

1 RESOLUTION

2 of the

3 TRANSPORTATION COORDINATING COMMITTEE

4 of the

5 METROPOLITAN TRANSPORTATION BOARD

6 of the

7 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

8 (R-12-01 TCC)

9 **MODIFYING ACCESS ON UNSER BOULEVARD AT SAUL BELL ROAD TO**  
10 **PROVIDE LEFT-TURN BAY FROM UNSER BOULEVARD NORTHBOUND**  
11 **TO SAUL BELL ROAD WESTBOUND**

12 WHEREAS, Resolution UTPPB R-84-15 designated Unser Boulevard from Gun  
13 Club Road to US 550 as a high-capacity limited access principal arterial with access  
14 limited to approximately one-quarter mile at-grade intersections; and  
15

16 WHEREAS, this action would provide a left-turn lane in the median of Unser  
17 Boulevard to accommodate northbound traffic on Unser Boulevard turning westbound  
18 on Saul Bell Road; and

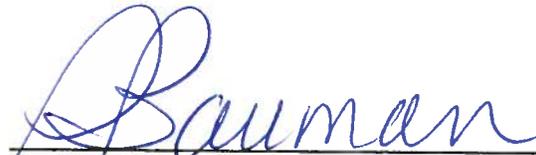
19 WHEREAS, Resolution R-05-09 MTB adopted policies for determining roadway  
20 access modifications in the Albuquerque Metropolitan Planning Area; and

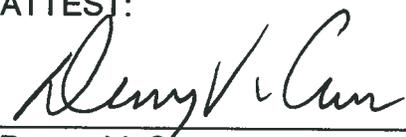
21 WHEREAS it is the responsibility of the Transportation Coordinating Committee  
22 of the Metropolitan Transportation Board to affect any changes to the Limited Access  
23 Roadways in the Albuquerque Metropolitan Planning Area.

24 NOW, THEREFORE BE IT RESOLVED by the Transportation Coordinating  
25 Committee of the Metropolitan Transportation Board of the Mid-Region Council of  
26 Governments of New Mexico that the Roadway Access Policies for the Albuquerque

27 Metropolitan Planning Area are amended, as shown on Attachment "A", to permit the  
28 construction of a left-turn lane in the median of Unser Boulevard to accommodate  
29 northbound traffic on Unser Boulevard turning westbound on Saul Bell Road. The left-  
30 turn lane shall be built to specifications approved by the City Traffic Engineer and shall  
31 not be signalized. Additionally, the City of Albuquerque shall include a clause in their  
32 access permit that reserves the right of the city to close this access in the future should  
33 safety concerns develop as determined by the City Traffic Engineer.

34 PASSED, APPROVED, AND ADOPTED this 2<sup>nd</sup> day of March 2012 by the  
35 Transportation Coordinating Committee of the Metropolitan Transportation Board of the  
36 Mid-Region Council of Governments of New Mexico.

37  
38  
39   
40 Debbie Bauman, Chair  
41 Transportation Coordinating Committee

42  
43 ATTEST:  
44   
45 Dewey V. Gave  
46 Dewey V. Gave  
47 Executive Director of the Mid-Region Council of Governments  
48

**R-12-01 TCC  
MODIFYING ACCESS ON UNSER BOULEVARD AT SAUL BELL ROAD TO PROVIDE  
LEFT-TURN BAY FROM UNSER BOULEVARD NORTHBOUND  
TO SAUL BELL ROAD WESTBOUND**

**Background:** The Roadway Access Committee (RAC) reviewed the proposal sponsored by City of Albuquerque to modify access points on Unser Boulevard. The proposal requested one of two recommendations:

**Recommendation 1**

- a). A new unsignalized right-turn-in/right-turn-out access at driveway "C" on the west side of Unser Boulevard approximately 450 feet south of Los Volcanes Road (centerline to centerline) for the purpose of providing access to the currently proposed Valero Commercial Development at the southwest corner of Unser Blvd. & Los Volcanes Rd.)

Alternatively, driveway "C" may be designated as a right-turn-in only driveway.

- b). The new access intersection should be constructed using 25 feet radius curb returns or greater if required to accommodate delivery trucks.
- c). A southbound right-turn deceleration lane is recommended on Unser Boulevard at the new driveway "C". The deceleration lane will be required to be constructed to comply with City of Albuquerque requirements.
- d). A northbound left-turn lane should be constructed along Unser Boulevard (in the median) onto Saul Bell Road. The lane should be 350 feet long plus transition.

**Recommendation 2**

A northbound left-turn lane should be constructed along Unser Boulevard (in the median) onto Saul Bell Road. The lane should be 350 feet long plus transition.

