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

R-13-03 TCC

July 12, 2013
WHEREAS, the Metropolitan Transportation Board has supported planning efforts which integrate land-use policies with the transportation network; and

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

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

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

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

WHEREAS, the City of Albuquerque has requested a modification of access on Paseo del Norte NW and Unser Boulevard NW to support development envisioned by the Volcano Heights Sector Development Plan and to implement the policies established by the City of Albuquerque's Rank II West Side Strategic Plan Volcano Mesa Amendment, which emphasizes the importance of multi-modal connectivity within Volcano Mesa and as part of the larger transportation network west of the Rio Grande as well as to serve a
dense, compact major activity center within Volcano Heights that provides employment and
new housing options on the City of Albuquerque's West Side; and

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

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

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

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

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

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

NOW, THEREFORE BE IT RESOLVED by the Transportation Coordinating
Committee of the Metropolitan Transportation Board of the Mid-Region Council of
Governments of New Mexico that the following modifications to access as noted in
Attachment A are approved; and
BE IT FURTHER RESOLVED that modifications to access on Unser Boulevard and
Paseo del Norte are approved as noted in Attachment A with the following stipulations
noted below.

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

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

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

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

   b). Upon recommendation to construct a grade-separated interchange, the TCC, as
   the committee responsible for the development of the Transportation
Improvement Program (TIP), shall review funding options for the design and
collection of an urban, multi-modal, grade separated interchange which
shall accommodate cyclists, pedestrians, transit movements and vehicular
traffic in all travel directions and incorporates best practices for multi-modal
design.

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

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

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

a). Until such time as Paseo del Norte is constructed to a four or six lane facility and
the "High-T" intersection is constructed, the intersection may be constructed
as a traditional at-grade, signalized intersection.
PASSED, APPROVED, AND ADOPTED this 12th day of July 2013 by the Transportation Coordinating Committee of the Metropolitan Transportation Board of the Mid-Region Council of Governments of New Mexico.

ATTEST:

Dewey V. Caye, 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.
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 the 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.

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### Inventory of Roadway Access Limitations

<table>
<thead>
<tr>
<th>Key</th>
<th>Proposed changes in blue text in yellow shading are those modifications due to the Volcano Heights Sector Development Plan.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Proposed changes in red text are those modifications to correct discrepancies and are <strong>NOT</strong> due to the Volcano Heights Sector Development Plan.</td>
</tr>
</tbody>
</table>

### 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.

<table>
<thead>
<tr>
<th>Roadway Access Limitation</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Arenal Road to Central Avenue</td>
<td>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. Delfyne Avenue (full intersection) m. Montaño Road (full at-grade intersection; future interchange) n. Montaño Plaza Drive (full intersection) o. 1,400 feet south of Montaño (left in) <strong>R-05-15</strong> p. La Orilla Road (full intersection) q. Roberson Lane (left-in from southbound Coors Blvd) <strong>R-13-01 TCC</strong> 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)</td>
</tr>
</tbody>
</table>
### 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)

<table>
<thead>
<tr>
<th>1. I-25 to San Mateo Boulevard</th>
<th>High-capacity, high-speed, limited access Principal Arterial</th>
<th>a. Full access is limited to the following approximately one-half mile at-grade intersections</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1) I-25 frontage Road</td>
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<tr>
<td></td>
<td></td>
<td>2) Midway between Mulberry and University - T intersection to the north</td>
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<tr>
<td></td>
<td></td>
<td>3) University Boulevard</td>
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<tr>
<td></td>
<td></td>
<td>4) Yale Boulevard</td>
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<tr>
<td></td>
<td></td>
<td>5) Girard Boulevard</td>
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<tr>
<td></td>
<td></td>
<td>6) San Mateo Boulevard</td>
</tr>
<tr>
<td></td>
<td>c. Partial access is limited to the following locations:</td>
<td>1) Mulberry - right-in/right-out/left-in</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Wellesley-south side-right-in/right-out/left-in</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3) Midway between Yale and University Boulevard - right-in, right-out to the south</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4) North side of Gibson approximately 800 feet east of University Avenue right-in/right-out/out R-07-04 TCC</td>
</tr>
</tbody>
</table>

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**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

