RESOLUTION

of the

METROPOLITAN TRANSPORTATION BOARD

of the

BOARD OF DIRECTORS

of the

MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

(R-05-09 MTB)

ADOPTING ROADWAY ACCESS MODIFICATION POLICIES

WHEREAS, the Mid-Region Council of Governments is the designated Metropolitan Planning Organization (MPO) for the Albuquerque Metropolitan Planning Area (AMPA); and

WHEREAS, the member agencies of the AMPA have agreed that certain roadways are designated as limited access roadways; and

WHEREAS, access limitation policies (attached) have been identified for these roadways; and

WHEREAS, in the past, access changes have been considered without a consistent policy; and

WHEREAS, a need has been identified for a process to be implemented to consider requests for modification of access to these roadways.

NOW, THEREFORE BE IT RESOLVED by the Metropolitan Transportation Board of the Mid-Region Council of Governments of New Mexico that the Roadway Access Modification Policies (attached) are adopted for use in determining roadway access modifications in the AMPA.

PASSED, APPROVED, AND ADOPTED this 25th day of August 2005 by the Metropolitan Transportation Board of the Board of Directors of the Mid-Region Council of Governments of New Mexico.

E. Tim Cummins, Chairman
Metropolitan Transportation Board

ATTEST:

Lawrence Rael
Executive Director

III. ACCESS LIMITATIONS

Certain facilities shall have access limitations to a greater degree than would normally be expected in order to increase their primary function of moving large volumes of traffic. It is intended that the local government represented on the Mid-Region Council of Governments' Metropolitan Transportation Board which has jurisdiction over the affected facility and/or adjacent land will coordinate access to lands along that facility, and that all affected property owners of record will be notified by that government as to the nature of the limitations proposed and of the public hearing where the policy will be established. It is further intended that, for those facilities under the jurisdiction of the State of New Mexico, the responsible local government shall coordinate the proposed actions with the New Mexico Department of Transportation. The following access limitations for proposed and existing facilities have been established by resolution of the MTB. The MTB resolution number(s) is shown within parenthesis after each facility name. Intended limitations for facilities for which Location Study Corridor have not been completed are listed in Section II.

A. Coors Boulevard (R-81-7, R-84-6, R-84-9, R-86-7, R-86-22, R-93-11, R-95-2, R-95-21, R-01-24, R-03-02) Primary access to Coors Boulevard from Arenal Road to N.M. 528 is as described below. Right-in/right-out and driveway access are described in the Coors Corridor Plan. Additional restrictions may be imposed as per the adopted Coors Corridor Plan.	
1. Arenal Road to Central Avenue	As currently (July 1986) designed
2. Central Avenue to N.M. 528	a. Central Avenue (full intersection)
	b. Bluewater Road (full intersection)
	c. Fortuna Road (full intersection)
	d. Hanover Road (full intersection)
	e. I-40 Interchange (full intersection)
	f. Los Volcanes Road (full intersection)
	g. Quail Road (full intersection)
	h. Sequoia Road (full intersection)
	i. St. Joseph's Drive (full intersection)
	j. Western Trail (full intersection)
	k. Southerly portion of La Luz (full intersection)
	l. Dellyne Avenue (full intersection)
	m. Montano Road (interchange)
	n. Montano Plaza Drive (full intersection)
	o. La Orilla Road (full intersection)
	p. Midpoint between El Malecon and La Rambla (access to the east only)
	q. Eagle Ranch Road (full intersection)
	r. Paseo del Norte (interchange)
	s. Irving Boulevard (full intersection)
	t. Coors By-Pass (interchange)
	u. Coors Bypass - northerly entrance to Cottonwood Mall (left-in/right-in/right-out access only)
	v. Eagle Ranch Road - intersection with Coors By-Pass (full intersection)
	w. Seven-Bar Loop Road - intersection with Coors By-Pass (full intersection with right turns only from Seven-Bar Loop Road)
	x. Ellison Drive - intersection with Coors By-Pass Road (interchange)
	y. N.M. 528 - intersection with Coors By-Pass (interchange)

