



# Roadway Access Modification Policies for the Albuquerque Metropolitan Planning Area with Inventory of Roadway Access Limitations

Latest Revision: October 14, 2016

These policies were adopted by the Metropolitan Transportation Board (MTB) of the Mid-Region Council of Governments on August 25, 2005 under resolution R-05-09 MTB. The "latest revision" date refers to the most recent access modification approved by the Transportation Coordinating Committee (TCC) in accordance with this policy and listed in the *Inventory of Roadway Access Limitations* which is attached to the document for convenience.

**Mid-Region Metropolitan Planning Organization**  
Mid-Region Council of Governments  
809 Copper Avenue NW  
Albuquerque, NM 87102  
(505) 247-1750 tel. (505) 247-1753 fax  
[www.mrcog-nm.gov](http://www.mrcog-nm.gov) website



# 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 its 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
<b>GENERAL INFORMATION</b>	
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
<b>MODIFICATION INFORMATION</b>	
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.
<b>IDENTIFICATION OF ANALYSIS INPUTS</b>	
Implementation Year	Year identified as the <b>full build-out</b> 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

- continued on next page -

**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.

Refer to the *Inventory of Roadway Access Limitations* for a listing approved access locations and access modifications approved by the TCC under various TCC resolutions. It is attached to this document for convenience.

## Inventory of Roadway Access Limitations

Some arterial roadways in the Albuquerque Metropolitan Planning Area (AMPA) have a greater degree of access limitations in order to increase their primary function of moving large volumes of traffic. It is intended that the local government represented on the Metropolitan Transportation Board (MTB) which has 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 government shall coordinate the proposed actions with the New Mexico Department of Transportation. In either case, it is expected that the local 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.

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.

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 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.

**Last Updated: October 14, 2016**

### Coors Boulevard (NM 45)

**A. 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 )  
 Primary access to Coors Boulevard from Arenal Road to N.M. 528 is as described below. Right-in/right-out and driveway accesses 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
	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. Delyne Avenue (full intersection)
	m. Montaña Road (full at-grade intersection; future interchange)
	n. Montaña Plaza Drive (full intersection)
2. Central Avenue to N.M. 528	o. 1,400 feet south of Montaña (left in) <b>R-05-15</b>
	p. La Orilla Road (full intersection)
	q. Roberson Lane (left-in from southbound Coors Blvd) <b>R-13-01 TCC</b>
	r. Midpoint between El Malecon and La Rambla (access to the east only)
	s. Eagle Ranch Road (full intersection)
	t. Paseo del Norte (interchange)
	u. Irving Boulevard (full intersection)
	v. Coors By-Pass (interchange)
	w. Coors Bypass - northerly entrance to Cottonwood Mall (left-in/right-in/right-out access only)
	x. Eagle Ranch Road - intersection with Coors By-Pass (full intersection)
	y. Seven-Bar Loop Road - intersection with Coors By-Pass (full intersection with right turns only from Seven-Bar Loop Road)
	z. Ellison Drive - intersection with Coors By-Pass Road (interchange)
	aa. N.M. 528 - intersection with Coors By-Pass (interchange)

## Gibson Boulevard

**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, R-04-04, R-07-03 TCC, R-07-04 R-15-01, R-16-01 TCC)

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	
		c. Partial access is limited to the following locations:	
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 required	1) I-25 frontage Road	
		2) Midway between Mulberry and University - T intersection to the north	
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.	3) University Boulevard	
		4) Yale Boulevard	
		5) Girard Boulevard	
	b. Right-in/right-out access at one-quarter mile intervals if required	Principal Arterial with access limited to approximately one-half mile at-grade intersections.	6) San Mateo Boulevard
			1) Mulberry - right-in/right-out/left in
			2) Between Girard Blvd and Hickman 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. <b>R-15-01 TCC.</b>
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	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 required	2) Wellesley-south side-right-in/right-out/left in	
		3) [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 <b>R-16-01 TCC.</b>	
		4) North side of Gibson approximately 800 feet east of University Avenue right-in/right-out <b>R-07-04 TCC</b>	

## Juan Tabo Boulevard

### C. Juan Tabo Boulevard (R-86-9, R-91-09)

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

## McMahon Boulevard

### D. McMahon Boulevard (R-2000-11, R-05-10)

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.

