall notify the jurisdiction controlling the access-controlled roadway and coordinate the access modification.
- 2). Any jurisdiction installing or modifying existing traffic control devices on a non-access controlled roadway within one-half (½) mile of its intersection with any roadway listed in this policy shall notify the jurisdiction controlling the access-controlled roadway and coordinate the traffic control revision.
- 3). Any jurisdiction installing or modifying existing traffic control devices at an intersection on an access controlled roadway listed in this policy shall notify the jurisdiction controlling the other roadway at the intersection and coordinate the traffic control revision.

Atrisco Vista Boulevard

(formerly Double Eagle II Road)

or Paseo del Volcan Eastern Alignment

Clarification Notes: The names "Paseo del Volcan" and "Northwest Loop" have referred to different roadways over the years, so anyone researching documents from 1960 to present-day needs to clarify which roadway and alignment a particular document is referring to, especially older documents, including RAC, TCC, MTB and UTPB resolutions.

■ "NM 347" has been assigned by NMDOT to identify the partially existing and proposed route of Paseo del Volcan. NM 347 exists between Unser Blvd. and US 550 with future extension westerly from Unser Blvd., curving southerly to Southern Blvd, then southwesterly/southerly along the west side of Double Eagle II Airport and Shooting Range Park to a proposed new interchange at I-40. This alignment has previously been called "Paseo del Volcan West" with older documents referring to this alignment as the "Northwest Loop". It is this alignment that is now referred to as "NM 347" and "Paseo del Volcan".

■ "Atrisco Vista Boulevard" is the current name of the roadway beginning at NM 500, Senator Dennis Chavez Boulevard to I-40 Exit # 149, northerly alongside Petroglyph National Monument and the ancient volcanoes to Paseo del Norte with future extension northerly to the vicinity of Southern Boulevard and a future intersection with NM 347. This alignment was previously, officially named "Paseo del Volcan" and then officially renamed "Atrisco Vista Boulevard". It has previously been called "Paseo del Volcan East", "Double Eagle II Road", and "Airport Access Road" with older documents referring to this alignment as part of the "Northwest Loop".

■ "Northwest Loop" is the current name of the long-range future roadway alignment beginning at I-40 near Rio Puerco, northerly alongside the Rio Puerco escarpment, then easterly to Unser Boulevard and US 550. A short section between Unser Boulevard and US 550 exists and is named "Northwest Loop" and another section exists as a dirt road near the desalination plant in Sandoval County. This alignment has sometimes been referred to as the "Outer Northwest Loop" and older references to "Northwest Loop" sometimes were not referring to this roadway but referred to the current "NM 347, Paseo del Volcan" or the current "Atrisco Vista Boulevard".

■ "NM 500" is the current NMDOT route number for Atrisco Vista Boulevard between Senator Dennis Chavez Boulevard and I-40, Senator Dennis Chavez Boulevard, and Rio Bravo Boulevard between Coors Boulevard and I-25 and is a facility under NMDOT jurisdiction. In the long-term, NM 500, (Senator Dennis Chavez Boulevard) may be extended westerly through the Santolina development to future NM 347 (Paseo del Volcan) with this section of Atrisco Vista Boulevard between Dennis Chavez and Central Avenue being transferred to local jurisdiction. Until any jurisdictional transfer occurs, NMDOT will use the State Access Management Manual (as may be revised) and other pertinent documents to guide the granting of access.

Atrisco Vista Boulevard (R-03-17, R-04-01, R-13-03 TCC, R-19-04 MTB)

A high-speed, high-capacity, limited access principal arterial from the southern terminus at Senator Dennis Chavez Boulevard to the northern terminus at Southern Boulevard and future NM 347 in Rio Rancho. The purpose of Atrisco Vista Boulevard is to provide a relatively high-speed regional roadway connecting Paseo Del Norte with I-40, reasonable direct access to the Double Eagle II Airport from both Paseo del Norte and I-40, and limited but viable access to commercial and residential properties adjacent to the roadway. The following access policy has been established:

NM 500, Atrisco Vista Boulevard Between Senator Dennis Chavez Boulevard and I-40

I. NM 500, between Senator Dennis Chavez Boulevard and I-40. (Refer to note A at right.)	A). Atrisco Vista Boulevard between Senator Dennis Chavez Boulevard and I-40 is currently (2019) part of NM 500 and is a facility under NMDOT jurisdiction. NMDOT will use the <i>State Access Management Manual</i> (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.					
	B). Pre-2019 Approved Full intersections at:	<table border="1"> <tr><td>1). Senator Dennis Chavez Boulevard R-13-03 TCC</td></tr> <tr><td>2). Tierra West Estates Road approx. one-half mile south of Central Ave.</td></tr> <tr><td>3). Central Avenue (& I-40 south side frontage road)</td></tr> <tr><td>4). I-40 Exit #148</td></tr> </table>	1). Senator Dennis Chavez Boulevard R-13-03 TCC	2). Tierra West Estates Road approx. one-half mile south of Central Ave.	3). Central Avenue (& I-40 south side frontage road)	4). I-40 Exit #148
	1). Senator Dennis Chavez Boulevard R-13-03 TCC					
	2). Tierra West Estates Road approx. one-half mile south of Central Ave.					
3). Central Avenue (& I-40 south side frontage road)						
4). I-40 Exit #148						
C). Access between Senator Dennis Chavez Boulevard and Central Avenue has these existing (2019) access locations. Future access shall be as permitted by NMDOT.						
	1). Property access on west side approx. 430' south of Central Avenue					

Between I-40 and Paseo del Norte

II. From I-40 to Double Eagle II Airport southern boundary.	A). Full intersection permitted only at:	<table border="1"> <tr><td>1). Bluewater Road & I-40 Frontage Road on north side</td></tr> <tr><td>2). [Tempurpedic Parkway] 3,460 feet north of I-40</td></tr> <tr><td>3). Ladera Drive future extension</td></tr> <tr><td>4). 118th Street (future road halfway between Ladera & Arroyo Vista)</td></tr> <tr><td>5). Arroyo Vista Boulevard (formerly 98th Street) future extension</td></tr> <tr><td>6). Upper Street future extension</td></tr> </table>	1). Bluewater Road & I-40 Frontage Road on north side	2). [Tempurpedic Parkway] 3,460 feet north of I-40	3). Ladera Drive future extension	4). 118th Street (future road halfway between Ladera & Arroyo Vista)	5). Arroyo Vista Boulevard (formerly 98th Street) future extension	6). Upper Street future extension
	1). Bluewater Road & I-40 Frontage Road on north side							
	2). [Tempurpedic Parkway] 3,460 feet north of I-40							
3). Ladera Drive future extension								
4). 118th Street (future road halfway between Ladera & Arroyo Vista)								
5). Arroyo Vista Boulevard (formerly 98th Street) future extension								
6). Upper Street future extension								
B). "T" intersections and right-in/right-out driveways permitted at approximately one-quarter mile intervals between 1/2 mile north of I-40 and Double Eagle II Airport, as follows:								
	1. 4,580 ft north of I-40 - right-in/right-out [T-intersection to the west for baseball fields] <i>reserved to record future access</i>							
III. From Double Eagle II Airport southern boundary to Double Eagle II Airport northern boundary at Paseo del Norte	No access permitted except as prescribed by the Double Eagle II Airport Master Plan.							
	<table border="1"> <tr><td>1). Shooting Range Access Road - T-intersection to the west</td></tr> <tr><td>2). Petroglyph National Monument Parking - T-intersection to the east</td></tr> <tr><td>3). Double Eagle II Airport Road - T-intersection to the west</td></tr> <tr><td>4). Open Space Trailhead T-intersection to the east</td></tr> </table>		1). Shooting Range Access Road - T-intersection to the west	2). Petroglyph National Monument Parking - T-intersection to the east	3). Double Eagle II Airport Road - T-intersection to the west	4). Open Space Trailhead T-intersection to the east		
	1). Shooting Range Access Road - T-intersection to the west							
	2). Petroglyph National Monument Parking - T-intersection to the east							
3). Double Eagle II Airport Road - T-intersection to the west								
4). Open Space Trailhead T-intersection to the east								
<i>reserved to record future granted access</i>								
4). Paseo del Norte (PdN)								

**Atrisco Vista Boulevard Continued
Between Paseo del Norte and Southern Boulevard & future NM 347**

IV. From Paseo del Norte to Southern Boulevard in Rio Rancho and future interchange with NM 347	Full intersection permitted only at: (Future full access between PdN and Southern Blvd. shall be per the final approved Paradise West development plan and the Atrisco Vista Blvd. final design.)	1). Paseo del Norte (PdN) R-13-03 TCC 2). Ventana Ridge Road, future extension 3). Irving Boulevard, future extension 4). McMahon Boulevard, future extension 5). 23rd Ave SW 6). 19th Ave SW 7). Cherokee Road 8). Dakota Road (new alignment north of existing unimproved road) 9). Southern Boulevard R-13-03 TCC (and future NM 347)
	Access may be provided for "T" intersections and right-in/right-out driveways at approximately one-quarter mile intervals.	reserved to record future granted access reserved to record future granted access

Coors Boulevard Corridor

Refer to section "NM 45 Coors Boulevard Corridor"

Ellison Drive

Between Golf Course Road and Coors Bypass

See section "McMahon Boulevard and Ellison Drive Corridor"

Gibson Boulevard Corridor

**Includes Southern Avenue between Eubank Blvd. & Juan Tabo Blvd.;
Juan Tabo Blvd. between Gibson Blvd./Southern Ave & I-40; and
the Proposed Gibson Extension between Louisiana Blvd. & Eubank Blvd.**

Gibson Boulevard (R-86-5, R-86-9, R-89-15, R-90-11, R-91-9, R-96-4, R-95-21, R-03-11, R-03-31 MTB, R-04-04, R-07-03 TCC, R-07-04 TCC, R-15-01 TCC, R-16-01 TCC, R-19-04 MTB)

Between I-25 and Mulberry Street

I. From I-25 Interchange to Mulberry Street	A). Gibson Boulevard at the I-25 interchange and to the intersection of Mulberry Street is a facility under NMDOT jurisdiction. NMDOT will use the <i>State Access Management Manual</i> (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.	1). No access points on Gibson Blvd between the future I-25 frontage road and Mulberry Street. R-03-31 MTB
	Pre-2019 Approved Access	2). Mulberry St. - right-in/right-out/left in to the south after construction of the future I-25 frontage road; full access T-intersection until then. R-03-31 MTB 3). Mulberry St.- future north side street right-in/right-out only R-03-31 MTB
la. I-25 Frontage Road (future) [not part of Gibson Blvd itself]	B). Upon design of the future frontage road, NMDOT shall consider the restrictions established in R-03-31 MTB and coordinate future access with the City of Albuquerque.	