<table>
<thead>
<tr>
<th>3. Louisiana to Juan Tabo Boulevard</th>
<th>High-capacity, high-speed, limited access Principal Arterial with access limited to approximately one-half mile at-grade intersections</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>a. Full access is limited to the following approximately one-half mile at-grade intersections</td>
</tr>
<tr>
<td></td>
<td>1) Eubank Boulevard</td>
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<tr>
<td></td>
<td>2) Elizabeth Street</td>
</tr>
<tr>
<td></td>
<td>3) Juan Tabo Boulevard</td>
</tr>
<tr>
<td>b. Right-in/right-out access at one-quarter mile intervals if required</td>
<td>1) Eubank Boulevard to Elizabeth Street at approximately one-quarter mile intervals both north and south (right-in/right-out access)</td>
</tr>
<tr>
<td></td>
<td>2) Elizabeth Street to Juan Tabo Boulevard at approximately one-quarter mile intervals both north and south (right-in/right-out access)</td>
</tr>
<tr>
<td>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</td>
<td>1) Southern Avenue at Stephen Moody (right-in/right-out/left-in) R-07-03 TCC</td>
</tr>
</tbody>
</table>

### 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 **R-05-10 MTB**
### 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-03-20, 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**

#### Access Prohibition

Access Prohibition: Paseo del Norte between Universe Boulevard and Golf Course Road shall have access restricted to the dedicated streets granted access above with no additional driveways or vehicular access locations permitted. All access to businesses, residences, etc. shall only be from the local and collector streets existing or to be built. R-13-03 TCC
Paseo del Volcan (NM 347)

G. Paseo del Volcan Western Alignment

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 one-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 4.8 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)

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.

   a. Full intersection permitted at: 1). Senator Dennis Chavez Boulevard R-13-03 TCC
      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 R-13-03 TCC
      2). Southern Boulevard R-13-03
   Access shall be provided for "T" intersections and right-in/right-out driveways at approximately one-quarter mile intervals.
**Rio Bravo Boulevard & Sen. Dennis Chavez Blvd. (NM 500)**

1. **Rio Bravo** (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
   
   - 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

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.
   
   - 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 R-06-03 TCC
   - c. Westbound right turn deceleration lane between Prince Street and 2nd Street; TRANSIT ONLY left in/right out R-07-01 TCC
   - 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. R-12-02 TCC & R-12-10 MTB
   - 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) R-05-11 MTB
   - g. 1,130 feet east of Broadway (right in/right out/left in) R-05-14 MTB

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.

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**San Mateo Boulevard**

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
   - 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)

### 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.

<table>
<thead>
<tr>
<th>1. I-40 to Montgomery Boulevard</th>
<th>As currently (July 1986) constructed</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Montgomery Boulevard (full intersection)</td>
<td></td>
</tr>
<tr>
<td>b. Vicinity of southern boundary of Elena Gallegos Grant (T-intersections east and west with no median opening)</td>
<td></td>
</tr>
<tr>
<td>c. Manitoba Street (full intersection)</td>
<td></td>
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<tr>
<td>d. Spain Road (full intersection)</td>
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<tr>
<td>e. Academy Road (full intersection)</td>
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<tr>
<td>f. Simms Park access road (T-intersection east with median opening)</td>
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<tr>
<td>g. San Rafael Avenue (full intersection)</td>
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<tr>
<td>h. Tramway Terrace (full intersection)</td>
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<tr>
<td>i. San Bernardino Avenue (full intersection)</td>
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</tr>
<tr>
<td>j. Paseo del Norte (T-intersection west with median opening)</td>
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</tr>
<tr>
<td>k. Live Oak Road (full intersection)</td>
<td></td>
</tr>
<tr>
<td>l. Alameda Boulevard/Cedar Hill Road (full intersection)</td>
<td></td>
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<tr>
<td>m. Tramway Lane (full intersection)</td>
<td></td>
</tr>
</tbody>
</table>

### 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, 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 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 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.