Right-in, Right out access at:	1. Approx. 370 feet west of Golf Course Rd <b>R-05-10 MTB</b>
--------------------------------	---

## Montaño Road

### E. Montaño 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



## Paseo del Norte (NM 423)

**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, R-05-13, R-06-01 TCC, R-13-03 TCC)

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 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

TYPE A: Interchange configuration	<ol style="list-style-type: none"> <li>1. Paseo del Volcan - NM347 (initially at-grade; future grade-separation as needed) <b>R-13-03</b></li> <li>2. Unser Boulevard (future grade-separation) <b>R-13-03 TCC</b></li> <li>3. Coors Boulevard</li> <li>4. 2nd Street</li> <li>5. Jefferson Street (grade-separation under project CN A301180) <b>R-13-03 TCC</b></li> <li>6. I-25</li> </ol>
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.	<ol style="list-style-type: none"> <li>1. Atrisco Vista Blvd. (formerly Paseo del Volcan East &amp; Double Eagle II Rd.)</li> <li>2. Boulevard del Oeste, extended</li> <li>3. Woodmont Avenue-Ventana West Parkway <b>R-06-01 TCC</b></li> <li>4. Rainbow Boulevard</li> <li>5. Universe Boulevard</li> <li>6. A new street approx. 1,550 feet east of Universe Blvd. and 1,518 feet west of Unser Blvd. <b>R-13-03 TCC</b></li> <li>7. Unser Boulevard (at-grade until future grade-separation is needed) <b>R-13-03 TCC</b></li> <li>8. A new street approx. 1,410 feet east of Unser Blvd <b>R-13-03 TCC</b></li> <li>9. 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. <b>R-13-03 TCC</b></li> <li>10. Kimmick Drive</li> <li><del>Taylor Ranch Corridor (T-intersection to the south) Deleted <b>R-13-03 TCC</b></del></li> <li>11. Golf Course Road</li> <li>12. Unnamed Collector midway between Eagle Ranch Road and Golf Course Road (now called Rancho Sereno Road &amp; Richland Hills Road)</li> <li>13. Eagle Ranch Road</li> <li>14. San Pedro Drive</li> <li>15. Louisiana Boulevard</li> <li>16. Wyoming Boulevard</li> <li>17. Barstow Street</li> <li>18. Ventura Street</li> <li>19. Holbrook Street</li> <li>20. Eubank Boulevard</li> <li>21. Browning Street</li> <li>22. Lowell Street</li> <li>23. Tramway Blvd</li> </ol>
TYPE C: At-grade dedicated street intersection <u>without</u> median opening	<ol style="list-style-type: none"> <li>1. Calle Plata (right-in/right-out only on south side of Paseo del Norte) <b>R-13-03 TCC</b></li> <li>2. Calle Norteña (right-in/right out only on south side of Paseo del Norte) <b>R-13-03 TCC</b></li> <li>3. 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) <b>R-13-03 TCC</b></li> <li>4. Mid block between Wyoming &amp; Barstow (right in/right out) <b>R-05-13 MTB</b></li> <li>5. Rancho de Palomas (south side of Paseo del Norte between Wyoming and Louisiana)</li> <li>6. Between I-25 and San Pedro Boulevard, to serve the south side parcel to and from Paseo del Norte</li> </ol>
Access Prohibition	<p>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. <b>R-13-03 TCC</b></p>

## Paseo del Volcan (NM 347)

### 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 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. Approximately 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 Grant
	5. Approximately 7.8 miles north of I-40, on the south boundary line of the Town of Alameda Grant
	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

## Atrisco Vista Boulevard

### (formerly Double Eagle II Road or Paseo del Volcan Eastern Alignment)

#### H. Atrisco Vista Boulevard (Paseo del Volcan Eastern Alignment) (R-03-17, R-04-01, R-13-03 TCC)

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:	1). Senator Dennis Chavez Boulevard <b>R-13-03 TCC</b> 2). Tierra West Estates Road approx. one-half (1/2) mile south of Central Ave.
	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	1) 3,460 feet north of I-40 2) Ladera Drive 3) 118th Street 4) 98th Street 5) Upper Street
	b. Full intersection permitted only at:	
	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.	a. Full intersection permitted only at:	1). Paseo del Norte <b>R-13-03 TCC</b> 2). Southern Boulevard <b>R-13-03</b>
	Access shall be provided for "T" intersections and right-in/right-out driveways at approximately one-quarter mile intervals.	