Gibson Boulevard Continued Between Mulberry Street and Yale Boulevard Between Yale Boulevard and Louisiana Boulevard			
II. From Mulberry Street to Yale Boulevard	A). This section of Gibson Boulevard (Mulberry-Yale) is mostly developed and shall have existing access and future modifications under full management and jurisdiction of the City of Albuquerque with no review requirements by the RAC committee. Refer to section VII of the RAC Policy document.	Pre-2019 Existing Access provided is noted.	<ol style="list-style-type: none"> 1). Right-in/right-out access to commercial parcels on southeast corner of Gibson Blvd & Mulberry St. 2). Fire Station Access Street is on north side of Gibson and has full median access opposite a full-access driveway on the south side of Gibson. 3). [Hotel access for Quality Suites & Hawthorn Suites] Midway between Mulberry and University - T intersection to the north R-03-31 MTB 4). [Hotel access] Right-in/right-out on north side of Gibson. 5). Right-in/right-out to triangular parcel on south side of Gibson 6). University Boulevard - full intersection. 7). North side of Gibson approximately 800 feet east of University Boulevard right-in/right-out R-07-04 TCC 8). [Walker Road] Midway between Yale and University Boulevard - right-in, right-out to the south. Modified to provide right-in/right-out/left in access by R-16-01 TCC. 9). Buena Vista Drive - full T-intersection on north side. 10). Wilmoore Drive - full T-intersection on north side.
Gibson Boulevard Corridor: Yale Blvd - Louisiana Blvd Continued			
III. From Yale Boulevard to San Mateo Boulevard	High-capacity, high-speed, limited access Principal Arterial	<p>A) Full access is limited to the following approximately one-half mile at-grade intersections</p> <p>B) Partial access is limited to the following locations:</p>	<ol style="list-style-type: none"> 1). Yale Boulevard 2). Girard Boulevard 3). Carlisle Boulevard 4). Maxwell Avenue (future full access) R-19-04 MTB 5). Quincy St. (future full access) R-19-04 MTB 6). Truman Street 7). San Mateo Boulevard & Ridgecrest Drive 1). Between Girard Blvd and Hickam Ave on south side - right-in/right-out/left-in access onto Driveway "A" of the Aviation Center of Excellence Facility at Albuquerque International Sunport. R-15-01 TCC. 2). Hickam Ave - south side, right-in/right-out/left in 3). Kirtland Dr - right-in/right-out on south side. 4). Amherst Dr - right-in/right-out/left-in on north side. 5). "A" Ave - right-in/right-out/left-in on south side opposite Amherst

Gibson Boulevard Corridor: Yale Blvd - Louisiana Blvd Continued

<p>III. From Yale Boulevard to San Mateo Boulevard</p>	<p>High-capacity, high-speed, limited access Principal Arterial</p>	<p>B) Partial access is limited to the following locations:</p>	<p>6). Commercial parcels on north side between Amherst Dr and Carlisle Blvd - right-in/right-out access [candidate for future consolidation]</p> <p>7). Commercial parcel on northeast corner of Gibson and Carlisle - right-in/right-out access.</p> <p>8). Maxwell St - full T-intersection on north side. (future full-inters.)</p> <p>9). Washington St - full T-intersection on north side.</p> <p>10). Quincy St - full T-intersection on north side. (future full-inters.)</p> <p>11). Jackson St - full T-intersection on north side.</p> <p>12). Numerous residential parcels on north side between Washington & Truman - right-in/right-out access</p> <p>13). Development along southside of Gibson Blvd. between Carlisle and San Mateo shall be permitted to have right-in/right-out access as determined by the City. (In addition to future full-intersections noted above in sect. "a".) R-19-04 MTB</p> <p>14). Commercial parcel on northeast corner of Gibson & Truman - right-in/right-out on north side.</p>
<p>IV. From San Mateo Boulevard to Louisiana Boulevard</p>	<p>A). Principal Arterial with full access limited to street intersections as noted. Right-in/right-out driveway access allowed, and provisions for emergency vehicle access where required.</p>		<p>1). Commercial parcel on northeast corner of Gibson & San Mateo - right-in/right-out on north side.</p> <p>2). Ortiz Dr & medical center drive - full intersection</p> <p>3). Madeira Dr & medical center drive - full intersection</p> <p>4). Palomas Dr & medical center drive - full intersection</p> <p>5). Shopping Center - full T-intersection on north side.</p> <p>6). Valencia Dr & medical center drive - full intersection</p> <p>7). Cardeñas Dr & medical center drive - full intersection</p> <p>8). Halfway between Cardeñas & San Pedro - full intersection</p> <p>9). San Pedro Dr - full intersection</p> <p>10). Arizona St & commercial drive - full intersection</p> <p>11). California St & commercial drive - full intersection</p> <p>12). Dakota St - full intersection</p> <p>13). Florida St & commercial drive - full intersection</p> <p>14). Georgia St & commercial drive - full intersection</p> <p>15). Indiana St & commercial drive - full intersection</p> <p>16). Kentucky St & commercial drive - full intersection</p>

**Gibson Boulevard Extension Eastward
future extension between Louisiana Boulevard and Juan Tabo Boulevard**

The proposed future roadway would be a high-capacity, high-speed, limited access Principal Arterial with access limited to approximately one-mile to one-half mile at-grade intersections. The roadway shall follow the north alignment and lie adjacent to KAFB property to Eubank Boulevard; east of Eubank Boulevard the corridor will follow and encompass Southern Avenue [R-07-03 TCC].

V. From Louisiana Blvd. to Eubank Blvd	A). High-capacity, high-speed, limited access Principal Arterial with access limited to approximately one mile at-grade intersections.	1). Louisiana Boulevard (full intersection)
		2). Wyoming Boulevard (full intersection)
		3). Eubank Boulevard (full intersection)

Gibson Boulevard Corridor: Southern Avenue

VI. Existing Southern Avenue from Eubank Blvd. to Juan Tabo Boulevard	A). High-capacity, high-speed, limited access Principal Arterial with access limited to approximately one-half mile at-grade intersections.	1). Eubank Boulevard (full intersection)
		2). Elizabeth Street (full intersection)
		3). Juan Tabo Boulevard (full intersection)
	B). Right-in/right-out access at one-quarter mile intervals with restricted left turns if required	1). Stephen Moody St. - right-in, right-out, left-in, left-out R-07-03 TCC
		2a). Pike Street - right-in, right-out, left-in, left-out; on southside
		2b). Cuadro Street - right-in, right-out; on northside opposite Pike St.

**Gibson Boulevard Corridor: Juan Tabo Boulevard
Between Southern Avenue and I-40**

Juan Tabo Boulevard (R-86-9, R-91-09, R-19-04 MTB)		
VII. From Gibson Boulevard (a.k.a. existing Southern Avenue) to I-40	A). Access as noted	1). Cochiti Road - T-intersection to the west with a median opening
		2). Central Avenue - full signalized intersection
		3). Linn Avenue - T-intersection to the west with a median opening
		4). Skyline Road - T-intersection to the east with a median opening
		5). Hopi Road - T-intersection to the east without a median opening
		6). Buena Venture Rd - T-intersection to the west with a median opening
		7). I-40 Interchange - full access diamond interchange or future redesign
		Note: there are several existing driveways to businesses between Central Avenue & I-40

I-25 and I-40

Interstate highways are facilities under NMDOT jurisdiction. Access is only at designated interchanges. New interchanges on interstate highways within the Albuquerque Metropolitan Planning Area require approval by NMDOT and the Federal Highway Administration, along with approval by the Metropolitan Transportation Board (MTB) for inclusion in the metropolitan area's long-range plan adopted in accordance with 23 CFR 450. New interchanges or significant modifications to existing interchanges must meet federal and state criteria. RAC committee review and TCC pre-approval is not required.

**Juan Tabo Boulevard
Between Southern Avenue and I-40**
See section "Gibson Boulevard Corridor"

Los Lunas River Crossing Corridor Between I-25 and NM 47

Los Lunas River Crossing Corridor (R-19-04 MTB)

The future Los Lunas River Crossing Corridor between the I-25 and NM 47 may initially be a facility under Village of Los Lunas or Valencia County jurisdiction with future jurisdictional transfer to NMDOT. Until the jurisdictional transfer occurs, RAC policies will guide development and access management based on the *State Access Management Manual* (SAMM). After the jurisdictional transfer occurs, NMDOT will use the SAMM (as may be revised) and other pertinent documents to guide the granting of access with pre-transfer access considered allowable under then-current conditions. Refer to section VII of the RAC Policy document.

The alignment of the corridor was studied under CN G2S7602 and A300960: *Alternatives Analysis Report - Los Lunas Corridor Study August 2012*. The study identified the "Morris B Alignment" as the preferred alignment. The proposed roadway will be a limited access arterial. Existing Morris Road will provide property access to properties along the north side between I-25 and NM 314.