<table>
<thead>
<tr>
<th>1. Rio Bravo Boulevard To Central Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Full-access intersections at:</td>
</tr>
<tr>
<td>1) Rio Bravo (Senator Dennis Chavez) Boulevard</td>
</tr>
<tr>
<td>2) Midway between Rio Bravo and Blake Road</td>
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<tr>
<td>3) Blake Road</td>
</tr>
<tr>
<td>4) Gibson Boulevard w/ Spring Flower Road</td>
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<tr>
<td>5) Arenal Road/Sapphire Road</td>
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<tr>
<td>6) Sage Road</td>
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<tr>
<td>7) Tower Road</td>
</tr>
<tr>
<td>8) Bridge Boulevard</td>
</tr>
<tr>
<td>b. Partial-access intersections at:</td>
</tr>
<tr>
<td>1) Freshwater Road (right-in/right-out access to the east)</td>
</tr>
<tr>
<td>2) Kimela Drive (right-in/right-out access to the west)</td>
</tr>
<tr>
<td>3) West side of Unser approximately 800 feet south of Sage Road right-in/right-out/left-in <strong>R-08-01 TCC</strong></td>
</tr>
<tr>
<td>4) Right-in on east side of Unser approximately 500 feet south of Sage Road, <strong>R-10-04 TCC</strong></td>
</tr>
<tr>
<td>5) Midpoint between Sage Road and San Ygnacio Road (right-in/right-out) <strong>R-09-02 TCC</strong></td>
</tr>
<tr>
<td>6) San Ygnacio Road (right-in/right-out access to the east and west); (Southbound Unser to Eastbound San Ygnacio left turn)<strong>R-09-02 TCC</strong></td>
</tr>
<tr>
<td>7) 475 feet north of the centerline of Tower Road (right-in/right-out access to the east)</td>
</tr>
<tr>
<td>8) Eucariz Avenue (right-in/right-out access to the east and west)</td>
</tr>
<tr>
<td>9) Sunset Gardens Road (right-in/right-out access to the west)</td>
</tr>
<tr>
<td>10) Gwin Road (right-in/right-out access to the east)</td>
</tr>
<tr>
<td>11) Frederick Lane (right-in/right-out access to the east)</td>
</tr>
<tr>
<td>Unser Boulevard continued</td>
</tr>
<tr>
<td>---------------------------</td>
</tr>
<tr>
<td><strong>2. Central Avenue to Ouray Road</strong></td>
</tr>
<tr>
<td>a. Full access intersections at:</td>
</tr>
<tr>
<td>1) Central Avenue</td>
</tr>
<tr>
<td>2) Bluewater Road</td>
</tr>
<tr>
<td>3) Los Volcanes Road</td>
</tr>
<tr>
<td>4) Interstate 40 (grade-separated full interchange)</td>
</tr>
<tr>
<td>5) Ladera Drive</td>
</tr>
<tr>
<td>6) 98th Street (a.k.a. Tierra Pinta Blvd.) &amp; Vista Oriental Street</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>2) Saul Bell Road - Left-turn bay from Unser Blvd northbound to Saul Bell Road westbound. <strong>R-12-01 TCC</strong></td>
</tr>
<tr>
<td>3) Bluewater to Los Volcanes Road - east side of Unser approximately 700 feet north of Bluewater (right-in/right-out access)</td>
</tr>
<tr>
<td>4) La Miranda Pkwy - Access to the east at &quot;La Mirada&quot; (right-in and right-out)</td>
</tr>
<tr>
<td>5) Old Ouray Road - Access to the east at &quot;Old Ouray Road&quot;, approx. 950 ft south of Ouray Road (New) and Unser Boulevard (right-in and right-out)</td>
</tr>
<tr>
<td>6) Unser approximately 475 feet north of centerline of 98th Street - right-in <strong>R-04-19 MTB</strong></td>
</tr>
<tr>
<td>7) 950 feet south of Ouray (right-in right-out, on the east side) [now called Brawley Rd]</td>
</tr>
<tr>
<td>b. Partial access intersections at approximately one-quarter mile intervals shall be provided at the following specified locations:</td>
</tr>
<tr>
<td>1) Ouray Road to St. Joseph’s</td>
</tr>
<tr>
<td>2) St. Joseph’s to Bluewater Road</td>
</tr>
<tr>
<td>3) Western Trail to Petroglyph Park Road</td>
</tr>
<tr>
<td>a. Full access, at-grade intersections</td>
</tr>
<tr>
<td>1) Ouray Road &amp; Lava Bluff Drive</td>
</tr>
<tr>
<td>2) St. Joseph’s Avenue</td>
</tr>
<tr>
<td>3) Western Trail &amp; Petroglyph Park Road</td>
</tr>
<tr>
<td>1) Ouray Road to St. Joseph’s</td>
</tr>
<tr>
<td>a) West at St. Joseph’s Loop (right-in and right-out)</td>
</tr>
<tr>
<td>b) East at Vista Allegre Street (right-in/right-out)</td>
</tr>
<tr>
<td>2) St. Joseph’s Avenue to Western Trail</td>
</tr>
<tr>
<td>a) West at Lava Shadows Loop (right-in/right-out)</td>
</tr>
<tr>
<td>b) East - location to be coordinated with property owners (right-in/right-out) [now called Boca Negra Pl.]</td>
</tr>
<tr>
<td>3) Western Trail to Dellyne Avenue</td>
</tr>
<tr>
<td>a) West at Vulcan Parkway (right-in/right-out with a directional north-to-west left turn only)</td>
</tr>
<tr>
<td>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]</td>
</tr>
<tr>
<td>c) East between the San Antonio Arroyo and Dellyne Avenue (right-in/right-out) [now called Azuelo Ave]</td>
</tr>
</tbody>
</table>
4. Dellyne Avenue to Paradise Boulevard

