MESA FILM STUDIOS

TRAFFIC IMPACT ANALYSIS

NOVEMBER 25, 2024

Prepared For:

MESA FILM STUDIOS, LLC

375 PARK AVENUE

SUITE 2509

NEW YORK, NEW YORK 10152

Prepared By:

Bohannan Huston

Engineering

Spatial Data

Advanced Technologies

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Carl Vermillion, P.E., P.T.O.E. Date

MESA FILM STUDIOS
TRAFFIC IMPACT ANALYSIS
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I. EXECUTIVE SUMMARY

This report has been prepared to document the traffic impacts for the Mesa Film Studios development proposed on the west side of Atrisco Vista Boulevard, north of Double Eagle Road in Albuquerque, New Mexico. This project is anticipated to include a film studio with six (6) stages totaling 121,500 square feet, an 80,000 square foot mill, 36,000 square feet of flex space, a 27,000 square foot back lot, and 50,000 square feet of office space. It is anticipated that this project will be completed by 2025, therefore analysis was completed for the 2025 build horizon and the 2035 10-year horizon.

The purpose of the traffic study is to determine the transportation impacts of the proposed development with addition of the project trips and to recommend any mitigation measures that may be necessary to support the additional traffic generated by the proposed development. Based on a scoping meeting on June 26, 2024, only the proposed access along Atrisco Vista Boulevard was analyzed.

The Proposed Mesa Film Studio project is anticipated to generate approximately 704 weekday daily trips with 63 of these trips occurring during the morning peak hour and 64 of these trips occurring during the afternoon peak hour.

Based on the analysis presented in this report, it is anticipated that the Mesa Film Studios project will be accommodated within the existing and future roadway network. Per this analysis the following is recommended:

- With project construction one full movement access is proposed along the west side of Atrisco Vista Boulevard. When this access is constructed, it is recommended that the eastbound access approach operate with stop-control with installation of a R1-1 “STOP” sign. Based on the NMDOT SAMM standards and the existing speed limit of 40 miles per hour along Atrisco Vista Boulevard northbound left and southbound right turn lanes are warranted based on 2025 build volumes. Therefore, it is recommended that northbound left turn lane have a deceleration length of 320 feet including a 150-foot taper with 50 feet of storage and that the southbound right turn lane be designated to 300 feet including a 150-foot taper with 50 feet of storage.
- Further coordination with the roadway access control committee will be required to understanding next steps to know access requirements at this new development.

II. INTRODUCTION

This report has been prepared to document the traffic impacts for the Mesa Film Studios development proposed on the west side of Atrisco Vista Boulevard, north of Double Eagle Road in Albuquerque, New Mexico. A vicinity map of the proposed project is shown in Figure 1. This project is anticipated to include a film studio with six (6) stages totaling 121,500 square feet, an 80,000 square foot mill, 36,000 square feet of flex space, a 27,000 square foot back lot, and 50,000 square feet of office space. A conceptual site plan is shown in Figure 2. It is anticipated that this project will be completed by 2025, therefore analysis was completed for the 2025 build horizon and the 2035 10-year horizon.