B. 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)			
1. I-25 to San Mateo Boulevard	High-capacity, high-speed, limited access Principal Arterial	b. Use by heavy trucks is restricted.	
		c. I-25 frontage road (east side) to Mulberry - No access allowed	
		a. Full access is limited to the following approximately one-half mile at-grade intersections	1) I-25 frontage Road
			2) Midway between Mulberry and University - T intersection to the north
			3) University Boulevard
			4) Yale Boulevard
			5) Girard Boulevard
			6) San Mateo Boulevard
		c. Partial access is limited to the following locations:	1) Mulberry - right-in/right-out/left out
			2) Midway between Yale and University Boulevard - right-in, right-out to the south
2. San Mateo Boulevard to Louisiana Boulevard	Principal Arterial with full access limited to approximately one-quarter mile intervals, right-in/right-out driveway access allowed, and provision for emergency vehicle access where		
3. Louisiana 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	
		2) Elizabeth Street	
		3) Juan Tabo Boulevard	
	b. Right-in/right-out access at one-quarter mile intervals if required	1) Eubank Boulevard to Elizabeth Street at approximately one-quarter mile intervals both north and south (right-in/right-out access)	
		2) Elizabeth Street to Juan Tabo Boulevard at approximately one-quarter mile intervals both north and south (right-in/right-out access)	
	c. Shall follow the north alignment and lie entirely on KAFB property to Eubank Boulevard East of Eubank Boulevard the corridor will follow and encompass existing Southern Boulevard		

C. Juan Tabo Boulevard (R-86-9, R-91-9)	
1. Gibson Boulevard to I-40	Full access only at Central Avenue and I-40
2. Intersection of Skyline Road and Juan Tabo Boulevard	T-intersection to the east with a median opening

D. McMahon Boulevard (R-2000-11)
Access is provided for full intersections along McMahon Boulevard at approximately 1000 foot intervals. Access is provided for T intersections and right-in/right-out driveways provided they are no closer than approximately 400 feet to adjacent intersections.

E. Montano Road (R-80-5, R-84-9, R-86-14)
No access shall be permitted between Coors Boulevard and just east of Rio Grande Boulevard

F. 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)	
A potential future freeway type facility from Coors Boulevard to Louisiana Boulevard, Paseo del Norte shall be a limited access Principal Arterial. Access to Paseo del Norte shall be permitted only as specified by resolution of the MTB and shall be limited to one of the following three types of interchange intersections. These three types are defined and locations of access are specified TYPE A: Interchange configuration TYPE B: At-grade dedicated street intersection with median opening TYPE C: At-grade dedicated street intersection without median opening	
TYPE A: Interchange configuration	1. Coors Boulevard
	2. I-25
	3. 2nd Street
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. Paseo del Volcan
	2. Boulevard del Oeste, extended
	3. T intersection to the north mid-way between Boulevard del Oeste and Rainbow Boulevard
	4. Rainbow Boulevard
	5. Universe Boulevard
	6. Unser Boulevard
	7. Kimmick Drive
	8. Taylor Ranch Corridor (T-intersection to the south)
	9. Golf Course Road
	10. Unnamed Collector midway between Eagle Ranch Road and Golf Course Road
	11. Eagle Ranch Road
	12. Jefferson Street
	13. San Pedro Drive
	14. Louisiana Boulevard
	15. Wyoming Boulevard
	16. Barstow Street
	17. Ventura Street
	18. Holbrook Street
	19. Eubank Boulevard
	20. Browning Street
	21. Lowell Street
	22. Tramway Blvd
TYPE C: At-grade dedicated street intersection without median opening	1. Rancho de Palomas (south side of Paseo del Norte between Wyoming and Louisiana)
	2. Between I-25 and San Pedro Boulevard, to serve the south side parcel to and from Paseo del Norte

G. Paseo del Volcan Western Alignment (R-82-12, R-86-22, R-90-13, R-93-8, R-03-17) A high-speed, high-capacity, limited access principal arterial from I-40 on the south to US550. It is the desire of the MTB that Paseo del Volcan 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 approved by the MTB. When ultimate access control on Paseo del Volcan is implemented, reasonable access will be provided to adjacent properties. An access control plan for adjacent and intersecting streets shall be developed through subsequent location corridor studies. The following access policy has been established.	
I-40 on the south to US550 on the north Limited to approximately one-mile intervals, as follows:	1. Approximately 1.4 miles north of I-40
	2. Approximatley 2.5 miles north of I-40
	3. Approximately 3.6 miles north of I-40
	4. Approximately 4.6 miles north of I-40, on the north boundary line of the Town of Atrisco
	5. Approximately 7.8 miles north of I-40, on the south boundary line of the Town of Alameda
	6. Approximately 9.6 miles north of I-40, at proposed Paseo del Norte
	7. Approximately 10.7 miles north of I-40
	8. 19th Avenue
	9. Southern Boulevard
	10. West Sandia Boulevard
	11. Northern Boulevard
	12. 19th Avenue North
	13. Vista Road
	14. Rainbow Boulevard
	15. 20th Street (Unser Boulevard)
	16. 30th Street
	17. 40th Street
	18. Iris Road
	19. Lincoln Avenue
	20. Approximately 1.1 miles north of Lincoln Avenue