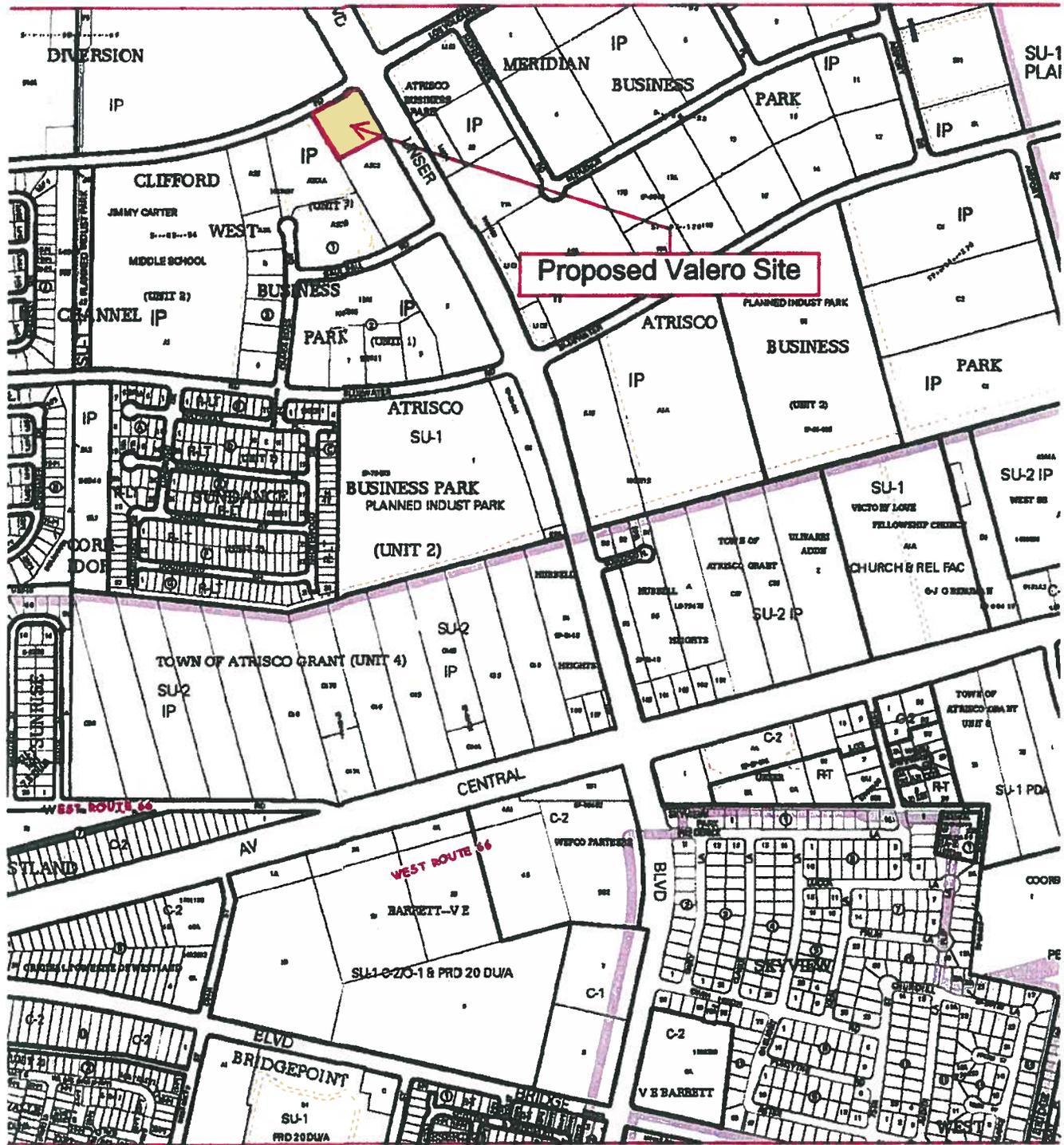
**RAC Recommendation:**

The RAC unanimously rejected recommendation #1.

The RAC considered recommendation #2 which resulted in a 2-2 tie vote.

Therefore, there is no recommendation from the RAC.

- continue to next pages for site plans and aerial photo -



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For more current information and more details visit: <http://www.cabq.gov/gis>

Zone Atlas Page:

# K-09-Z / K-10-Z

Selected Symbols

- SECTOR PLANS
- Design Overlay Zones
- City Historic Zones
- H-1 Buffer Zone
- Petroglyph Mon.
- Escarpment
- 2 Mile Airport Z
- Airport Noise C.
- Wall Overlay Zt.



Map amended through: 6/18/2008



