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RESOLUTION  
of the  
TRANSPORTATION COORDINATING COMMITTEE  
of the  
METROPOLITAN TRANSPORTATION BOARD  
of the  
MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO  
(R-13-03 TCC)

**MODIFYING ACCESS ON PASEO DEL NORTE AND UNSER BOULEVARD  
IN THE VOLCANO HEIGHTS SECTOR PLAN AREA**

WHEREAS, the Metropolitan Transportation Board (MTB) 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, the MTB per Resolution R-05-09 MTB has established *Roadway  
Access Modification Policies*; and

WHEREAS, the *Roadway Access Modification Policies* have been implemented to  
consider requests for access modifications to these roadways; and

WHEREAS, the *Roadway Access Modification Policies* designates the  
Transportation Coordinating Committee (TCC) as the body to consider all requests to  
modify access on Limited Access Roadways with appeal to the MTB in case of denial; and

WHEREAS, the Inventory of Roadway Access Limitations lists all approved access  
locations and approved modifications (attachment A); and

Roadway cross sections to be considered as the basis for roadway design options within this planning or study area

32 WHEREAS, the Metropolitan Transportation Board has supported planning efforts  
33 which integrate land-use policies with the transportation network; and

34 WHEREAS, the City of Albuquerque has proposed the Volcano Heights Sector  
35 Development Plan which integrates land-use and transportation by creating a mixed-use  
36 activity center that is supportive of high capacity transit and pedestrian walkability while  
37 maintaining regional mobility for vehicular traffic; and

38 WHEREAS, the 2035 Metropolitan Transportation Plan designates a proposed bike  
39 lane and multi-purpose trail along both Paseo del Norte and Unser Boulevard through the  
40 Volcano Heights Sector Development Plan area; and

41 WHEREAS, the Paseo del Norte/Northwest Metro High Capacity Transit Study is  
42 expected to recommend an enhanced transit service corridor between the intersection of  
43 Unser Boulevard and Southern Boulevard to commercial activity centers near Jefferson  
44 Street and I-25, including a connection through the Volcano Heights Sector Development  
45 Plan area via a proposed "Transit Boulevard"; and

46 WHEREAS, the urban development pattern envisioned by the Volcano Heights  
47 Sector Development Plan supports walking, cycling, and transit in addition to automobile  
48 travel, which will require careful planning for travel movements for all transportation modes  
49 across the limited access facilities; and

50 WHEREAS, the City of Albuquerque has requested a modification of access on  
51 Paseo del Norte NW and Unser Boulevard NW to support development envisioned by the  
52 Volcano Heights Sector Development Plan and to implement the policies established by  
53 the City of Albuquerque's Rank II West Side Strategic Plan Volcano Mesa Amendment,  
54 which emphasizes the importance of multi-modal connectivity within Volcano Mesa and as  
55 part of the larger transportation network west of the Rio Grande as well as to serve a

56 dense, compact major activity center within Volcano Heights that provides employment and  
57 new housing options on the City of Albuquerque's West Side; and

58 WHEREAS, a major activity center west of the Rio Grande is intended to help offset  
59 the imbalance of jobs and housing between the metropolitan area's east and west sides;  
60 and

61 WHEREAS, providing more opportunities for employment west of the Rio Grande is  
62 intended to reduce the number of river crossings during peak commuter times and help to  
63 minimize congestion on river crossings as well as the few key arterials west of the river;  
64 and

65 WHEREAS, the intersection of Paseo del Norte and Unser Boulevard is regionally  
66 significant to commuter travel; and

67 WHEREAS, the Inventory of Roadway Access Limitations contained several  
68 discrepancies of access locations outside the Volcano Heights Sector Development Plan  
69 area; and

70 WHEREAS, per Resolution R-05-09 MTB, the TCC is responsible for all access  
71 modifications; and

72 WHEREAS, the TCC and MRCOG staff are responsible for maintaining the  
73 Inventory of Roadway Access Limitations which lists all approved access locations and  
74 approved modifications;

75 NOW, THEREFORE BE IT RESOLVED by the Transportation Coordinating  
76 Committee of the Metropolitan Transportation Board of the Mid-Region Council of  
77 Governments of New Mexico that the following modifications to access as noted in  
78 Attachment A are approved; and

79 BE IT FURTHER RESOLVED that modifications to access on Unser Boulevard and  
80 Paseo del Norte are approved as noted in Attachment A with the following stipulations  
81 noted below.