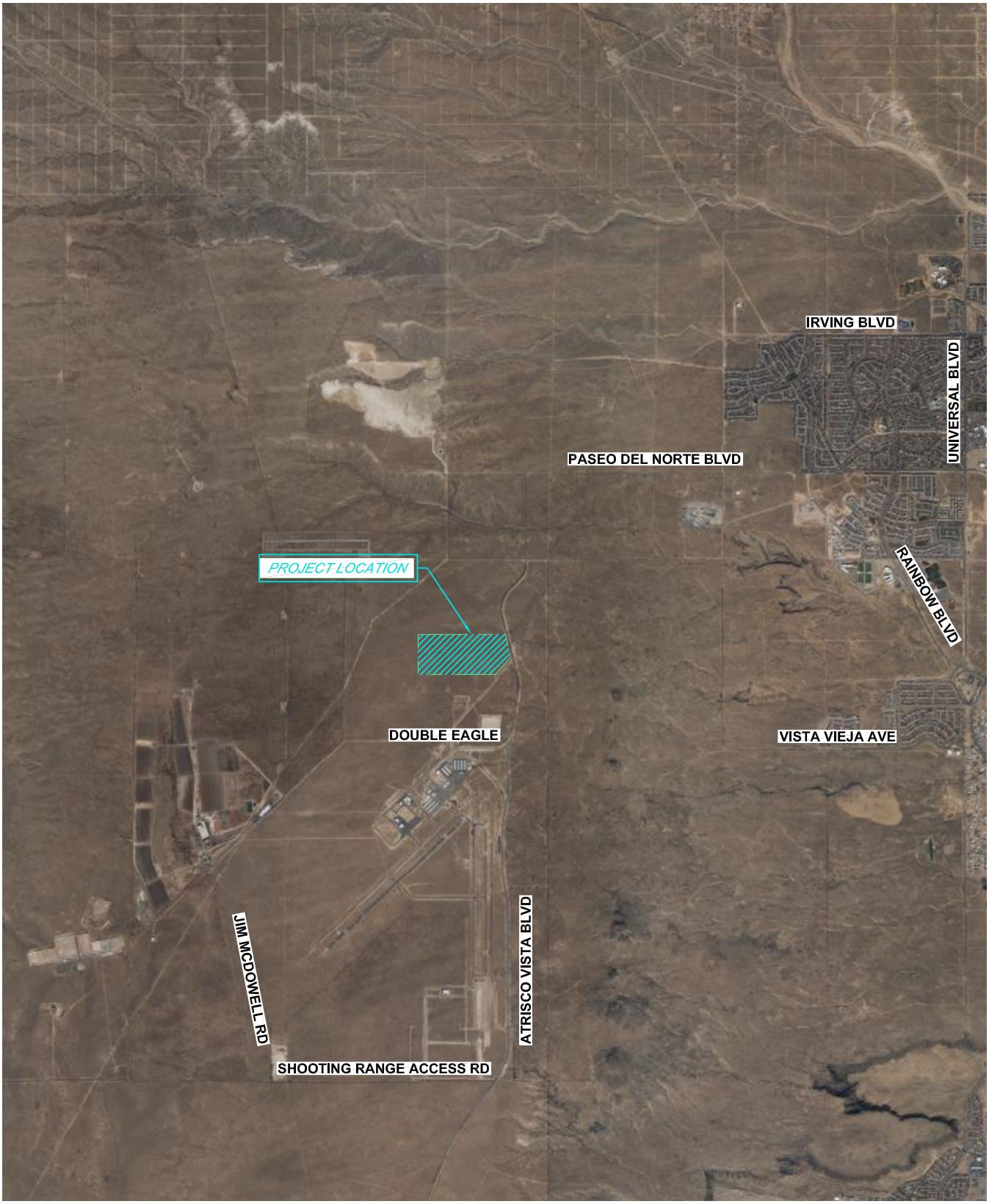
A. Study Purpose

The purpose of the traffic study is to determine the transportation impacts of the proposed development with the addition of the project trips and to recommend any mitigation measures that may be necessary to support the additional traffic generated by the proposed development. Based on a scoping meeting on June 26, 2024, only the proposed access along Atrisco Vista Boulevard was analyzed. The scoping form is attached in Appendix A.

B. Study Procedure

Discussions were held with the City of Albuquerque, Bernalillo County, and NMDOT District 3 Staff to determine the scope of the traffic analysis. It was determined that due to the size and location of the project only the project access would need to be analyzed. The intersection evaluations include analysis for the morning and afternoon peak hours for the following traffic conditions:

- 2025 Completion Year with proposed development (Build)
- 2035 10-Year Horizon with proposed development (Build)



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ALBUQUERQUE, NEW MEXICO
SITE TRAFFIC ANALYSIS

FIGURE 1
VICINITY MAP

\\o-abq-fs2\ABQ_Projects\20250161\TRANS\Study\Workarea\Figures\Mesa Film Studios Figures.dwg Aug 20, 2024 - 7:07am

III. EXISTING AREA CHARACTERISTICS

A. General Area Characteristics

The Mesa Studios project is proposed on vacant land, zoned as Non-City Parks and Open Space (NR-PO-C), on the west side of Atrisco Vista Boulevard, north of Double Eagle Road. The project will be constructed as a single phased development on an approximately 100-acre vacant parcel with a film studio with six (6) stages totaling 121,500 square feet, an 80,000 square foot mill, 36,000 square feet of flex space, a 27,000 square foot back lot, and 50,000 square feet of office space. The area to the north, west, and east of the project site is currently vacant land with the Double Eagle II Airport located to the south.

Public transportation is not currently provided in the area immediately adjacent to the project site.

B. Area Street Network

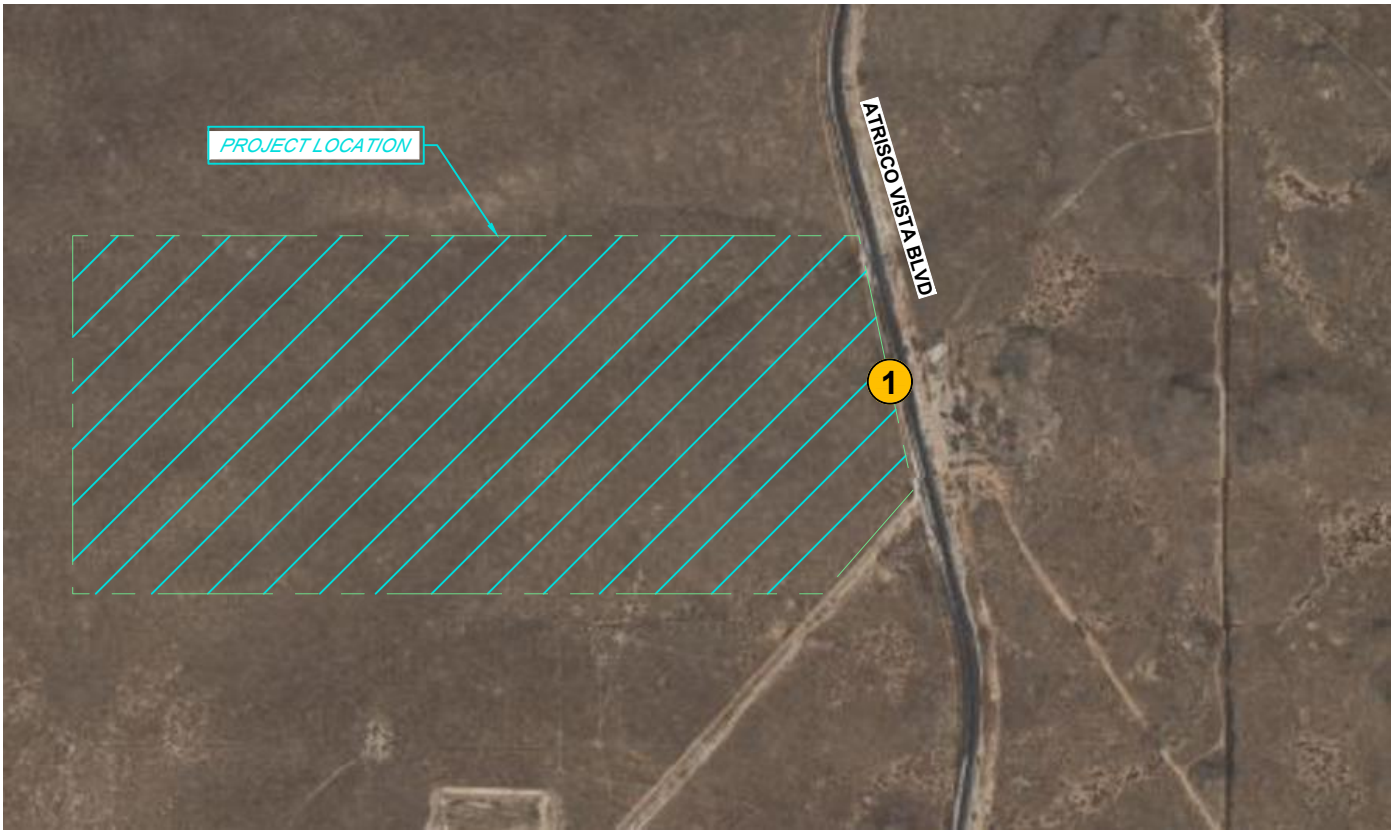
In the site vicinity, Atrisco Vista Boulevard is classified as a principal arterial by NMDOT, provides one through lane in each direction, northbound and southbound, and has a posted speed limit of 40 miles per hour. Bicycle lanes and sidewalks are not currently provided along either side of Atrisco Vista Boulevard. As part of the Atrisco Vista Boulevard Reconstruction Project, it is anticipated that 6-foot buffered bicycle lanes will be provided along Atrisco Vista Boulevard in the future.