**a. limited to full access at-grade intersections at the specified locations:**

1. Dellyne Avenue & Astair Avenue  
   R-13-03 TCC

2. Montaño 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.)

4. 81st Street (T-intersection to the west)

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.)
   R-13-03 TCC

7. Rosa Parks Avenue (formerly listed as Squaw Rd)

   R-13-03 TCC

9. Paseo del Norte  
   (at-grade intersection until grade-separation is needed)  
   R-13-02 TCC

9a. A temporary access approx. 400 feet north of Paseo del Norte  
   R-13-02 TCC

10. A point approximately halfway between Paseo del Norte and Lilenthal. 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.

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.)  
   R-13-03 TCC

2. Bogart Street (unsignalized T-intersection to be converted to right-in/right-out once the intersection would require a traffic signal.)  
   R-13-03 TCC

3. Kimmick Drive (unsignalized T-intersection to be converted to right-in/right-out once the intersection would require a traffic signal.)  
   R-13-03 TCC

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)  
   R-13-03 TCC

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)  
   R-13-03 TCC

4. Buglo Avenue (right-in/right-out/left-in)  
   R-07-02 TCC

**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).  
R-13-03 TCC
### Unser Boulevard continued

| 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  
4) Arroyo Road (Healthy Way); signalized “T” Intersection (City of Rio Rancho correspondence on June 20, 2008 - three-party agreement with City of Albuquerque and NMDOT) Full Inter under R-09-03 TCC  
5) Night Whisper Road (approximately 1,200 feet north of McMahon)  
6) McMahon Boulevard  
7) Alcalde Road/Sapphire Road  
8) Bandelier Drive  
9) Irving Boulevard  
10) Paradise Boulevard |
|---|---|
| c. Right-in/right-out access shall be allowed at: | 1) Right-in only approximately the midpoint between Westside Boulevard and Arroyo Road (R-09-01 TCC)  
2) Approximately half-way between Black Arroyo Boulevard and Arroyo Road (Healthy Way), right-in only (City of Rio Rancho correspondence on June 20, 2008 - three-party agreement with City of Albuquerque and NMDOT)  
3) Black Arroyo Boulevard (in each direction)  
4) Approximately 520 feet north of the Cabezon Blvd/Southern Blvd intersection (R-06-02 TCC)  
5) A right-in only access on the west side of Unser Blvd, approximately 650 feet south of Westside Boulevard (R-09-03 TCC)  
5) Approximately 750 feet north of Westside Boulevard (R-09-01 TCC) |
| 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) |
| 5. Paradise Boulevard to Southern Boulevard | 1) Zaragosa Rd (R-05-01 MTB) |

| 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) (R-04-28 MTB) |

| c. Right-in/right-out access shall be allowed at: | 1) Right-in only approximately the midpoint between Westside Boulevard and Arroyo Road (R-09-01 TCC)  
2) Approximately half-way between Black Arroyo Boulevard and Arroyo Road (Healthy Way), right-in only (City of Rio Rancho correspondence on June 20, 2008 - three-party agreement with City of Albuquerque and NMDOT)  
3) Black Arroyo Boulevard (in each direction)  
4) Approximately 520 feet north of the Cabezon Blvd/Southern Blvd intersection (R-06-02 TCC)  
5) A right-in only access on the west side of Unser Blvd, approximately 650 feet south of Westside Boulevard (R-09-03 TCC)  
5) Approximately 750 feet north of Westside Boulevard (R-09-01 TCC) |

| 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.  
1) Zaragosa Rd (R-05-01 MTB)  
2) Commercial Drive |
M. Uptown Loop Road
Access shall be as defined in the Uptown Sector Plan.

Westside Boulevard

<table>
<thead>
<tr>
<th>N. Westside Boulevard (R-2000-11)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

<p>| | |</p>
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<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Intersection at:</td>
<td>1) Approximately 1,200 feet west of Unser Boulevard. R-09-03 TCC</td>
</tr>
<tr>
<td>Partial Access at:</td>
<td>1) A right-in/right-out &amp; left-in access on the south side of Westside Blvd approximately 700 feet west of Unser Boulevard. R-09-03 TCC</td>
</tr>
</tbody>
</table>