H. Paseo del Volcan (Eastern Alignment) (R-03-17, R-04-01)		
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 in Rio Rancho. The purpose of Paseo Del Volcan (Eastern Alignment) 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:		
1. Senator Dennis Chavez Boulevard to I-40.	a. Full intersection permitted at Tierra West Estates Road, approximately one-half mile south of Central Avenue.	
	b. Access between Tierra West Estates Road and Senator Dennis Chavez Boulevard shall be provided for full intersections at approximately one half mile intervals and for "T" intersections and right-in/right-out driveways at approximately one-quarter mile intervals.	
2. I-40 to Double Eagle II Airport southern boundary.	a. No intersections and/or driveways permitted between I-40 and 1/2 mile north of I-40	
	b. Full intersection permitted only at:	1) 3,460 feet north of I-40
		2) Ladera Drive
		3) 118th Street
		4) 98th Street
		5) Upper Street
	c. "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:	4,580 ft north of I-40 - right-in/right-out
3. Double Eagle II Airport southern boundary to Double Eagle II Airport northern boundary.	No access permitted except as prescribed by the Double Eagle II Airport Master Plan.	
4. Double Eagle II Airport northern boundary to Southern Boulevard in Rio Rancho.	Access shall be provided for T" intersections and right-in/right-out driveways at approximately one-quarter mile intervals.	

I. Rio Bravo (R-85-13, R-86-9, R-86-31, R-88-8, R-90-5, R-01-24) A high-speed, high-capacity limited access Principal Arterial between I-25 and Paseo del Volcan, Western alignment	
1. 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. Additional at-grade street intersections with median openings or interchanges may be permitted at approximately one-half mile intervals if added to the Long Range Roadway system.	a. Paseo del Volcan
	b. 118th Street
	c. 98th Street
	d. Unser Boulevard
	e. Condershire Drive
	f. Coors
	g. Sunstar Drive
	h. La Junta Drive
	i. Del Rio Road
	j. Isleta Boulevard
	k. Poco Loco Drive
	l. 2nd Street
	m. Prince Street
	n. Broadway Boulevard
	o. University Boulevard
	p. San Mateo Blvd
2. I-25 to Coors Boulevard SW Right-in/right-out access may be permitted without median openings approximately one-fourth mile from the nearest permitted intersection if special conditions are demonstrated and the location of such access points is approved by the MTB	Access to eastbound Rio Bravo Boulevard, just east of the San Jose Drain between 2nd and Prince Street.
3. Approximately 250 feet east of Broadway	Right-turn in only is permitted on north side of Rio Bravo
4. Loris Drive	T-intersection is allowed

J. San Mateo Boulevard (R-86-9, R-86-14, R-86-22) Access to San Mateo Boulevard between I-40 and the Rio Bravo East Extension Corridor shall be as listed below.	
1. I-40 to Zuni Road	As currently (July 1986) provided
2. Zuni Road to Gibson Boulevard	a. As shown in the final design.
	b. Northbound directional left-turn median opening between Kathryn Avenue and Southern
3. Gibson Boulevard to the Rio Bravo East Extension Corridor	High degree of access control

K. Tramway Boulevard (R-82-3, R-82-10, R-84-19, R-86-13) A general policy of limiting full access to approximately one-half mile spacing with the specific access controls listed below.	
1. I-40 to Montgomery Boulevard	As currently (July 1986) constructed
2. Montgomery to the Sandia Indian Reservation	a. Montgomery Boulevard (full intersection)
	b. Vicinity of southern boundary of Elena Gallegos Grant (T-intersections east and west with no median opening)
	c. Manitoba Street (full intersection)
	d. Spain Road (full intersection)
	e. Academy Road (full intersection)
	f. Simms Park access road (T-intersection east with median opening)
	g. San Rafael Avenue (full intersection)
	h. Tramway Terrace (full intersection)
	i. San Bernardino Avenue (full intersection)
	j. Paseo del Norte (T-intersection west with median opening)
	k. Live Oak Road (full intersection)
	l. Alameda Boulevard/Cedar Hill Road (full intersection)
	m. Tramway Lane (full intersection)