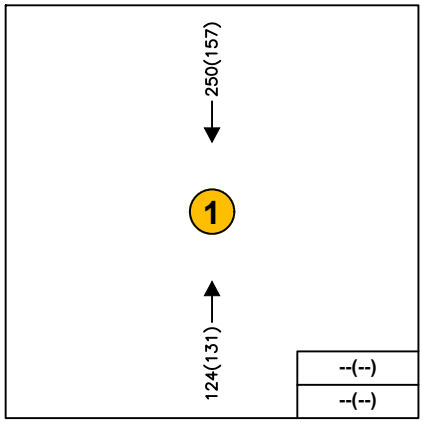
Access to the Mesa Studios project is proposed from one full movement access on the west side of Atrisco Vista Boulevard.

Alternative access to Double Eagle Road was considered although, the existing facilities between the proposed development and the existing Double Eagle Road makes this option not feasible. To verify allowance of access to Atrisco Vista for this new development, the roadway access control committee (RACC) documentation was utilized to see if this access is included in existing records. The inventory of Access Limitations document which is included in Appendix C was referenced for the Atrisco Vista corridor. Further coordination with the roadway access control committee will be required to understand next steps to knowing access requirements at this new development.

C. Existing Traffic Volumes

For this study, 48-hour tube counts were conducted starting at 1:00 PM on Tuesday, August 13, 2024, and ending at 1:00 PM on Thursday, August 15, 2024, along Atrisco Vista Boulevard north and south of Double Eagle Road. Current average daily traffic volumes along Atrisco Vista Boulevard are estimated to be 3,825 vehicles per day north of Double Eagle Road and 3,860 vehicles per day south of Double Eagle Road based on the existing counts. Existing morning and afternoon peak hour traffic volumes are shown in Figure 3 with count sheets provided in Appendix B.





ATRISCO VISTA BLVD ACCESS

LEGEND

	Thru Lanes (# as indicated)
	Turning Lanes (# as indicated)
1234(1234)	AM(PM) Traffic Counts
X(X)	AM(PM) Level of Service (LOS)

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SITE TRAFFIC ANALYSIS

FIGURE 3
2024 EXISTING PEAK HOUR TRAFFIC VOLUMES

D. Levels of Service

Intersection operations were analyzed at the project access intersection to determine potential capacity deficiencies. The current edition of *the Highway Capacity Manual* was used to determine the overall capacity. Results from the capacity analysis are shown as Level of Service (LOS). LOS is a term used to describe the operating conditions on a roadway. LOS ranges from A (free-flow operations) to F (breakdown flow). Based on the City of Albuquerque Development Process Manual, the threshold for acceptable LOS is not less than LOS D for peak hours for the project access. Level of service definitions for signalized and unsignalized intersections are shown in Table 1.

Table 1 - Level of Service Criteria

Level of Service	Signalized Intersection Delay Per Vehicle (Seconds)	Unsignalized Intersection Delay Per Vehicle (Seconds)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