<p>i. Between I-25 and NM 47</p>	<p>A). Access is limited to existing cross streets and several new roadways serving existing and planned developments. Recommended access points are noted. Final access shall be per the corridor's final design plans.</p>	<ol style="list-style-type: none"> 1). Future I-25 Interchange 2). Central NM Correctional Facility & Sichler Road with connection to realigned Morris Road 3). Future access road between Sichler Rd and NM 314 to access NM General Services Department lands south of the corridor - access to south side only. 4). Morris Road & County Courthouse Access - full intersection 5). NM 314 - full at-grade intersection with possible future grade separation over NM 314 and NMRX railroad tracks 6). Juan Perea Rd - no access 7). Los Lentes Rd - full intersection 8). Los Lunas Water Treatment Plant Access - full T-intersection on south side only 9). Edeal Rd - full intersection 10). Future development road serving planned development east of Edeal Road - full intersection 11). Future access road between the Peralta Main Canal and La Costancia Acequia - full intersection 12). NM 47 - full intersection on new NM 47 alignment
----------------------------------	--	---

Manzano Expressway Between NM 47 & NM 309 and Meadowlake Road

Manzano Expressway (R-19-04 MTB)

The Manzano Expressway is a facility under the jurisdiction of the City of Rio Communities and Valencia County. The roadway's ultimate build-out is proposed as a limited access arterial. Modifications to the access granted below shall be reviewed by the RACC.

<p>I. Between NM 47 & NM 309 and Meadowlake Road</p>	<p>A). Access is limited to existing cross streets and property access. Existing 2019 allowable access points are noted.</p>	1). NM 47 & NM 309 - full intersection
		2). Property access at southeast corner of NM 47 - full driveway access
		3). Property access Sierra Vista Baptist Church - full driveway access on south side
		4). Hillandale Ave - full intersection
		5). Property access First United Methodist Church - full driveway access on north side
		6). Houston Blvd - T-intersection on north side
		7). De Haan Loop West & Sundial Loop - full intersection
		8). Property access approx. midway between De Haan Loop West and De Haan Loop East on north side - full driveway access
		9). De Haan Loop East - full intersection
		10). Sherrod Blvd - full intersection
		11). Unnamed Road approx. 2,500 feet north of Sherrod Blvd - angled T-intersection on the south side at curve.
		12). Unnamed east-west road approx. 4,625 south of Fairbanks Blvd. - full intersection
		13). Fairbanks Blvd - full intersection
		14). Unnamed east-west road approx. 4,600 north of Fairbanks Blvd - full intersection
		15). Unnamed east-west road approx. 2,550 south of South Rio del Oro Loop - T-intersection on the east side of the road
		16). South Rio del Oro Loop - full intersection
		17). Property access south of Marigold Blvd - full double driveway access
		18). Marigold Blvd - T-intersection on the east side
		19). Artissima Dr - T-intersection on the east side
		20). Property access south of Camino La Canada - full driveway access on east side
		21). Marlink Blvd & Camino La Canada - full intersection
		22). North Rio del Oro Loop - full intersection
		23). Monterrey Blvd - full intersection
		24). Van Camp Blvd - full intersection
		25). El Cerro Mission Blvd - full intersection
		26). Airport Dr & Sands Loop - 2-legged T-intersection to the east and south
		27). Hawk Court - T-intersection at a skewed angle to the southeast
		28). Property access approx. 1,770 feet north of Airport Dr - full T-driveway access at skewed angle to the northeast
		29). Property access approx. 2,160 feet north of Airport Dr - full T-driveway access on the east side
		30). Unnamed dirt road approx. 3,680 feet north of Airport Dr - full intersection both east and west. (Dirt road is approx. north limit of El Cerro-Monterey Park development.)
		31). Road to airfields, approx. 1,330 feet south of Parish Elementary School Access Road - T-intersection on the east side
		32). Ann Parish Elementary School & Bus Facility Access - T-intersection on the west side
		33). Meadow Lake Rd - T-intersection - End of Manzano Expressway

**McMahon Boulevard & Ellison Drive Corridor
Between Atrisco Vista Blvd. and Golf Course Rd.
and Ellison Drive
Between Golf Course Rd. and Coors Bypass (NM 45)**

McMahon Boulevard (R-2000-11, R-05-10, R-19-04 MTB)

I. [future] McMahon Boulevard from future Atrisco Vista Blvd. to Universe Blvd.	A). Full intersections at approximately one-half mile intervals	1). Future Atrisco Vista Blvd. 2). Future roadway approx. half-way between Atrisco Vista & Del Oeste 3). Future Del Oeste Dr 4). Future roadway approx. half-way between Del Oeste Dr & Rainbow 5). Future Rainbow Blvd 6). Universe Blvd - future full intersection
II. From Universe Boulevard to Golf Course Road	A). This section of McMahon Boulevard is mostly developed and shall have existing access and future modifications under full management and jurisdiction of the City of Albuquerque with no review requirements by the RAC comm. Refer to section VII of the RAC Policy document. Pre 2019 Access is noted.	1). Atlatl Drive - full intersection (future road south side) 2). Kayenta Blvd & Anasazi Ridge Ave - full intersection 3). Maravillas Drive & Rockcliff Drive - full intersection 4). Milky Way Street - full intersection 5). Sweet Dreams Drive - T-intersection to the north with median opening 6). Bandelier Drive - full intersection (future road on south side) 7). Pinon Verde Road - right-in, right-out, left-in on north side 8). Unser Blvd. - full intersection 9). Half-way between Unser & Fineland - two right-in, right-out accesses opposite each other. No median opening. 10). Fineland Drive & Pinnacle Peak Drive - full intersection 11a). Monterey Park Drive - right-in, right-out. No median opening. 11b). Summercrest Drive - right-in, right-out. No median opening. 12). Stonebridge Drive & Tuscany Drive - full intersection 13a). Health/Rehab Center entrance - right-in, right-out, left-in, left-out on south side. 13b). Health/Rehab Center entrance - right-in, right-out, left-in on south side. 14). Bandelier Drive - full intersection 15). Private drive - right-in, right-out, no median opening; on north side. 16). Dover Street - T-intersection, no median opening; north side. 17). Calle Convento & Redbud Street - full intersection 18a). Business Access approx. 340 feet east of Redbud - full access 18b). Business Access approx. 340 feet east of above - right-in, right-out, left-in, left-out; on north side 18c). Business Access approx. 140 feet east of above - right-in, right-out; on south side 19a). Lovelace Westside Hospital & Smith's Store - full access 19b). Smith's Store - right-in, right-out only; on south side Approx. 370' west of Golf Course Rd. R-05-10 MTB R-19-04 MTB Delet. 20). Golf Course Road - full intersection

Ellison Drive

III. Golf Course Road to Coors Bypass	A). This section of Ellison Drive is mostly developed and shall have existing access and future modifications under full management and jurisdiction of the City of Albuquerque with no review requirements by the RAC comm. Refer to section VII of the RAC Policy document. Pre 2019 Access is noted.	1). Seven Bar Loop Road - T-intersection 2). North Seven Barr Loop Road - T-intersection 3). West Cibola Loop & School Road - full access 4a). Cibola High School Access (west) - right-in, right-out only 4b). Cibola High School Access (east) - right-in, right-out only 5). Cibola Place & Cibola Loop/NW Transit Center - full access 6). Coors Bypass - full signalized intersection
---------------------------------------	---	--

Montaño Road		
Between Coors Boulevard and Greigos Drain (alongside Los Poblanos)		
Montaño Road (R-80-5, R-84-9, R-86-14, R-19-04 MTB)		
I. Coors Boulevard to Griegos Drain	A). Access as noted.	1). Coors Boulevard - full signalized intersection
		2). Montaño & Coors Shopping Center - right-in, right-out on north side
		3a). Winter Haven Road - right-in, right-out, left-in on north side. No through traffic across Montaño or left-out.
		3b). Winter Haven Road - right-in, right-out, left-in on south side. No through traffic across Montaño or left-out.
		4). Rio Grande Blvd - No Access, grade separation
		5). Private Drive - full access with median opening approx. 610' west of Griegos Drain

NM 45, Coors Boulevard Corridor		
Includes: Coors Bypass		
Coors Boulevard (NM 45), Coors Bypass and Coors Road between Coors Bypass and Alameda Boulevard are facilities under NMDOT jurisdiction. In the past, the 1984 Coors Corridor Plan and RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the <i>State Access Management Manual</i> (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.		
Coors Boulevard (R-81-07, R-84-06, R-84-09, R-86-07, R-86-22, R-93-11, R-95-2, R-95-21, R-01-24, R-03-02, R-05-15, R-13-01, R-19-04 MTB)		
I. Between NM 314 & NM 317 and NM 528	A). Access noted for NMDOT reference, are those specifically granted by resolution (Pre-2019)	1). 1,400 feet south of Montaño Road (left in) R-05-15
		2). Roberson Lane (left-in from southbound Coors Blvd) R-13-01 TCC

NM 6		
NM 6 is under the jurisdiction of the New Mexico Department of Transportation, NMDOT utilizes the <i>State Access Management Manual</i> (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.		

NM 47		
For those portions of NM 47 under the jurisdiction of the New Mexico Department of Transportation, NMDOT utilizes the <i>State Access Management Manual</i> (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.		
For those portions of NM 47 under City of Albuquerque or Bernalillo County jurisdiction access shall be managed by these respective agencies with no review requirements by the RAC committee and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.		

Other New Mexico State Highways		
NM 14, NM 16, NM 22, NM 109, NM 116, NM 147, NM 165, NM 217, NM 263, NM 304, NM 309, NM 313, NM 314, NM 315, NM 317, NM 333, NM 337, NM 346, NM 448, NM 473, NM 536, and Business Loop 25 in Belen		
For roadways under the jurisdiction of the New Mexico Department of Transportation, NMDOT utilizes the <i>State Access Management Manual</i> (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.		