L. 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)		
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 and approval by the MTB. 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.		
1. Rio Bravo Boulevard To Central Avenue	a. Full-access intersections at:	1) Rio Bravo (Senator Dennis Chavez) Boulevard
		2) Midway between Rio Bravo and Blake Road
		3) Blake Road
		4) Gibson Boulevard w/ Spring Flower Road
		5) Arenal Road/Sapphire Road
		6) Sage Road
		7) Tower Road
		8) Bridge Boulevard
	b. Partial-access intersections at:	1) Central Avenue
		2) Freshwater Road (right-in/right-out access to the east)
		3) Kimela Drive (right-in/right-out access to the west)
		4) San Ygnacio Road (right-in/right-out access to the east and west)
		5) Eucariz Avenue (right-in/right-out access to the east and west)
		6) Sunset Gardens Road (right-in/right-out access to the west)
		7) 475 feet north of the centerline of Tower Road (right-in/right-out access to the east)
		8) Gwin Road (right-in/right-out access to the east)
		9) Frederick Lane (right-in/right-out access to the east)
2. Central Avenue to Ouray Road	a. Central Avenue to Ouray Road shall be limited to full access intersections	1) Central Avenue
		2) Bluewater Road
		3) Los Volcanes Road
		4) Interstate 40 (grade-separated full interchange)
		5) Ladera Drive
		6) 98th Street
	b. Partial access intersections at approximately one-quarter mile intervals shall be provided at the following specified locations:	1) 98th Street to 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)
		2) 98th to Ladera - Access to the east at "La Mirada" (right-in and right-
		3) Central Avenue to Bluewater Road - 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.
		4) Bluewater to Los Volcanes Road - east side of Unser approximately 700 feet north of Bluewater (right-in/right-out access)

3. Ouray Road and Dellyne Avenue	a. Full access, at-grade intersections	1) Ouray Road	
		2) St. Joseph's Avenue	
		3) Western Trail	
	b. Partial access intersections at approximately quarter mile intervals	1) Ouray Road to St. Joseph's	a) West at St. Joseph's Loop (right-in and right-out)
			b) 950 feet south of Ouray (right-in right-out, on the east side)
		2) St. Joseph's Avenue to Western Trail	a) East at Vista Alegre Street (right-in/right-out)
			b) West at Lava Shadows Loop (right-in/right-out)
			c) East - location to be coordinated with property owners (right-in/right-out)
		3) Western Trail to Dellyne Avenue	a) West at Vulcan Parkway (right-in/right-out with a directional north-to-west left
			b) East between the proposed Atrisco Drive cul-de-sac and the San Antonio Arroyo - location to be coordinated with property
			c) East between the San Antonio Arroyo and Dellyne Avenue (right-in/right-out)
4. Dellyne Avenue to Paradise Boulevard	a. limited to full access at-grade intersections at the specified locations:	1) Montano Road	
		2) Santo Domingo Street (T-intersection to the east)	
		3) 81st Street (T-intersection to the west)	
		4) Compass Drive	
		5) Squaw Road	
		6) Paseo del Norte	
		7) A point approximately halfway between Paseo del Norte and	
		8) Lilienthal	
		9) Paradise Boulevard	
	b. Partial access intersections shall be provided at the	1) Flor del Sol Place (right in/right out)	
		2) Buglo Avenue (right in/right out)	
		3) Bogart Street (right in/right out)	