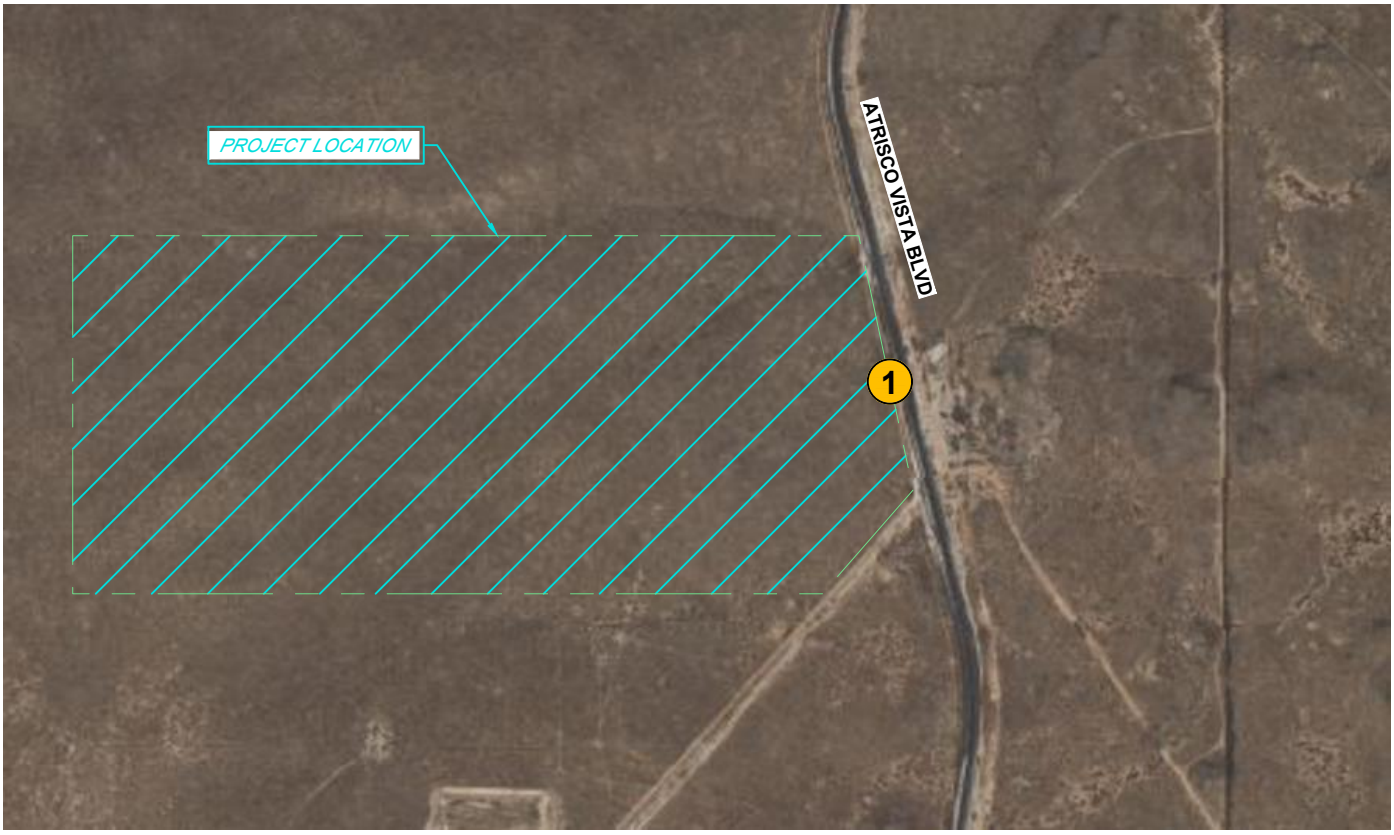
IV. BACKGROUND TRAFFIC PROJECTIONS

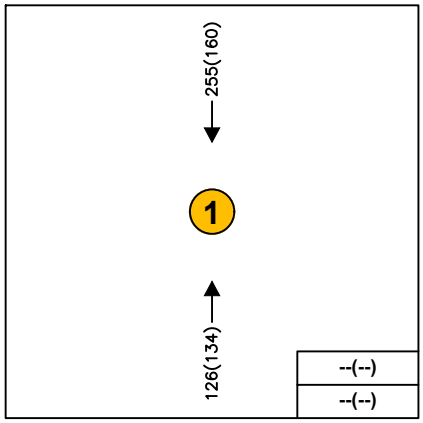
A. No Build Traffic Projections

Existing traffic counts were projected out to the year 2025, which is the anticipated build-out year for the Mesa Studios Project, and the 2035 horizon year. Based on annual average daily traffic counts from the Mid-Region Council of Governments (MRCOG) the growth rate from 2017 to 2022 along Atrisco Vista Boulevard north of Airport Road was approximately -1.41 percent. Therefore, to provide a conservative analysis and based on the scoping meeting, an annual growth rate of two percent was applied to the existing traffic counts to obtain 2025 and 2035 background (No Build) traffic volumes. No Build traffic volumes for the 2025 and 2035 horizons are shown in Figure 4 and Figure 5, respectively. The MRCOG growth rate calculations are provided in Appendix C.

B. No Build Intersection Capacity Analysis

Since this Traffic Impact Analysis only evaluated the proposed access along Atrisco Vista Boulevard a no build analysis was not provided.





ATRISCO VISTA BLVD ACCESS

LEGEND

	Thru Lanes (# as indicated)
	Turning Lanes (# as indicated)
1234(1234)	AM(PM) Traffic Counts
X(X)	AM(PM) Level of Service (LOS)