NM 345, Unser Boulevard

This route number has been deactivated. Refer to section "Unser Boulevard"

NM 347, Paseo del Volcan

Refer to section "Paseo del Volcan"

NM 423, Paseo del Norte

Refer to section "Paseo del Norte"

NM 500, Rio Bravo Boulevard & Sen. Dennis Chavez Blvd. Between Future NM 347 (PdV) and I-25

Senator Dennis Chavez Boulevard and Rio Bravo Boulevard (NM 500) between Atrisco Vista Boulevard and I-25 is a facility under NMDOT jurisdiction. In the past, RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access. Refer to section VII of the RAC Policy document.

NM 500 (R-85-13, R-86-9, R-86-31, R-88-8, R-90-5, R-01-24, R-05-11, R-05-14, R-10-01, R-12-02 TCC & R-12-10 MTB, R-19-04 MTB)

A high-speed, high-capacity limited access Principal Arterial between I-25 and NM 347, Paseo del Volcan.

For the portion of NM 500 between I-40 and Senator Dennis Chavez Boulevard, refer to the "Atrisco Vista Boulevard" section.

I. Between future Paseo del Volcan and Atrisco Vista Boulevard	A). Future access to be determined	<ol style="list-style-type: none"> 1). (future) Paseo del Volcan (NM 347) - Full at-grade intersection with possible future full interchange 2). Access between future NM 347 (PdV) and Atrisco Vista Boulevard shall be permitted only as granted in the final approved Santolina Master Plan.
II. Between Atrisco Vista Boulevard and University Boulevard.	<p>A). Full interchange, at-grade Street intersections shall occur at one-half mile intervals and shall be limited to at-grade street intersections with median openings and traffic signalization, as warranted, or interchange configurations. These intersections shall be located at the identified locations as noted. Additional at-grade street intersections with median openings or interchanges may be permitted at approximately one-half (1/2) mile intervals. Info continues on next page for sections B and C.</p>	<ol style="list-style-type: none"> 1). Atrisco Vista Boulevard (formerly Paseo del Volcan East) 2). Future roadway between Atrisco Vista Blvd and 118th St; location t.b.d. 3). 118th Street - full intersection 3a). Approx. midway between 98th St & 118th St - T intersection is allowed for access to the south for Atrisco-Heritage Academy High School Events Field. (Unbuilt as of 2019.) R-19-04 MTB Deleted 4). 98th Street - full intersection 5). Unser Blvd - full intersection 6). Condershire Dr - full intersection 7). Approximately 660 feet west of Coors Blvd, right-in, right-out, left-in R-06-03 TCC (Does not exist as of 2019.) 8). NM 45 Coors Blvd - full intersection with possible future grade separation 9). Loris Dr - T-intersection 10). Property Access - full intersection midway between Isleta Drain and Arenal Main Canal accessing dirt "frontage road" (Vargas Road) 11). Property Access - right-in, right-out on south side just west of Arenal Main Canal (alt. Vargas Rd access) 12). Arenal Main Canal Access Road - full intersection 13). Property Access - right-in, right-out on southside between Arenal Main Canal and Sunstar Dr. 14). Sunstar Drive - full intersection 15). Property Access & U-Turn - full intersection, approx. 550 feet east of Sunstar Dr. 16). Mobile Home Park Access - right-in, right-out west of La Junta Rd. 17). La Junta Rd - full intersection 18). U-Turn Access - approx. midway between La Junta Rd & Albuquerque Main Canal

NM 500 continued

II. Between Atrisco Vista Boulevard and University Boulevard

See previous page for section A.

B). Right-in/right-out access may be permitted without median openings approximately one-fourth (1/4) mile from the nearest permitted intersection if special conditions are demonstrated.

C). All access noted in this section are existing access locations under pre-2019 RAC policies and are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access.

- 19). Albuquerque Main Canal Access Road - full intersection
- 20). U-Turn Access - approx. midway between Albuquerque Main Canal & Del Rio Road
- 21). Del Rio Road
- 22). Sausalito Drive Access - full intersection
- 23). Bennett Lateral Drain Access - full intersection
- 24). Rear Shopping Center Access - right-in, right-out on north side
- 25). Shopping Center Access - full intersection west of Isleta Blvd
- 26). Side Shopping Center Access - right-in, right-out on north side with right-turn lane into center
- 27). Shopping Center Access - right-in, right-out on south side just west of Isleta Blvd
- 28). Isleta Blvd - full intersection
- 29). Commercial Property Access - right-in, right-out on north side just east of Isleta Blvd.
- 30). Commercial Property Access - right-in, right-out on south side just east of Isleta Blvd.
- 31). Trails are UNDER Rio Bravo Blvd on both sides of the Rio Grande with access to the ditch maintenance roads.
- 32). Poco Loco Dr - full intersection (access to Belvedere Ave & Dean Dr)
- gg. Property Access & U-Turn - full intersection between Poco Loco Dr and the Barr Main Canal
- 33). Barr Main Canal Access Rd - full intersection
- 34). Commercial Property Access - full intersection west of 2nd St.
- 35). Commercial Property Access - right-in, right-out on north side to RAKS Building Supply west of 2nd St.
- 36). Commercial Property Access - right-in, right-out on north side to Giant store west of 2nd St.
- 37). 2nd Street - full intersection
- Location Reference: NMRX Railroad Crossing
- 38). Property Access - right-in, right-out, left-in on south side just west of the San Jose Drain between 2nd and Prince Street.
- 39). Westbound right-turn deceleration lane on north side between Prince Street and 2nd Street; TRANSIT ONLY left-in/right-out **R-07-01 TCC** (left-in not built as of 2019)
- 40). Commercial Access - right-in, right-out, on south side just east of Prince Street.
- 41). Prince Street - full intersection
- 42). Commercial Access - A right-in/right-out on the north side of NM 500 between the South Diversion Channel and NM 47 with deceleration lane as far west as practical. **R-12-02 TCC & R-12-10 MTB**
- 43). NM 47 Broadway Blvd - full intersection
- 44). Approximately 250 feet east of Broadway Blvd. Right-turn in only is permitted on north side of Rio Bravo
- 45). Approx. 400 feet east of Broadway (right in/right out) **R-05-11 MTB**
- 46). Railroad Spur Crossing
- 47). Development Access - right-in, right-out on south side east of the railroad spur crossing approx. 1,130 feet east of Broadway (right in/right out/ left in) **R-05-14 MTB**
- 48). Interstate 25 - interchange Exit #220
- 49). University Blvd - T-intersection **R-19-04 MTB changed to "T" inter.**

**NM 500, Atrisco Vista Boulevard
Between Sen. Dennis Chavez Blvd. and I-40**

Refer to section "Atrisco Vista Boulevard"

NM 528 Corridor

Various sections of this roadway are under the jurisdiction of NMDOT and the City of Albuquerque. Refer to section VII of the RAC Policy document.

NM 528, Alameda Boulevard between I-25 and 2nd Street

I. Between I-25 and 2nd Street

This section of NM 528, Alameda Boulevard, is under the jurisdiction of the City of Albuquerque and shall have existing access and future modifications under full management and jurisdiction of the City of Albuquerque with no review requirements by the RAC committee.

NM 528, Alameda Boulevard between 2nd Street and NM 448 (Corrales Road)

II. Between 2nd Street and NM 448 (Corrales Rd)

This portion of NM 528 is under NMDOT jurisdiction. NMDOT utilizes the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required.

NM 528, Alameda Boulevard between NM 448 (Corrales Road) and NM 45 (Coors Bypass)

III. Between NM 448 (Corrales Road) and NM 45 (Coors Bypass)

This section of NM 528, Alameda Boulevard, is under the jurisdiction of the City of Albuquerque and shall have existing access and future modifications under full management and jurisdiction of the City of Albuquerque with no review requirements by the RAC committee.

NM 528, Pat D'Arco Highway (formerly Rio Rancho Blvd.) between NM 45 (Coors Bypass) and US 550;

IV. Between NM 45 (Coors Bypass) and US 550

This portion of NM 528 is under NMDOT jurisdiction. NMDOT utilizes the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required.

NM 556 Tramway Boulevard Corridor
Tramway Boulevard between Central Avenue and Tramway Road;
Tramway Road between Roy Avenue/I-25 and Tramway Boulevard;
and Roy Avenue between 4th Street and I-25/Tramway Road

Tramway (NM 556) is a facility under NMDOT jurisdiction. In the past, RAC policies guided development and access management on certain sections of NM 556, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access. Refer to section VII of the RAC Policy document.

Between Central Avenue and Sandia Reservation Boundary

Tramway Boulevard (R-82-3, R-82-10, R-84-19, R-86-13, R-19-04 MTB)

A general policy of limiting full access to approximately one-half mile spacing with the specific access controls listed below.