82 1. Unser Boulevard from southern boundary of the Volcano Heights Sector Plan  
83 area to Blue Feather Avenue/Boulder Trail shall have access restricted to the dedicated  
84 streets listed on Attachment A with no additional driveway or vehicular access locations  
85 permitted. All access to businesses, residences, etc. shall only be from the local and  
86 collector streets to be built in accordance with the Volcano Heights Sector Development  
87 Plan.

88 2. Paseo del Norte from Universe Boulevard to Golf Course Road shall have access  
89 restricted to the dedicated streets listed on Attachment A with no additional driveway or  
90 vehicular access locations permitted. All access to businesses, residences, etc. shall only  
91 be from the local and collector streets to be built within the Volcano Heights Sector  
92 Development Plan area.

93 3. The intersection of Paseo del Norte and Unser Boulevard shall be reviewed for  
94 the construction of a grade separated interchange at such time as traffic congestion and  
95 development conditions warrant such review.

96 a). As soon as practical and financially feasible, the TCC shall encourage  
97 appropriate agencies to secure funding for the purchase of the necessary  
98 rights-of-way to preserve the minimal amount of land required for such a  
99 future interchange based on an estimate acceptable to the New Mexico  
100 Department of Transportation, the City of Albuquerque and Bernalillo County.

101 b). Upon recommendation to construct a grade-separated interchange, the TCC, as  
102 the committee responsible for the development of the Transportation

103 Improvement Program (TIP), shall review funding options for the design and  
104 construction of an urban, multi-modal, grade separated interchange which  
105 shall accommodate cyclists, pedestrians, transit movements and vehicular  
106 traffic in all travel directions and incorporates best practices for multi-modal  
107 design.

108 c). The grade-separated interchange will be designed to complement the urban  
109 development pattern envisioned by the Volcano Heights Sector Development  
110 Plan and minimize impact on surrounding development, adjacent roadways,  
111 and nearby trails and open space.


112 4. The first intersection on Unser Boulevard south of Paseo del Norte (approximately  
113 1,027 feet south) shall remain unsignalized until such time as a grade separated  
114 intersection at Paseo del Norte and Unser Boulevard is constructed and shall be designed  
115 to accommodate safe crossings for pedestrians and cyclists.

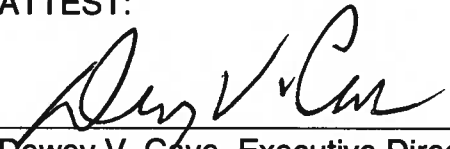
116 5. The intersection of the proposed transit boulevard and Paseo del Norte (located  
117 approximately 2,695 feet east of Unser Boulevard) is approved for a "High-T" intersection  
118 which, to the extent practical, preserves the eastbound-through, free-flow movement on  
119 Paseo del Norte with a dedicated eastbound to northbound left-turn lane and a southbound  
120 to eastbound left-turn lane combined with an eastbound merge lane, in order to minimize  
121 traffic signal phasing and cycle length and to minimize red-signal time for Paseo del Norte.

122 a). Until such time as Paseo del Norte is constructed to a four or six lane facility and  
123 the "High-T" intersection is constructed, the intersection may be constructed  
124 as a traditional at-grade, signalized intersection.

125 PASSED, APPROVED, AND ADOPTED this 12<sup>th</sup> day of July 2013 by the  
126 Transportation Coordinating Committee of the Metropolitan Transportation Board of the  
127 Mid-Region Council of Governments of New Mexico.

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George Bootes, Chairman  
Transportation Coordinating Comm.

ATTEST:  
  
Dewey V. Cave, Executive Director  
Mid-Region Council of Governments

**Refer to R-13-03 TCC Attachment A for listing of all approved access modifications revised by this resolution.**

# R-13-03 TCC Attachment A

## 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.

### KEY

Proposed changes in blue text in yellow shading are those modifications due to the Volcano Heights Sector Development Plan.

Proposed changes in red text are those modifications to correct discrepancies and are **NOT** due to the Volcano Heights Sector Development Plan.