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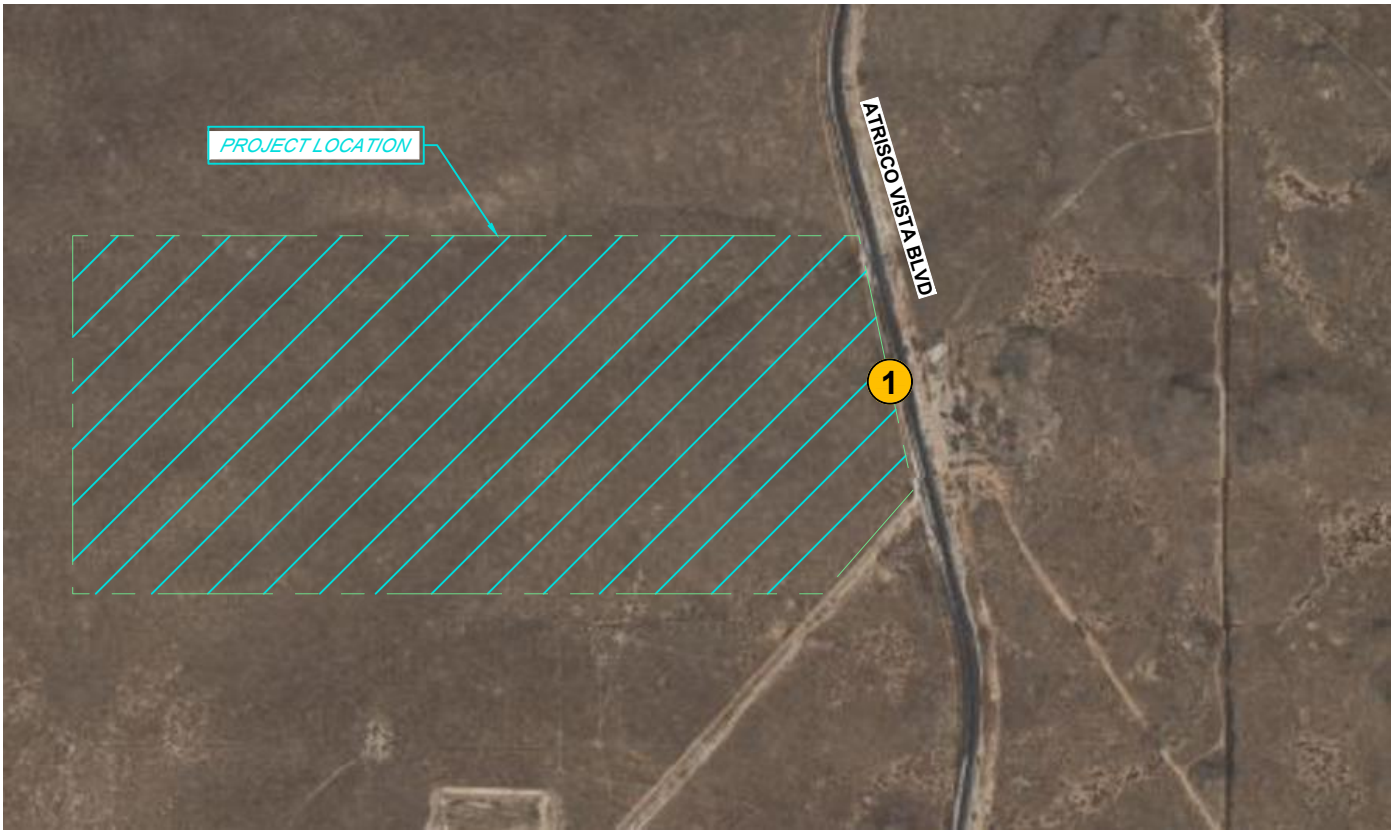
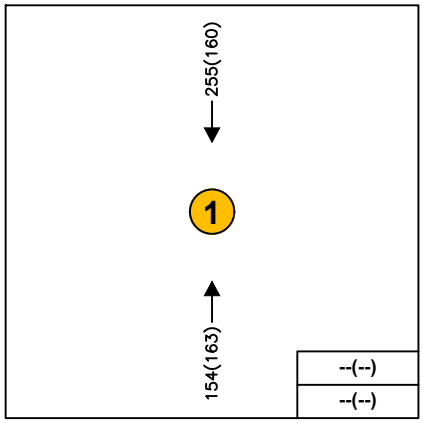
SITE TRAFFIC ANALYSIS

FIGURE 4
2025 NO BUILD PEAK HOUR TRAFFIC VOLUMES





ATRISCO VISTA BLVD ACCESS

LEGEND

	Thru Lanes (# as indicated)
	Turning Lanes (# as indicated)
1234(1234)	AM(PM) Traffic Counts
X(X)	AM(PM) Level of Service (LOS)

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FIGURE 5
2035 HORIZON NO BUILD PEAK HOUR TRAFFIC VOLUMES

V. PROPOSED SITE CHARACTERISTICS

A. Proposed Development

The Mesa Film Studios is expected to be completed by 2025 and will be constructed on an approximately 100-acre vacant parcel including a film studio with six (6) stages totaling 121,500 square feet, an 80,000 square foot mill, 36,000 square feet of flex space, a 27,000 square foot back lot, and 50,000 square feet of office space. This TIA focuses on the traffic generated with project completion in 2025 and the 2035 Horizon Year scenarios.

B. Trip Generation

Generated trips are broken down into three types; 1) primary, 2) pass-by trips, and 3) diverted link. The Trip Generation report defines these trips as follows:

- **Primary Trips** – These trips are for the specific purpose of visiting the generator. The stop at that generator is the primary reason for the trip. For example, a home to shopping to home combination of trips is a primary trip set.
- **Pass-by Trips** – These trips are intermediate stops on the way from an origin to a primary trip generation. Pass-by trips are attracted from the traffic passing the site on an adjacent street that contains direct access to the generator site. These trips do not require a diversion from another roadway. For example, stopping at the store on the way home from work is an example of a pass-by trip. No pass-by trips are used in this analysis.
- **Diverted Linked Trips –** These trips are attracted from the traffic volume on the roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site. The roadways could include streets or freeways adjacent to the generator, but without access to the generator. For this study, diverted link trips have not been included.

Projected trips are typically calculated using data from the Institute of Transportation Engineers (ITE) Trip Generation manual. However, since the proposed land use for the Mesa Film Studios is a unique land use, trip generation was based on the existing film studio land use from the Albuquerque Studios Master Plan Development Traffic Impact Study. The existing film studio in the Albuquerque Studios Master Plan Development Traffic Impact Study is approximately 331,000 square feet with 211,000 square feet of stage space. The proposed Mesa Film Studios project is anticipated to be 251,500 square feet with 121,500 square feet of stage space. Therefore, trip generation for the existing studio land use from the

Albuquerque Studios Master Plan Development Traffic Impact Study was prorated to 58 percent (121,500/211,000) based on the stage space to obtain trip generation for the proposed Mesa Film Studios. Based on this calculation, the Proposed Mesa Film Studio project is anticipated to generate approximately 704 weekday daily trips with 63 of these trips occurring during the morning peak hour and 64 of these trips occurring during the afternoon peak hour. Development trip generation along with the trip generation from the Albuquerque Studios Master Plan Development is shown in Table 2. Further trip generation details are presented in Appendix D.