I. Central Avenue to I-40	A). No vehicular access allowed between Central Avenue and I-40	1). Central Ave (full intersection) 2). I-40 Exit #167
II. I-40 to Tramway Road	1). I-40 Exit #167	
	2). Cloudview Avenue & Encantado Road (full intersection)	
	3). Copper Avenue (full intersection)	
	4). Lomas Boulevard (full intersection)	
	5). Indian School Road (full intersection)	
	6). Rover Avenue (full intersection)	
	7). Menaul Boulevard (full intersection)	
	8). Candelaria Road (full intersection)	
	9). Comanche Road (full intersection)	
	10). Montgomery Boulevard (full intersection)	
	11). Tramway Ridge Drive and Glenwood Village Shopping Center north access (T-intersections east and west with no median opening)	
	11). Manitoba Street (full intersection)	
	12). Spain Road (full intersection)	
	13). Academy Road (full intersection)	
	14). Simms Park Road (T-intersection east with median opening)	
	15). San Rafael Avenue (full intersection)	
	16). Tramway Terrace (full intersection)	
	17). San Bernardino Avenue (full intersection)	
	18). Paseo del Norte (T-intersection west side with median opening)	
	19). Live Oak Road (full intersection)	
	20). Cedar Hill Road (full intersection)	
	21). Tramway Lane (full intersection)	
	22). Commercial access (Countyline BBQ) (full access)	
Location Reference: Sandia Pueblo Indian Reservation Boundary		
	23). Tramway Road (T-intersection on the east side) End of 4-Lane Tramway Boulevard	

Northwest Loop Road Between I-40 and US 550

Northwest Loop (R-85-5 UTPPB, R-86-28 UTPPB, R19-04 MTB)

■ "Northwest Loop" is the current name of the long-range future roadway alignment beginning at I-40 near Rio Puerco, northerly alongside the Rio Puerco escarpment, then easterly to Unser Boulevard and US 550. A short section between Unser Boulevard and US 550 exists and is named "Northwest Loop" and another section exists as a dirt road near the desalination plant in Sandoval County. This alignment has sometimes been referred to as the "Outer Northwest Loop" and older references to "Northwest Loop" sometimes did not refer to this roadway but referred to the current "NM 347, Paseo del Volcan" or the current "Atrisco Vista Boulevard".

The intent of the long-range future construction (40+ miles) of the Northwest Loop is establish a limited access Principal Arterial with access limited to approximately one-mile spacing to serve as a bypass of the metropolitan area. This roadway is mostly non-existent but exists in some sections as a dirt or gravel roadway with some improvements (as of 2019) near Alice King Way and is paved along the northernmost section between Unser Boulevard and US 550. Since major construction of this roadway is in the long-term future, local governments shall review and approve intersecting streets and roads and development proposals with the intent to implement resolutions R-85-5 UTPPB and R-86-28 UTPPB and shall submit the proposals for RAC review and recommendations.

Future Northwest Loop between the I-40 and Unser Boulevard may initially be a facility under City of Rio Rancho, Bernalillo County, or Sandoval County jurisdiction with future jurisdictional transfer to NMDOT. Until the jurisdictional transfer occurs, RAC policies will guide development and access management. After the jurisdictional transfer occurs, NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access with pre-transfer access considered allowable under then-current conditions.

I. I-40 to Unser Boulevard (Proposed)	A). Future intersections proposed in major developments or plans for construction of the roadway shall be reviewed by the RAC committee for recommendations	1). [future] I-40 Interchange
		2). Paseo del Norte - initially at-grade with future grade separation needed
		3). Alice King Way - (existing) at-grade T-intersection as approved by Sandoval County
		4). Encino Rd (a.k.a. Pipeline Rd) - full intersection as approved by Sandoval County to provide access for future landfill.
		5). Torcido Rd - future full intersection
		6). Rainbow Blvd - future full intersection
		7). Unser Blvd. (see below)
II. Unser Boulevard to US 550 (Built)	B). Access as noted. Any changes to these existing access locations constitutes a modification to the RAC Policy	1) Unser Boulevard - full T-intersection with interim temporary and final configurations to be determined
		2) Westphalia Blvd. - full intersection
		3). James Wall Rd - full intersection
		4). US 550 - full T-intersection possible future grade-separation

Other New Mexico State Highways

For roadways under the jurisdiction of the New Mexico Department of Transportation, NMDOT utilizes the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

Paseo del Norte (NM 423 a.k.a. PdN)

Paseo del Norte (R-85-3, R-86-8, R-86-15, R-86-17, R-86-24, R-88-6, R-01-24, R-03-26, R-05-13, R-06-01 TCC, R-13-03 TCC, R-19-04 MTB)

A potential future freeway type facility from the future Northwest Loop to Tramway Boulevard, Paseo del Norte shall be a limited access Principal Arterial. Access to Paseo del Norte shall be limited to one of the following three types of interchange intersections. These three types are defined and locations of access are specified below.

- TYPE A: Interchange configuration
- TYPE B: At-grade dedicated street intersection with median opening
- TYPE C: At-grade dedicated street intersection without median opening

Paseo del Norte (NM 423) between Golf Course Road and Tramway Boulevard is a facility under NMDOT jurisdiction. In the past, RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

Paseo del Norte between Atrisco Vista Boulevard and Golf Course Road is a facility under City of Albuquerque jurisdiction with future jurisdictional transfer to NMDOT. Until the jurisdictional transfer occurs, RAC policies will guide development and access management. After the jurisdictional transfer occurs, NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access with pre-transfer access considered allowable under then-current conditions. Refer to section VII of the RAC Policy document.

Future Paseo del Norte between the future Northwest Loop and Atrisco Vista Boulevard may initially be a facility under City of Albuquerque, City of Rio Rancho, or Bernalillo County jurisdiction with future jurisdictional transfer to NMDOT. Until the jurisdictional transfer occurs, RAC policies will guide development and access management. After the jurisdictional transfer occurs, NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access with pre-transfer access considered allowable under then-current conditions. Refer to section VII of the RAC Policy document.

Paseo del Norte between future Northwest Loop and Golf Course Rd.

Future Intersections between the future Northwest Loop and Boulevard del Oeste	Access and intersection type shall be determined in cooperation with the jurisdictions which authorize the planning, development and construction of future intersecting streets and roadways and which shall be reviewed and by the RAC committee for recommendation(s) to the TCC.
TYPE A: Interchange configuration	<ul style="list-style-type: none"> 1a). Future Northwest Loop - (initially at-grade; future grade-separation as needed) 1b). Paseo del Volcan - NM347 (initially at-grade; future grade-separation as needed) R-13-03 2). Unser Boulevard (existing at-grade with future grade-separation) R-13-03 TCC
TYPE B: At-grade dedicated street intersection with median opening and traffic signalization, as warranted. At approximately one-half mile intervals, or as identified on the Long Range Roadway System, and specifically located at the following intersections. Additional Type B intersections may be permitted if they subsequently are added to the Long Range Roadway System and meet the approximate one-half mile interval criteria.	1). Atrisco Vista Blvd. (formerly Paseo del Volcan East & Double Eagle II Rd.)
	2). CS 003 R-25-01 TCC
	3). Boulevard del Oeste, extended
	4). Woodmont Avenue-Ventana West Parkway R-06-01 TCC
	5). Rainbow Boulevard
	6). Universe Boulevard
	7). A new street approx. 1,550 feet east of Universe Blvd. and 1,518 feet west of Unser Blvd. R-13-03 TCC
	8). Unser Boulevard (at-grade until future grade-separation is needed) R-13-03 TCC
	9). A new street approx. 1,410 feet east of Unser Blvd R-13-03 TCC
	10). A new street (aka "Transit Blvd" in Volcano Heights Sector Plan) approx. 2,695 feet east of Unser Blvd and 1,816 feet west of Kimmick Dr. This intersection is approved for a "High-T" type of intersection which, to the extent practical, preserves the eastbound-through, free-flow movement, and a dedicated eastbound to northbound left-turn lane along with a southbound to eastbound left-turn lane including an eastbound merge lane, in order to minimize traffic signal phasing and cycle length for Paseo del Norte to minimize red-signal time. R-13-03 TCC
11). Kimmick Drive	
Taylor Ranch Corridor (T-intersection to the south) Deleted R-13-03 TCC	
TYPE C: At-grade dedicated street intersection <u>without</u> median opening. Within areas where Paseo del Norte is partially constructed without a median, the access may be managed through a channelized directional island (aka pork chop island) where the proposed access connects to Paseo del Norte but only as an interim means to control access.	<ul style="list-style-type: none"> 1). Unnamed road between Atrisco Vista Blvd and CS 003 that is at least 1,320 feet from both roads. R-25-01 TCC 2). Unnamed road between CS 003 and Boulevard del Oeste that is at least 1,320 feet from both roads. R-25-01 TCC 3). Unnamed road between Boulevard del Oeste and Woodmont Ave that is at least 1,320 feet from both roads. R-25-01 TCC 4). Calle Plata (right-in/right-out only on south side of Paseo del Norte) R-13-03 TCC 5). Calle Norteña (right-in/right out only on south side of Paseo del Norte) R-13-03 TCC 6). Park Edge Drive, a new street approx.. 1,723 feet east of Kimmick Dr. (right-in/right-out only on north side of Paseo del Norte) R-13-03 TCC
Access Prohibition	Access Prohibition: Paseo del Norte between Universe Boulevard and Golf Course Road shall have access restricted to the dedicated streets granted access above with no additional driveways or vehicular access locations permitted. All access to businesses, residences, etc. shall only be from the local and collector streets existing or to be built. R-13-03 TCC

Paseo del Norte (NM 423) between Golf Course Rd. and Tramway Blvd.