<b>Rio Bravo Boulevard &amp; Sen. Dennis Chavez Blvd. (NM 500)</b>	
<b>I. Rio Bravo</b> (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) A high-speed, high-capacity limited access Principal Arterial between I-25 and Paseo del Volcan Western alignment	
<p>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 (½) mile intervals if added to the Long Range Roadway system.</p>	a. Paseo del Volcan (aka NM 347)
	b. Atrisco Vista Boulevard (formerly Paseo del Volcan)
	c. 118th Street
	d. 98th Street
	e. Unser Boulevard
	f. Condershire Drive
	g. Coors Blvd
	h. Sunstar Drive
	i. La Junta Drive
	j. Del Rio Road
<p>2. I-25 to Coors Boulevard SW: Right-in/right-out access may be permitted without median openings approximately one-fourth (¼) mile from the nearest permitted intersection if special conditions are demonstrated.</p>	k. Isleta Boulevard
	l. Poco Loco Drive
	m. 2nd Street
	n. Prince Street
	o. Broadway Boulevard
	p. University Boulevard
	q. San Mateo Blvd
	a. Access to eastbound Rio Bravo Boulevard, just east of the San Jose Drain between 2nd and Prince Street.
	b. Approximately 660 feet west of Coors Blvd, right in/right out/left in <b>R-06-03 TCC</b>
	c. Westbound right turn deceleration lane between Prince Street and 2nd Street; <b>TRANSIT ONLY</b> left in/right out <b>R-07-01 TCC</b>
d. 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. <b>R-12-02 TCC &amp; R-12-10 MTB</b>	
e. Approximately 250 feet east of Broadway Blvd. Right-turn in only is permitted on north side of Rio Bravo	
f. Approx. 400 feet east of Broadway (right in/right out) <b>R-05-11 MTB</b>	
g. 1,130 feet east of Broadway (right in/right out/ left in) <b>R-05-14 MTB</b>	
4. Loris Drive (along the west side of Isleta Drain)	T-intersection is allowed
5. Approximately midway between 98th and 118th	T-intersection is allowed for access to the south for Atrisco Heritage Academy High School Events Field.

<b>San Mateo Boulevard</b>	
<b>J. San Mateo Boulevard</b> (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 Avenue
3. Gibson Boulevard to the Rio Bravo East Extension Corridor	High degree of access control

## Tramway Boulevard (NM 556)

<b>K. Tramway Boulevard</b> (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)

## Unser Boulevard

<b>L. Unser Boulevard</b> (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)		
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.		
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) Freshwater Road (right-in/right-out access to the east)
		2) Kimela Drive (right-in/right-out access to the west)
		3) West side of Unser approximately 800 feet south of Sage Road right-in/right-out/left-in <b>R-08-01 TCC</b>
	4) Right-in on east side of Unser approximately 500 feet south of Sage Road. <b>R-10-04 TCC</b>	
	5) Midpoint between Sage Road and San Ygnacio Road (right-in/right-out) <b>R-09-02 TCC</b>	
	6) San Ygnacio Road (right-in/right-out access to the east and west); (Southbound Unser to Eastbound San Ygnacio left turn) <b>R-09-02 TCC</b>	
	7) 475 feet north of the centerline of Tower Road (right-in/right-out access to the east)	
	8) Eucariz Avenue (right-in/right-out access to the east and west)	
	9) Sunset Gardens Road (right-in/right-out access to the west)	
	10) Gwin Road (right-in/right-out access to the east)	
	11) Frederick Lane (right-in/right-out access to the east)	

## Unser Boulevard continued

2. Central Avenue to Ouray Road	a. Full access intersections at:	1) Central Avenue	
		2) Bluewater Road	
		3) Los Volcanes Road	
		4) Interstate 40 (grade-separated full interchange)	
		5) Ladera Drive	
		6) 98th Street (a.k.a. Tierra Pinta Blvd.) & Vista Orienta Street	
	b. Partial access intersections at approximately one-quarter mile intervals shall be provided at the following specified locations:	1) 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.	
		2) Saul Bell Road - Left-turn bay from Unser Blvd northbound to Saul Bell Road westbound. <b>R-12-01 TCC</b>	
		3) Bluewater to Los Volcanes Road - east side of Unser approximately 700 feet north of Bluewater (right-in/right-out access)	
		4a) Approx. 529 feet south of Ladera Drive - northbound right-in only access with deceleration lane. <b>R-14-01 TCC</b>	
4b) 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. <b>R-14-01 TCC</b>			
NOTE: The two access locations granted under <b>R-14-01 TCC</b> 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.			
5) La Miranda Plance - Access to the east at "La Mirada" (right-in and right-out)			
6) 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)			
3. 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	
	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) East at Vista Allegre Street (right-in/right-out)
		2) St. Joseph's Avenue to Western Trail	a) West at Lava Shadows Loop (right-in/right-out)
			b) East - location to be coordinated with property owners (right-in/right-out) [now called Boca Negra Pl.]
		3) Western Trail to Dellyne Avenue	a) West at Vulcan Parkway (right-in/right-out with a directional north-to-west left turn only)
			b) East between the proposed Atrisco Drive cul-de-sac and the San Antonio Arroyo - location to be coordinated with property owners (right-in/right-out) [now called Sipapu Ave]
			c) East between the San Antonio Arroyo and Dellyne Avenue (right-in/right-out) [now called Azuelo Ave]