Table 2 – Trip Generation

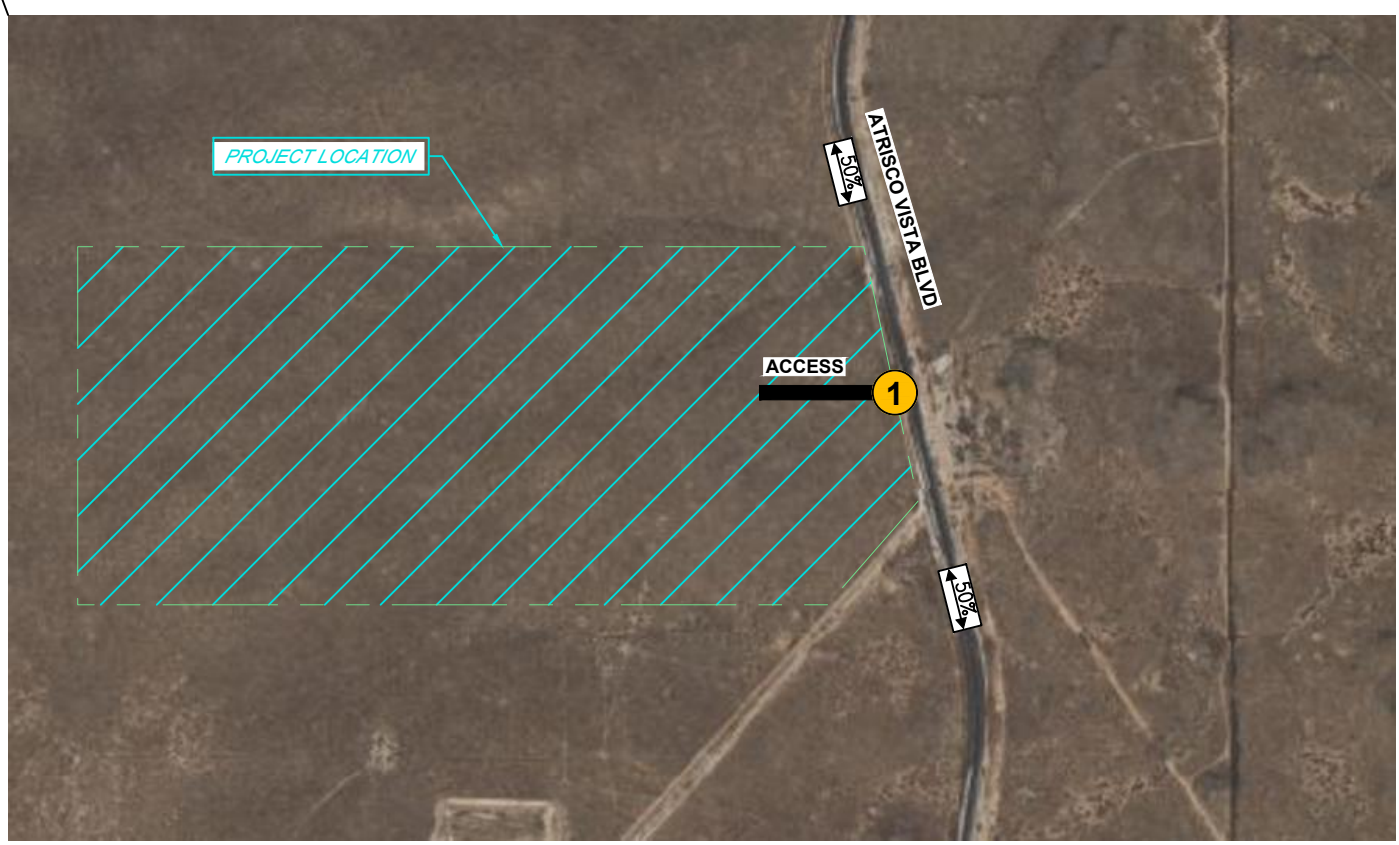
Land Use	Size	Weekday Vehicle Trips						
		Daily	Morning Peak Hour			Afternoon Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Albuquerque Studios Master Plan Development								
Existing Studio	211 KSF	1,222	85	25	110	34	76	110
Proposed Mesa Film Studios								
Proposed Film Studio	121.5 KSF	704	49	14	63	20	44	64

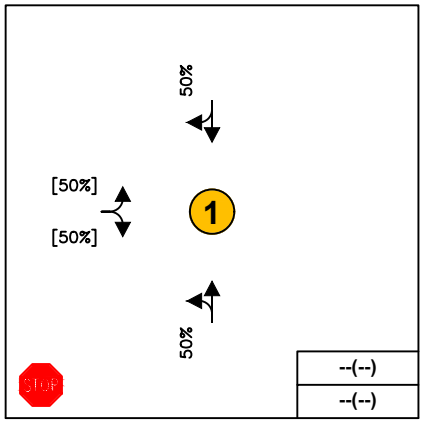
Since this project is only anticipated to generate a maximum of 64 peak hour trips a traffic impact study is not needed based on City of Albuquerque Development Process Manual. However, based on the scoping meeting a traffic impact study was requested for this project.

C. Trip Distribution and Assignment

Trip distribution for the project traffic volumes was based on the directional distribution of the existing daily traffic counts. The project distribution quantifies the percentage of traffic that enters the site from a given direction and departs the site back to the origin. The trip distribution for the proposed project is shown in Figure 6.