5. Paradise Boulevard to Southern Boulevard	a. Access shall be limited to full access at-grade intersections at the specified locations:	1) Cabezon Boulevard
		2) Westside Boulevard
		3) 1200 feet north of McMahon Boulevard
		4) McMahon Boulevard
		5) Bandelier Drive
		6) Irving Boulevard
		7) Paradise Boulevard
		8) 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
	b. Partial accesses allowing only for left turns from Unser Boulevard and right-in/right-outs from the adjacent parcels shall be allowed at:	1) 700 feet north of McMahon
		2) 700 feet south of McMahon
	c. Right-in/right-out access shall be allowed at:	1) Black Arroyo Boulevard (in each direction)
		2) mid-way between Cabezon Boulevard and Southern Boulevard
		3) mid-way between Westside Boulevard and Cabezon Boulevad
	c. Until traffic safety and capacity considerations warrant their closure, local access shall be allowed at:	1) Essex Drive (right-in/right-out access to the west, and left-in
		2) Fordham Drive (right-in/right-out access to the east)
		3) Alder Drive (right-in/right out access to the west)
6. Southern Boulevard to US 550	It is strongly encouraged that this access control policy be applied to Unser between Southern and US550 to assure that the function and capacity of the roadway are protected in the future.	

M. Uptown Loop Road
Access shall be as defined in the Uptown Sector Plan.

N. Westside Boulevard (R-2000-11)
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.

ROADWAY ACCESS MODIFICATION POLICIES

The following policies of the Mid-Region Council of Governments, which is the designated Metropolitan Planning Organization (MPO) for the Albuquerque Metropolitan Planning Area (AMPA), address requests to modify access on current and future Limited Access Roadways in the AMPA. The Limited Access Roadways are identified and the Access Control Policies are stated in the Future Albuquerque Area Bikeways and Streets (FAABS) in Appendix D – III, Access Limitations. The components of the FAABS, including the Limited Access Roadways and the Access Control Policies, will be integrated into the 2030 Metropolitan Transportation Plan (MTP) and will become part of all future MTP updates.

All requests to modify access on Limited Access Roadways 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 requests will be reviewed no more often than monthly by the Metropolitan Planning Organization.

2. All requests to modify roadway access on Limited Access Roadways must be sponsored by a member agency of the MPO (Sponsor).

3. A request to modify access on Limited Access Roadways shall be initiated by sending a written Notice of Intent by a Sponsor to request an access modification to the Executive Director of the MRCOG (Executive Director), directed to either the Transportation Program Manager or Transportation Planning Services Manager. The Notice of Intent shall include the following information:

   - Sponsoring Agency
   - Agency Contact Name/Phone/Email
   - Applicant Name/Phone/Email
   - Facility Name (Limited Access Facility for which change is requested)
   - Location of Change (specific location between intersections)
   - Type of Change (additional RI/RO, additional Left-In, etc.)
   - Reason for Change (must explain inability to comply with current policy)
   - Implementation Year

   The Notice of Intent should be sent when a Sponsor agrees 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, the Notice of Intent shall be accompanied by five (5) 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.

4. A Roadway Access Committee (RAC) composed of traffic engineers from the NMDOT, the City of Albuquerque, the City of Rio Rancho, Bernalillo County, and staff traffic engineers from any other MPO member agency wishing to participate

will review the Notice of Intent and supporting documentation in order to determine a scope for the access justification analysis. Once the scope is determined, the RAC will send a letter detailing the scope of work through the MPO to the Sponsor. The scope will, at a minimum, inform the Sponsor as to the geographic area to be analyzed to determine the influence the access modification has on the transportation system. The RAC can require additional analyses on a case-by-case basis (e.g. weaving analysis and queuing analysis).

5. Once the access justification analysis is completed, the Sponsor will submit a completed Roadway Access Modification Request Form along with the analysis and all other supporting documentation to the MPO. The packet should be sent to the MRCOG Executive Director, directed to either the Transportation Program Manager or Transportation Planning Services Manager. The RAC 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.

6. If there is a dispute regarding the RAC 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 the 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 RAC'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. The MPO staff must receive the written recommendation of the RAC no less than two weeks 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 send the Sponsor written notice of the 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. 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 chair of the MTB. If the Sponsor fails to file a notice of appeal within the fifteen day period, the Sponsor shall be conclusively deemed to have waived it right of appeal and shall be bound by the decision of the TCC.

INFORMATION REQUIRED FOR THE ROADWAY ACCESS MODIFICATION REQUEST FORM

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 buildout** 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 RAC 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

ANALYSIS RESULTS

The analysis results submitted by the applicant must be consistent with the scope established by the Roadway Access 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))

The MRCOG MPO 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 RAC using the 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 New Mexico Traffic Counting 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 Committee or Transportation Coordinating Committee to decide the case.