<p>I. Paseo del Norte (NM 423) between Golf Course Road and Tramway Boulevard is a facility under NMDOT jurisdiction. In the past, RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the <i>State Access Management Manual</i> (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.</p>	A). TYPE A Interchange allowable under pre-2019 RAC policies	<ol style="list-style-type: none"> 1). Coors Blvd 2). 2nd Street 3). Jefferson Street R-13-03 TCC 4). I-25 		
	<p>B). TYPE B Intersection (at-grade dedicated street intersection with median opening and traffic signalization as warranted) allowable under pre-2019 RAC policies</p>		<ol style="list-style-type: none"> 1). Golf Course Road 2). Rancho Sereno Road & Richland Hills Road (formerly listed as "unnamed collector midway between Eagle Ranch Road and Golf Course Road" 3). Eagle Ranch Road 4). San Pedro Drive 5). Louisiana Boulevard 6). Wyoming Boulevard 7). Barstow Street 8). Ventura Street 9). Holbrook Street 10). Eubank Boulevard 11). Browning Street 12). Lowell Street 12a). Tennyson Street - no access, underpass 13). Tramway Blvd 	
			<p>C). TYPE C Intersection (At-grade dedicated street intersection <u>without</u> median opening) allowable under pre-2019 RAC policies</p>	<ol style="list-style-type: none"> 1). Between I-25 and Sen Pedro Blvd., to serve the south side parcel to and from Paseo del Norte. 2). Rancho do Palomas (south side of Paseo del Norte between Louisiana Blvd. and Wyoming Blvd. 3). Mid Block between Wyoming Blvd. & Barstow St. (right-in, right-out) R-05-03 MTB

Paseo del Volcan (NM 347 a.k.a. PdV)

Clarification Notes: The names "Paseo del Volcan" and "Northwest Loop" have referred to different roadways over the years, so anyone researching documents from 1960 to present-day needs to clarify which roadway and alignment a particular document is referring to, especially older documents, including RAC resolutions.

- "NM 347" has been assigned by NMDOT to identify the partially existing and proposed route of Paseo del Volcan. NM 347 exists between Unser Blvd. and US 550 with future extension westerly from Unser Blvd., curving southerly to Southern Blvd, then southwesterly/southerly along the west side of Double Eagle II Airport and Shooting Range Park to a proposed new interchange at I-40 and continuing south to the future westerly extension of Senator Dennis Chavez Boulevard. This alignment has previously been called "Paseo del Volcan West" with older documents referring to this alignment as the "Northwest Loop". It is this alignment that is now referred to as "NM 347" and "Paseo del Volcan".
- "Atrisco Vista Boulevard" is the current name of the roadway beginning at NM 500, Senator Dennis Chavez Boulevard to I-40 Exit # 149, northerly alongside Petroglyph National Monument and the ancient volcanoes to Paseo del Norte with future extension northerly to the vicinity of Southern Boulevard and a future intersection with NM 347. This alignment was previously, officially named "Paseo del Volcan" and then officially renamed "Atrisco Vista Boulevard". It has previously been called "Paseo del Volcan East", "Double Eagle II Road", and "Airport Access Road" with older documents also referring to this alignment as part of the "Northwest Loop".
- "Northwest Loop" is the current name of the long-range future roadway alignment beginning at I-40 near Rio Puerco, northerly alongside the Rio Puerco escarpment, then easterly to Unser Boulevard and US 550. A short section between Unser Boulevard and US 550 exists and is named "Northwest Loop" and another section exists as a dirt road near the desalination plant in Sandoval County. This alignment has sometimes been referred to as the "Outer Northwest Loop" and older references to "Northwest Loop" sometimes did not refer to this roadway but referred to the current "NM 347, Paseo del Volcan" or the current "Atrisco Vista Boulevard".

NM 347, Paseo del Volcan Western Alignment (R-82-12, R-86-22, R-90-13, R-93-8, R-03-17, R-19-04 MTB)

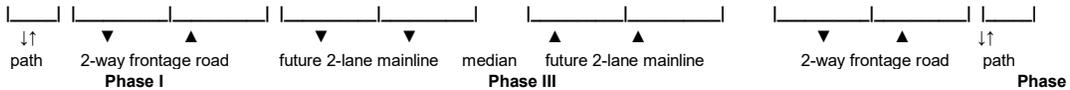
A high-speed, high-capacity, limited access principal arterial from Senator Dennis Chavez Boulevard on the south to US550. It is the desire of the MTB that Paseo del Volcan north of I-40 shall ultimately be developed to freeway standards and that ultimate access shall be provided via interchanges at approximately 1 mile intervals. Prior to ultimate development, at-grade intersections with median openings at other than one-mile intervals may be permitted. When ultimate access control on Paseo del Volcan is implemented, reasonable access will be provided to adjacent properties from parallel frontage roads. An access control plan for adjacent and intersecting streets shall be developed through subsequent location corridor studies. The following access policy has been established.

Paseo del Volcan Continued

Paseo del Volcan (NM 347) between Unser Boulevard and US 550 is a facility under NMDOT jurisdiction. In the past, RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT uses the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

Future Paseo del Volcan between the I-40 and Unser Boulevard may initially be a facility under City of Albuquerque, City of Rio Rancho, Bernalillo County, or Sandoval County jurisdiction with future jurisdictional transfer to NMDOT. Until the jurisdictional transfer occurs, RAC policies will guide development and access management based on the *State Access Management Manual* (SAMM). After the jurisdictional transfer occurs, NMDOT will use the SAMM (as may be revised) and other pertinent documents to guide the granting of access with pre-transfer access considered allowable under then-current conditions.

Since adjacent property will be accessed from parallel frontage roads, all or portions of the frontage roads may be constructed at any time to provide access to adjacent properties. Frontage roads may be constructed by any public lead agency or private developers in advance of the "mainline" in order to provide access to adjacent land for development. Frontage road property access locations shall be determined on a case-by-case basis and may include temporary higher level access. Frontage roads shall be constructed on alignments preapproved by NMDOT which will allow for future construction of the "mainline" travel lands. Frontage roads may also serve as the temporary "mainline" until the need arises for a mainline roadway to be constructed. Below is a conceptual illustration.



Temporary 2-way mainline and future 1-way frontage road serving one-direction of a temporary mainline. Initial access can begin from the existing I-40 northside frontage road.

Until the second frontage road is constructed, temporary land access to the one frontage road would be allowed. Once the second frontage road is built, provisions for U-turn locations should be provided. Construction of the "mainline" would be the final phase of the roadway when projected traffic volumes justify the need.

Temporary 2-way mainline and future 1-way frontage road serving one-direction of a temporary mainline. Initial access can begin from the existing I-40 northside frontage road.

**NM 347, future Paseo del Volcan
Between future extension of Senator Dennis Chavez Boulevard and future proposed Interchange at I-40**

A). Access as noted or as shall be established in the final Santolina Master Plan	1). Future intersection with future westerly extension of Senator Dennis Chavez Blvd.
	2). Future intersections between Senator Dennis Chavez Blvd & I-40 south side frontage roads shall be in accordance with the final, approved Santolina Master Plan.
	3). I-40 southside frontage road (a.k.a. Central Ave West and Cerro Colorado Road)
	4). Access in the vicinity of the proposed, future interchange at I-40 shall be determined by NMDOT and the Federal Highway Administration.

**NM 347, future Paseo del Volcan
Between future Interchange at I-40 and Unser Boulevard**

B). Future proposed Paseo del Volcan Between future proposed Interchange at I-40 and Unser Boulevard	1). I-40 northside frontage road and interchange access
	2). Approximately 1.4 miles north of I-40
	3). Approximately 2.5 miles north of I-40
	4). Approximately 3.6 miles north of I-40
	5). Approximately 4.6 miles north of I-40, on the north boundary line of the Town of Atrisco Grant
	6). Approximately 7.8 miles north of I-40, on the south boundary line of the Town of Alameda Grant
	7). Approximately 9.6 miles north of I-40, at proposed extension of Paseo del Norte
	8). Approximately 10.7 miles north of I-40, at future proposed extension of Irving Blvd.
	9). 19th Avenue
	10). Southern Boulevard & Atrisco Vista Boulevard future extension
	11). West Sandia Boulevard
	12). Northern Boulevard
	13). 19th Avenue North
	14). Vista Road
	15). Rainbow Boulevard
	16). Unser Boulevard (formerly 20th Street)

**NM 347, Paseo del Volcan
Between Unser Boulevard and US 550**

Paseo del Volcan (NM 347) between Unser Boulevard and US 550 is a facility under NMDOT jurisdiction. In the past, RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access. Refer to section VII of the RAC Policy document.

C). Access is limited to the intersections noted. Access may initially be at-grade with future grade separated interchanges.	1). Unser Boulevard (formerly 20th Street)
	2). Broadmoor Boulevard (formerly 30th Street)
	3). Loma Colorado Boulevard (formerly 40th Street)
	4). Iris Road
	5). Future improved Lincoln Avenue (Tifton Court & Zacapa Court)
	6). Approximately 1.1 miles north of Lincoln Avenue (Camino Encantadas)
	7). Enchanted Hills Boulevard - Grade separation with no access
	8). US 550 (possible future grade separation)

**Southern Avenue
Between Eubank Blvd. and Juan Tabo Blvd.**

Refer to section "Gibson Boulevard Corridor"

**Sunport Boulevard
Between Broadway Boulevard and Albuquerque International Sunport**

Sunport Blvd (R-19-04 MTB)

I. Between Broadway Boulevard and Albuquerque International Sunport	A). Access shall be permitted only as noted.	1). Broadway Boulevard & Woodward Road - full intersection
		2). Commercial property access - right-in, right-out on north side
		3). Connector to Edmund St - T-intersection on north side
		4). I-25 - full interchange
		5). University Blvd - full interchange
		6). Yale Blvd - partial interchange & entrance to Albuquerque International Sunport terminal, parking, etc.

Tramway Boulevard (NM 556)

Refer to section "NM 556 Tramway Boulevard Corridor"

Unser Boulevard

Unser Boulevard (R-84-15, R-85-8, R-87-11, R-89-16, R-92-3, R-93-7, R-95-2, R-95-21, R-2000-11, R-2001-9, R-2001-11, R-02-17, R-03-19, R-2001-24, R-03-25, R-04-19, R-04-28, R-05-01, R-05-12, R-06-02 TCC, R-08-01 TCC, R-09-01 TCC, R-09-02 TCC, R-12-01 TCC, R-13-02 TCC, R-13-03, R-14-01, R-14-02 TCC, R-19-04 MTB, R-22-01, R-22-02 TCC)

A high capacity, limited access Principal Arterial from Gun Club Road to US 550 with full access at-grade intersections at one-half mile intervals. Right-in, right-out access points may be located at approximately one-quarter mile intervals, provided the access location does not degrade traffic flow and upon review by the TCC. This policy will serve as guidance to future corridor or access studies for Unser Boulevard south of Gun Club. Access is provided as listed below.