Project traffic assignment was calculated by applying the project trip distribution to the trip generation shown in Table 2. Project traffic assignment is illustrated in Figure 7.





ATRISCO VISTA BLVD ACCESS

LEGEND

- Thru Lanes (# as indicated)
- Turning Lanes (# as indicated)
- XX%[XX%] Entering[Exiting] Trip Distribution
- XX% External Trip Distribution

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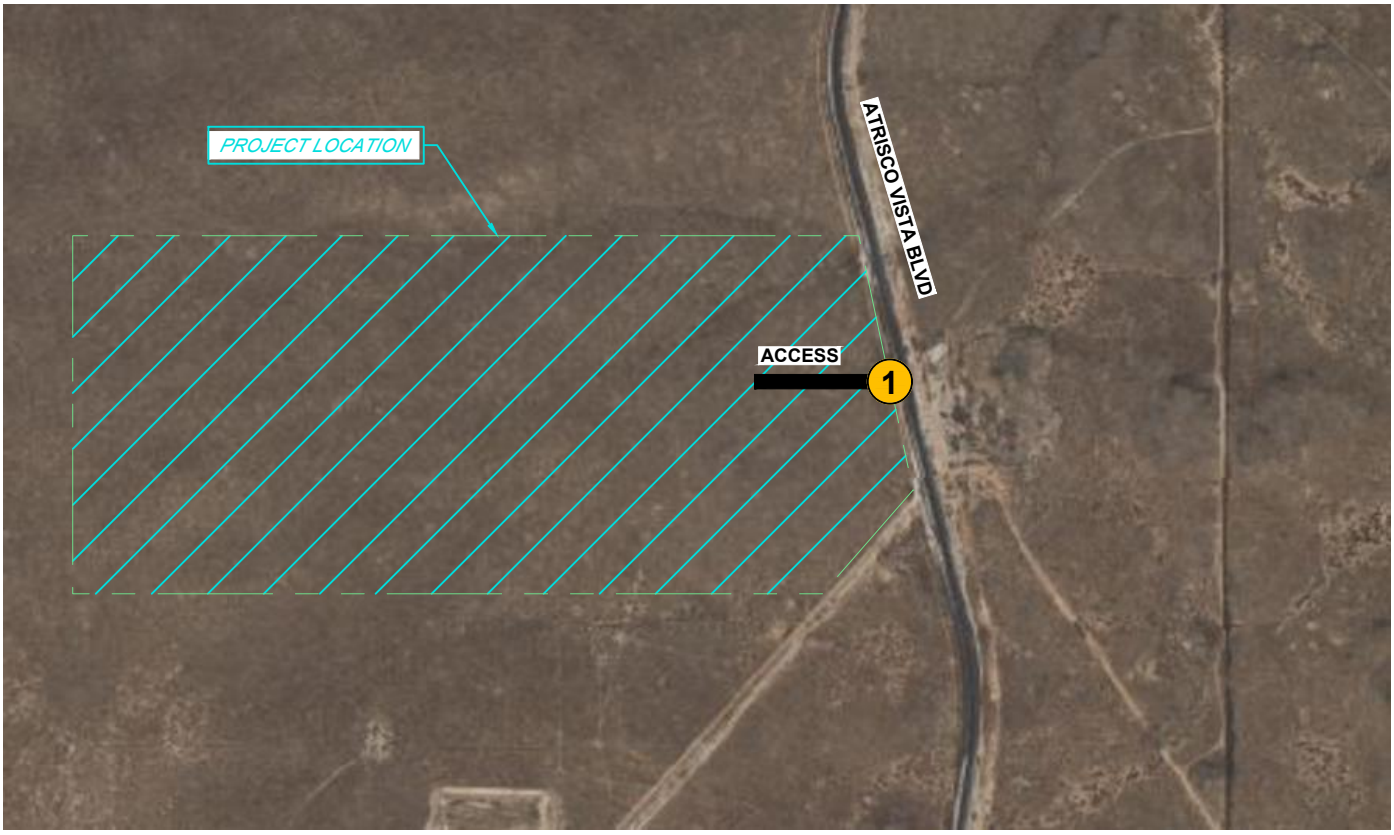
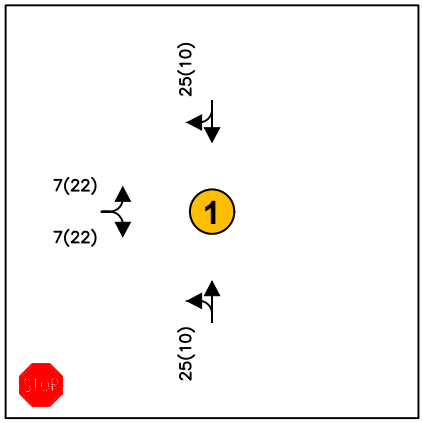
SITE TRAFFIC ANALYSIS

FIGURE 6
PROJECT TRIP DISTRIBUTION





ATRISCO VISTA BLVD ACCESS

LEGEND

Thru Lanes
(# as indicated)

Turning Lanes
(# as indicated)

1234(1234) AM(PM) Project
Traffic Assignment

VI. BUILD TRAFFIC ANALYSIS

The following section will discuss the results of the build traffic analysis. The 2025 and 2035 Horizon Year Build intersection analysis at the project access along Atrisco Vista Boulevard was evaluated utilizing the 2024 edition of the Highway Capacity Software (HCS2024). The existing peak hour factors and heavy vehicle percentages were utilized for the intersection analysis.