## Coors Boulevard (NM 45 part)

**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. Dellyne 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 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:
		<ul style="list-style-type: none"> <li>1) I-25 frontage Road</li> <li>2) Midway between Mulberry and University - T intersection to the north</li> <li>3) University Boulevard</li> <li>4) Yale Boulevard</li> <li>5) Girard Boulevard</li> <li>6) San Mateo Boulevard</li> </ul>
		<ul style="list-style-type: none"> <li>1) Mulberry - right-in/right-out/left in</li> <li>2) Wellesley-south side-right-in/right-out/left in</li> <li>3) Midway between Yale and University Boulevard - right-in, right-out to the south</li> <li>4) North side of Gibson approximately 800 feet east of University Avenue right-in/right-out <b>R-07-04 TCC</b></li> </ul>
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	
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	<ul style="list-style-type: none"> <li>1) Eubank Boulevard to Elizabeth Street at approximately one-quarter mile intervals both north and south (right-in/right-out access)</li> <li>2) Elizabeth Street to Juan Tabo Boulevard at approximately one-quarter mile intervals both north and south (right-in/right-out access)</li> </ul>
	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	1) Southern Avenue at Stephen Moody (right-in/right-out/left-in) <b>R-07-03 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>
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## 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 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 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	1. Paseo del Volcan - NM347 (initially at-grade; future grade-separation as needed) <b>R-13-03</b>
	2. Unser Boulevard (future grade-separation) <b>R-13-03 TCC</b>
	3. Coors Boulevard
	4. 2nd Street
	5. Jefferson Street (grade-separation under project CN A301180) <b>R-13-03 TCC</b>
	6. I-25
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. Boulevard del Oeste, extended
	3. Woodmont Avenue-Ventana West Parkway <b>R-06-01 TCC</b>
	4. Rainbow Boulevard
	5. Universe Boulevard
	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>
	7. Unser Boulevard (at-grade until future grade-separation is needed) <b>R-13-03 TCC</b>
	8. A new street approx. 1,410 feet east of Unser Blvd <b>R-13-03 TCC</b>
	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>
	10. Kimmick Drive
	<del>8. Taylor Ranch Corridor (T-intersection to the south)</del>
	11. Golf Course Road
	12. Unnamed Collector midway between Eagle Ranch Road and Golf Course Road (now called Rancho Sereno Road & Richland Hills Road)
	13. Eagle Ranch Road
	<del>12. Jefferson Street</del>
	14. San Pedro Drive
	15. Louisiana Boulevard
	16. Wyoming Boulevard
	17. Barstow Street
	18. Ventura Street
	19. Holbrook Street
	20. Eubank Boulevard
	21. Browning Street
22. Lowell Street	
23. Tramway Blvd	
TYPE C: At-grade dedicated street intersection <u>without</u> median opening	1. Calle Plata (right-in/right-out only on south side of Paseo del Norte) <b>R-13-03 TCC</b>
	2. Calle Norteña (right-in/right out only on south side of Paseo del Norte) <b>R-13-03 TCC</b>
	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>
	4. Mid block between Wyoming & Barstow (right in/right out) <b>R-05-13 MTB</b>
	5. Rancho de Palomas (south side of Paseo del Norte between Wyoming and Louisiana)
	6. Between I-25 and San Pedro Boulevard, to serve the south side parcel to and from Paseo del Norte
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. <b>R-13-03 TCC</b>

## 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 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. 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 (½) 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	
	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.	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
	k. Isleta Boulevard
	l. Poco Loco Drive
	m. 2nd Street
	n. Prince Street
o. Broadway Boulevard	
p. University Boulevard	
q. San Mateo Blvd	
<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 and the location of such access points is approved by the MTB.</p>	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, <b>R-13-03 TCC</b> )		
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 <b>and approval by the MTB</b> . 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)

<b>Unser Boulevard continued</b>			
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)	
		4) La Miranda Plance - Access to the east at "La Mirada" (right-in and right-out)	
5) 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)			
6) Unser approximately 475 feet north of centerline of 98th Street - right-in <b>R-04-19 MTB</b>			
7) 950 feet south of Ouray (right-in right-out, on the east side) [now called Brawley Rd]			
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>4) 81st Street (T-intersection to the west)</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 temporary 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 <del>Lilienthal-Blue Feather/Boulder Trail</del> 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.
11) Blue Feather/Boulder Trail (With the new alignment of Unser, this street takes the place of the formerly approved full-intersection for Lilienthal 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>	
		<del>4) Buglo Avenue (right in/right out/left in) <b>R-07-02 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>	

<b>Unser Boulevard continued</b>		
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
3) 700 feet north of McMahon (access point changed to 450 feet north of McMahon) <b>R-04-28 MTB</b>		
c. Right-in/right-out access shall be allowed at:	1) <i>Right-in only</i> approximately the midpoint between Westside Boulevard and Arroyo Road <b>R-09-01 TCC</b>	
	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) Black Arroyo Boulevard (in each direction)	
	4) Approximately 520 feet north of the Cabezon Blvd/Southern Blvd intersection <b>R-06-02 TCC</b>	
	5) 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>	
d. 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 access)	
	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	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>