Unser Boulevard between NM 500 and Central Avenue

I. Between Senator Dennis Chavez Boulevard (NM 500) and Central Avenue	A). Full-access intersections at:	1). Rio Bravo & Senator Dennis Chavez Boulevard 2). Anderson Hill Avenue 3). Blake Road 4). Gibson Boulevard w/ Spring Flower Road 5). Arenal Road/Sapphire Street 6). Sage Road 7). Tower Road 8). Bridge Boulevard 9). Central Avenue
	B). Partial-access intersections at:	1). NB - Freshwater Road (right-in/right-out access to the east) 2). SB - Kimela Drive (right-in/right-out access to the west) 3). SB - Right-in/right-out access to the West approximately 360' South of Sage Road SW R-23-01 TCC 4). SB - West side of Unser approximately 800 feet south of Sage Road right-in/right-out/left-in R-08-01 TCC 5). NB - Right-in on east side of Unser approximately 500 feet south of Sage Road. R-10-04 TCC 6). NB - Midpoint between Sage Road and San Ygnacio Road (right-in/right-out to the east) R-09-02 TCC (not built as of 2019) 7). NB and SB - San Ygnacio Road (right-in/right-out access to the east and west); (add a southbound Unser to eastbound San Ygnacio left turn) R-09-02 TCC (left-turn access not built as of 2019) 8). NB - 475 feet north of the centerline of Tower Road (right-in/right-out access to the east) (only decel. lane & 9). NB and SB - Eucariz Avenue (right-in/right-out access to the east and west) 10). SB - Sunset Gardens Road (right-in/right-out access to the west) 11). NB - Gwin Road (right-in/right-out access to the east) 12). Between Gwin Rd & Frederick Lane (right-in/right-out/left-in) 13). NB - Frederick Lane (right-in/right-out access to the east)

Unser Boulevard between Central Avenue and Los Volcanes Road

II. Between Central Avenue and Los Volcanes Road	A). This section is mostly developed and shall have existing access and future modifications under full management and jurisdiction of the City of Albuquerque with no review requirements by the RAC comm. Refer to section VII of the RAC Policy document. Pre-2019 Access is noted.	1). Central Avenue - full intersection 2). Sarracino Place - Access to the east at Sarracino Place until the adjacent properties redevelop or when the ultimate roadway is constructed. Permanent access will be reevaluated at that time through a traffic study. As of 2019 this is a full intersection. 3). Bluewater Road - full intersection 4). Property access right-in/right-out on east side just south of Saul Bell Road (approx. 700 feet north of Bluewater Rd) 5). Saul Bell Road - Left-turn bay from Unser Blvd northbound to Saul Bell Road westbound. R-12-01 TCC (it is right-in/right-out only in 2019)
--	--	---

Unser Boulevard between Los Volcanes Road and Ladera Drive

Unser Boulevard between Los Volcanes Road and Ladera Drive is a facility under NMDOT jurisdiction; it was previously part of the now defunct NM 345 and remains under NMDOT jurisdiction due to the I-40 interchange. In the past RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

III. Between Los Volcanes Road and Ladera Drive	A). Pre-2019 Access noted for reference	1). Los Volcanes Road - full intersection
		2). Interstate 40 (grade-separated full interchange)
		3a). Approx. 529 feet south of Ladera Drive - northbound right-in only access with deceleration lane. R-14-01 TCC
		93). Approx. 1,040 feet south of Ladera Drive - northbound right-in access with deceleration lane and northbound right-out egress and southbound left-in with deceleration lane. R-14-01 TCC
		NOTE: The two access locations granted under R-14-01 TCC are intended to <u>replace</u> older full intersection access locations noted on older rights-of-way maps for Hamilton Road and Iliff Road and to <u>delete</u> older access for Hanover Road.

Unser Boulevard north of Ladera Drive

IV. Ladera Drive to Ouray Road	A). Full access intersections at:	1). Ladera Drive - full intersection	
		2). Tierra Pintada Blvd. (formerly 98th Street) & Vista Oriente Street - full intersection	
		3). Ouray Road & Lava Bluff Drive - full intersection	
	B). Partial access intersections at approximately one-quarter mile intervals shall be provided at the following specified locations:	1). Four access points (right-ins/right-outs) for powerline access and emergency vehicles at Ceilo Oeste Place cul-de-sac and just south of there.	
		2). La Morada Place - Access to the east at "La Morada" (right-in and right-out)	
		3). Commercial Access approximately 475 feet north of centerline of 98th Street (now Tierra Pintada Blvd.) on east side - right-in only with deceleration lane R-04-19 MTB	
		4). Old Ouray Road - Access to the east at "Old Ouray Road", approx. 950 ft south of Ouray Road (New) and Unser Boulevard (right-in and right-out)	
		5). (Brawley Road) 950 feet south of Ouray (right-in/right-out on the east side)	
V. Ouray Road and Dellyne Avenue	A). Full access, at-grade intersections	1). Ouray Road & Lava Bluff Drive	
		2). St. Joseph's Avenue	
		3). Western Trail & Petroglyph Park Road	
		4). Dellyne Avenue	
	B). Partial access intersections at approximately quarter mile intervals	1). Ouray Road to Dellyne Avenue	a). Vista Alegre Street (right-in/right-out) on east side
			b). Black Volcano Road - right-in/right-out with deceleration lane on east side
		c). Sipapu Avenue - (right-in/right-out)	
		d). Vulcan Parkway (right-in/right-out with a northbound to westbound left-turn only lane)	
		e). Azuelo Avenue - (right-in/right-out)	

Unser Boulevard north of Ladera Drive continued		
VI. Delyne Avenue to Paradise Boulevard except Unser Boulevard through Volcano Heights - see section below	A). Limited to full access at-grade intersections at the specified locations:	1). Delyne Avenue R-13-03 TCC
		2). Montaña Road
		3). Atrisco Road (T-intersection to the east) (With the new alignment of Unser, this street takes the place of formerly approved T-intersection for Santo Domingo St.)
		81st Street (T-intersection to the west) Deleted R-13-03 TCC
		4). Molten Rock Rd R-13-03 TCC
		5). Rainbow Blvd & Compass Drive
		6). Kimmick Drive (unsignalized T-intersection to be converted to right-in/right-out once the intersection would require a traffic signal.) R-13-03 TCC [converted to right-in/right-out; see section "B" below]
		7). Rosa Parks Avenue (formerly listed as Squaw Rd)
		8). A new street approx. 1,027 feet south of Paseo del Norte and 2,791 feet north of Rosa Parks Ave. R-13-03 TCC
		9). Paseo del Norte (at-grade intersection until grade-separation is needed) R-13-03 TCC
		9a). A <u>temporary</u> access approx. 400 feet north of Paseo del Norte R-13-02 TCC
		10). A point approximately halfway between Paseo del Norte and Blue Feather/Boulder Trail approx. 2,389 feet north of Paseo del Norte which corresponds to the location of the "Transit Blvd" proposed in the Volcano Heights Sector Plan. R-13-03 TCC
11). Blue Feather/Boulder Trail (With the new alignment of Unser, this street takes the place of the formerly approved full-intersection for Lilenthal Ave.)		
12). Paradise Boulevard		
B). Partial access intersections shall be provided at the specified locations:	1). Flor del Sol Place (unsignalized T-intersection now converted to right-in/right-out once the intersection would require a traffic signal.) R-13-03 TCC (also has a southbound to eastbound left-in lane)	
	2). Bogart Street (unsignalized T-intersection now converted to right-in/right-out once the intersection would require a traffic signal.) R-13-03 TCC (also has a northbound to westbound left-in lane)	
	3). Kimmick Drive (converted to right-in/right-out) R-13-03 TCC	
	4). A new Volcano Heights street approx. 1,105 feet north of Paseo del Norte (right-in/right-out on east side of Unser Blvd. and a right-in/right-out on west side of Unser Blvd. No median break for either side.) R-13-03 TCC	
	5). A new Volcano Heights street on east side of roadway approx. 1,470 feet south of Blue Feather/Boulder Trail and 860 feet north of the proposed Transit Blvd. (right-in/right-out on east side of Unser Blvd. No median break.) R-22-01 TCC	
	6). A new Volcano Heights street on west side of roadway approx. 1,160 feet south of Blue Feather/Boulder Trail (right-in/right-out on west side of Unser Blvd. No median break.) R-13-03 TCC	
	7). Buglo Avenue (right-in/right out for both northbound and southbound) R-07-02 TCC	
Unser Boulevard through Volcano Heights		
VII. Volcano Heights section of Unser Boulevard	A). Access Prohibition: Unser Boulevard within the Volcano Heights Sector Plan area shall have access restricted to the dedicated streets granted access above with no additional driveways or vehicular access locations permitted. All access to businesses, residences, etc. shall only be from the local and collector streets to be built in the development(s). R-13-03 TCC	