<b>Unser Boulevard continued</b>		
4. Dellyne Avenue to Paradise Boulevard	a. limited to full access at-grade intersections at the specified locations:	1) Dellyne Avenue & Astair Avenue <b>R-13-03 TCC</b>
		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.)
		<del>81st Street (T-intersection to the west) Deleted <b>R-13-03 TCC</b></del>
		4) Molten Rock Rd <b>R-13-03 TCC</b>
		5) Rainbow Blvd (formerly listed as Compass Drive)
		6) Kimmick Drive (unsignalized T-intersection to be converted to right-in/right-out once the intersection would require a traffic signal.) <b>R-13-03 TCC</b>
		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. <b>R-13-03 TCC</b>
		9). Paseo del Norte (at-grade intersection until grade-separation is needed) <b>R-13-03 TCC</b>
		9a) A <u>temporary</u> access approx. 400 feet north of Paseo del Norte <b>R-13-02 TCC</b>
		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. <b>R-13-03 TCC</b>
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 to be converted to right-in/right-out once the intersection would require a traffic signal.) <b>R-13-03 TCC</b>	
	2) Bogart Street (unsignalized T-intersection to be converted to right-in/right-out once the intersection would require a traffic signal.) <b>R-13-03 TCC</b>	
	3) Kimmick Drive (unsignalized T-intersection to be converted to right-in/right-out once the intersection would require a traffic signal.) <b>R-13-03 TCC</b>	
	4) A new 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.) <b>R-13-03 TCC</b>	
	4) A new street approx. 1,160 feet south of Blue Feather/Boulder Trail (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.) <b>R-13-03 TCC</b>	
		4) Buglo Avenue (ri/ro) <del>R-07-02 TGG Deleted <b>R-13-03 TCC</b></del>
Access Prohibition	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). <b>R-13-03 TCC</b>	

## Unser Boulevard continued

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) Wellspring Ave/Rhonda Ave <b>R-09-03 TCC</b>
		4) Arroyo Road (Healthy Way); signalized "T" Intersection ( <b>City of Rio Rancho correspondence on June 20, 2008 - three-party agreement with City of Albuquerque and NMDOT</b> ) Full Inter under <b>R-09-03 TCC</b>
		5) Night Whisper Road (approximately 1,200 feet north of McMahon)
		6) McMahon Boulevard
		7) Arenal Road/Sapphire Road
		8) Bandelier Drive
		9) Irving Boulevard
		10) Paradise Boulevard
		11 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.
	12 Commercial Drive (right in/ right out/ left in) <b>R-05-12 MTB</b>	
	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:	3) 700 feet north of McMahon (access point changed to 450 feet north of McMahon) <b>R-04-28 MTB</b>	
	1) Black Arroyo Boulevard (in each direction)	
	2) Approximately half-way between Black Arroyo Boulevard and Arroyo Road (Healthy Way), <i>right-in only</i> ( <b>City of Rio Rancho correspondence on June 20, 2008 - three-party agreement with City of Albuquerque and NMDOT</b> )	
	3) <i>Right-in only</i> approximately the midpoint between Westside Boulevard and Arroyo Road <b>R-09-01 TCC</b>	
	4) A right-in only access on the west side of Unser Blvd. approximately 650 feet south of Westside Boulevard. <b>R-09-03 TCC</b>	
	5) Approximately 750 feet north of Westside Boulevard <b>R-09-01 TCC</b>	
	6) Approximately 520 feet north of the Cabezon Blvd & Unser Blvd intersection <b>R-06-02 TCC</b>	
d. Until traffic safety and capacity considerations warrant their closure, local access shall be allowed at:	7) A right-in/right-out access 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. <b>R-14-02 TCC</b>	
	1) Essex Drive (right-in/right-out access to the west, and left-in access)	
	2) Fordham Drive (right-in/right-out access to the east)	
6. Southern Boulevard to US 550	3) Alder Drive (right-in/right out access to the west)	
	a. 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.	
	b. Full-access intersections at:	1) Zaragosa Rd <b>R-05-01 MTB</b>

## Uptown Loop Road

**M. Uptown Loop Road**

Access shall be as defined in the Uptown Sector Plan.

## Westside Boulevard

**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.

	Full Intersection at:	1) Approximately 1,200 feet west of Unser Boulevard. <b>R-09-03 TCC</b>
	Partial Access at:	1) A right-in/right-out & left-in access on the south side of Westside Blvd approximately 700 feet west of Unser Boulevard. <b>R-09-03 TCC</b>