Unser Boulevard north of Ladera Drive continued

VIII. Paradise Boulevard to Southern Boulevard	A). Full access at-grade intersections shall be limited to:	1). Paradise Boulevard
		2). Irving Boulevard
		3). Bandelier Drive
		4). McMahon Boulevard
		5). Night Whisper Road & Summer Ridge Road
		6). Healthy Way & Wellspring Avenue; signalized "T" Intersection (<i>City of Rio Rancho correspondence on June 20, 2008 - three-party agreement with City of Albuquerque and NMDOT</i>) Full Intersection under R-09-03 TCC [prev. Black Arroyo Blvd or Arroyo Blvd]
		7). Westside Boulevard
		8). Cabezon Boulevard
		9). Southern Boulevard
		10). Exception: The Bernalillo County Volunteer Fire Department No. 7, located immediately north of Paradise Boulevard, shall be provided with access to Unser Boulevard, including a median opening for the express purpose of serving this fire station. The median opening and driveway access to the station will be closed when Fire Department No. 7 is relocated.
	B). Partial access shall be allowed as noted at:	1). Lyon Boulevard - right-in/right-out on west side just north of Irving Blvd
		2). Commercial Access - right-in/right-out/left-in on the east side, approximately 650 feet south of McMahon Boulevard
		3a). Crown Road - right-in/right-out/left-in on east side
		3b). Calle Perro - right-in/right-out/left-in on west side
		4). Rust Medical Center Emergency Vehicle Access - right-in with deceleration lane on east side
		5). Rincon Road - right-in only on west side with deceleration lane R-09-03 TCC
		6). Property Access - right-in/right-out/left-in on the east side, approximately the midpoint between Black Arroyo Boulevard (Westside Boulevard) and Arroyo Road [now Healthy Way] R-22-02 TCC (not built 2022)
		7). Property Access - right-in/right-out on the east side, approximately 750 feet north of Westside Boulevard R-09-01 TCC (not built 2019)
		8). Commercial Access - approximately 520 feet north of Cabezon Blvd - right-in/right-out with deceleration and acceleration lanes R-06-02 TCC
		9). Commercial Access - right-in/right-out access on northbound Unser Blvd approximately 640 feet south of the Southern Blvd and Unser Blvd intersection with such access and associated deceleration land and crossing of the multi-use trail to be designed and constructed to the specifications determined by the City of Rio Rancho. R-14-02 TCC
	C). Until traffic safety and capacity considerations may warrant their closure, local access shall be allowed at:	10). Commercial Drive (right-in/right-out/left-in) R-05-12 MTB
		1). Essex Drive (right-in/right-out/left-in access to the west)
		2). Fordham Drive (right-in/right-out/left-in access to the east)
		3). Alder Drive (right-in/right out/left-in access to the west)

Unser Boulevard between Southern Boulevard and US 550

Unser Boulevard between Southern Boulevard and US 550 is a facility under City of Rio Rancho jurisdiction. In the past RAC policies guided development and access management in some sections, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. In the future, the City of Rio Rancho will use various documents and policies to guide the granting of access. Contact the City of Rio Rancho regarding access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

Note: It is strongly encouraged that this access control policy be applied to Unser Boulevard between Southern Boulevard and US 550 to assure that the function and capacity of the roadway are protected in the future. **Resolution UTPPB R-84-15**

Unser Boulevard: Southern Blvd to US 550 continued		
IX. Southern Boulevard to Northern Boulevard	A). Pre-2019 Access as noted:	1). Southern Boulevard - full intersection
		2). Commercial Access - set of 3 right-in/right-out access locations on the east side just north of Southern Boulevard
		3). Commercial Access - right-in/right-out on west side just north of Southern Boulevard
		4). Commercial Access - right-in/right-out/left-in on west side approximately 950 feet north of Southern Boulevard
		5). Zaragoza Road - full intersection R-05-01 MTB
		6). Commercial Access - two driveways on west side just south of Wexford Road [Blakes Lotaburger]
		7). Wexford Road - T-intersection
		8). Commercial Access - one driveway on west side just north of Wexford Road
		9). 5th Street & Spring Drive - full intersection
		10). Property Access -driveway on west side just north of 5th Street
		11). Access on west side approximately 550 feet north of 5th Street - T-intersection
		12). Access on west side approximately 940 feet north of 5th Street - T-intersection
		13). 2nd Street - T-intersection on the west side
		14). Black Hills Road - T-intersection on the east side
		15). Property Access - 5 driveways/curb cuts on west side between Black Hills Road and Western Hills Drive
		16). Western Hills Drive - T-intersection
		17). Property Access - two driveways approx. opposite Western Hills Dr.
		18). Property Access - two driveways on west side north of Western Hills Drive
		19). Commercial Access - driveway on west side just south of Abrazo Rd
		20). Abrazo Road - full intersection
		21). Idalia Road - right-in/right-out/left-in on both east and west sides with no median opening for through traffic
		X. Northern Boulevard to Progress Boulevard
2). Autumn Sage Avenue -right-in/right-out/left-in		
3). Pine Road -right-in/right-out/left-in		
4). Cherry Road - T-intersection future full-intersection		
5). 17th Avenue - right-in/right-out on both east and west sides		
6). Farol Road - right-in/right-out on west side		
7). 26th Ave - T-intersection		
8). NM 347 Paseo del Volcan - full intersection; future interchange		
9). Arena Drive - right-in/right-out only on west side and T-intersection on the east side		
10). King Boulevard - full intersection		
11). Progress Boulevard - full intersection		
	B). Existing access on platted dirt roads	1). Various existing dirt road intersections between Idalia Road and Progress Boulevard are allowable with future access locations to be determined based on future development plans
XI. Between Progress Boulevard and Northwest Loop Road	A). Access as noted at:	1). Mariposa Parkway - T-intersection; future full intersection
	2). Northwest Loop Rd - full T-intersection with interim temporary and final configurations to be determined	
	B). Existing access on platted dirt roads	1). Various existing dirt road intersections between Progress Boulevard and Northwest Loop Road are allowable with future access locations to be determined based on future development plans
Unser Boulevard connection to US 550 (a.k.a. Northwest Loop Road)		
XII. Unser Boulevard to US 550 (Built section of Northwest Loop as of 2019)	A). Access as noted.	1). Unser Boulevard - full T-intersection with interim temporary and final configurations to be determined
		2). Westphalia Blvd. - full intersection
		3). James Wall Rd - full intersection
		4). US 550 - full T-intersection possible future grade-separation

US 550 (formerly NM 44)

US 550 is a facility under NMDOT jurisdiction. NMDOT utilizes the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

Westside Boulevard (formerly 19th Ave SE)

Westside Boulevard (R-2000-11, R-19-04 MTB)

Access shall be provided for full intersections at approximate one-half mile intervals and for T intersections and right-in/right-out driveways at approximate one-quarter mile intervals, except within the potential village center area of Unit 16. Here more frequent access is allowed provided that driveways are not located closer than approximately 400 feet from adjacent access points.

Westside Boulevard is a facility under City of Albuquerque and City of Rio Rancho jurisdiction. In the past RAC policies guided development and access management in some sections, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. Much of the adjacent land has been developed since this roadway was originally listed in this policy, therefore, in the future, the two cities will use various documents and policies to guide the granting of access. Contact the City of Albuquerque or the City of Rio Rancho regarding access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

I. Future Westside extension along 18th Ave SE between Rainbow Boulevard and Vicenza Dr/Viga Rd (the alignment angles connecting 18th Ave SE & old 19th Ave SE)	A). Pre-2019 access at locations listed; other property access to be determined.	<ol style="list-style-type: none"> 1). Rainbow Blvd - full T-intersection 2). 3rd St SE - full intersection 3). Villa Rd SE - full intersection 4). future Universe Blvd extension - full intersection 5). Vicenza Dr (Viga Rd) full T-intersection
II. Between Vicenza Dr/Viga Rd and Unser Boulevard	B). Pre-2019 access at locations listed; other property access to be determined.	<ol style="list-style-type: none"> 1). Vicenza Dr (Viga Rd) full T-intersection 2). 8th St SE - full T-intersection on the south side 3). 9th St SE - full T-intersection on the north side 4). 10th St SE - full intersection 5). 11th St SE - full T-intersection on the north side 6). 12th St SE - full T-intersection on the north side 7). approx. halfway between 12th & 13th - full T-intersection on south side 8). 13th St SE - full T-intersection on the north side 9). 14th Place SE - full T-intersection on the north side 10). 15th Place SE - full T-intersection on the north side 11). 15th St SE - full T-intersection on the south side 12). Wellspring Ave SE - full T-intersection on the south side 13). Approx. 525 ft. west of 19th St SE - right-in, right-out on south side 14). Approximately 1,200 feet west of Unser Blvd (approx. 230 west of 19th St SE) - full intersection R-09-03 TCC 15). 19th St SE - full T-intersection on the north side 16). Approximately 700 feet west of Unser Blvd - right-in/right-out & left-in access on the south side of Westside Blvd R-09-03 TCC 17). Unser Blvd - full intersection
III. Between Unser Boulevard and Golf Course Road	C). Pre-2019 access at locations listed; other property access to be determined.	<ol style="list-style-type: none"> 1). Unser Blvd - full intersection 2). Approx. 700 feet east of Unser Blvd aligned with bridge over Black Arroyo - full intersection 3). Caramesa Dr aligned with bridge at Black Arroyo - full intersection 4). 24th St SE aligned with bridge over Black Arroyo - full intersection 5). Approx. 800 feet east of Wellspring/25th St SE aligned with bridge over Black Arroyo - full intersection 6). Wellspring Ave SE/25th St SE - full intersection 7). Detention pond access - right-in/right-out on south side 8). Linear Park Trail access - right-in/right-out on south side 9). Approx. 750 feet west of Golf Course Rd commercial property access - right-in/right-out/left-in on north side 10). Approx. 450 feet west of Golf Course Rd commercial property access - right-in/right-out on south side 11). Golf Course Rd - full intersection
IV. Between Golf Course Road and NM 528	D). Pre-2019 access only at locations listed; no other vehicular access allowed.	<ol style="list-style-type: none"> 1). Golf Course Rd - full intersection 2). 7 Bar Loop Rd - full T-intersection on south side 3). La Sierrita Rd - channelized full T-intersection on south side 4). Grande Blvd - channelized full T-intersection on north side 5). NM 528 - full intersection