A. 2025 and 2035 Horizon Build Traffic Volumes

Based on the trip distribution and traffic assignment, project traffic volumes were added to the 2025 and 2035 No Build traffic projections to obtain the estimated 2025 and 2035 Horizon Build traffic volumes. The 2025 and 2035 Horizon Build traffic volumes are shown in Figure 8 and Figure 9, respectively.

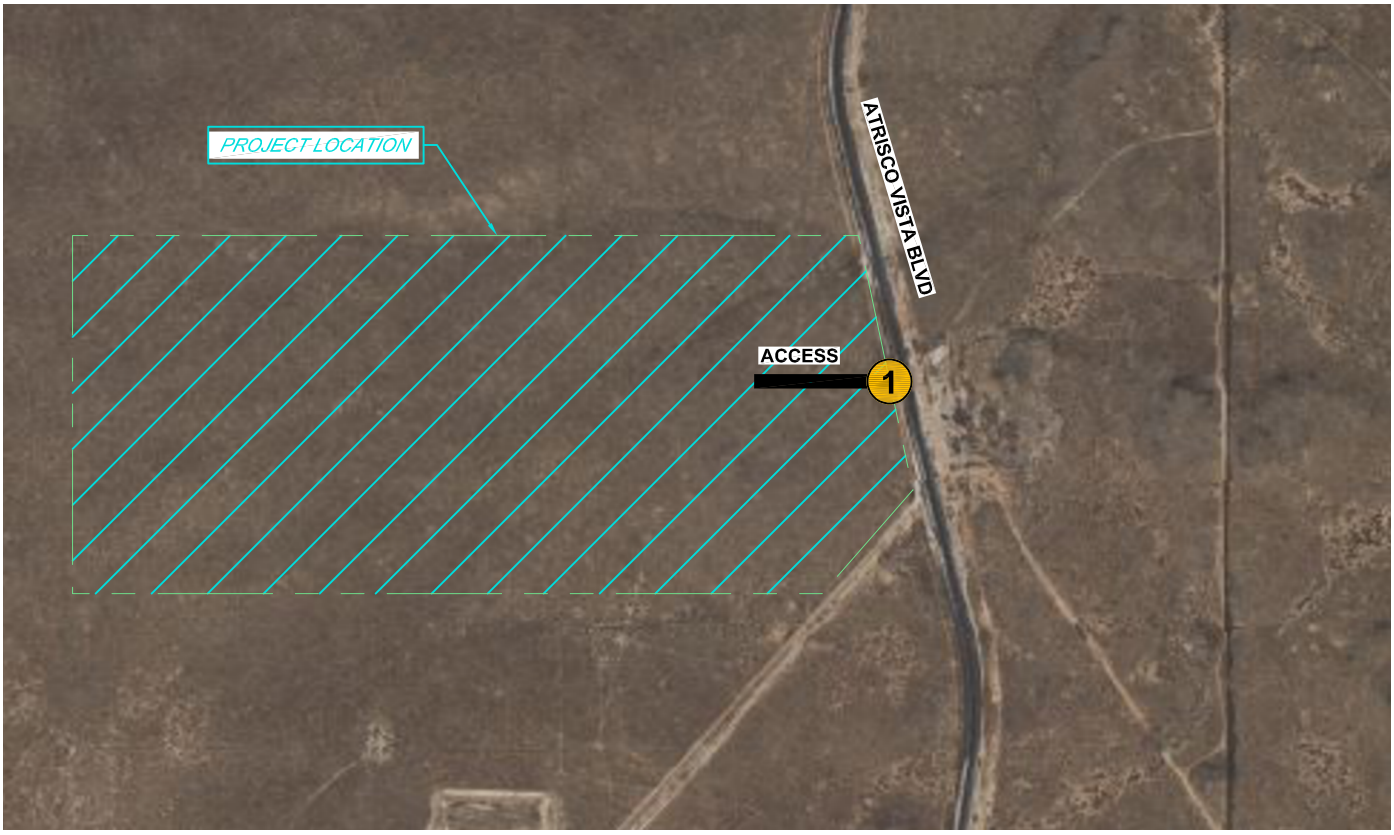
B. 2025 Build Intersection Capacity Analysis

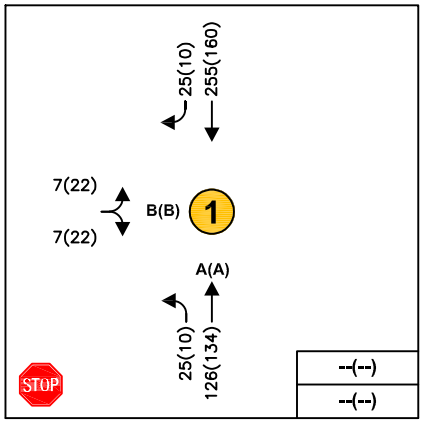
With construction of the Mesa Film Studios project, it is anticipated that access to the site will be provided by one full movement access along the west side of Atrisco Vista Boulevard. When this access is constructed, it is recommended that a southbound right turn lane and a northbound left turn lane be provided and the eastbound access approach operate with stop-control with installation of a R1-1 “STOP” sign. Based on this analysis the movements at the project access intersection are anticipated to operate acceptably at LOS B or better with the addition of project traffic in 2025. The results are shown in Table 3 with the LOS output sheets provided in Appendix E.

Table 3 – 2025 Build Intersection Capacity Analysis Results

Movement	Morning Peak Hour				Afternoon Peak Hour			
	Delay (sec)	LOS	V/C	Queue (ft)*	Delay (sec)	LOS	V/C	Queue (ft)*
Atrisco Vista Blvd Access								
Eastbound Approach	11.0	B	0.03	25	10.6	B	0.08	25
Northbound Left	8.0	A	0.02	25	7.7	A	0.01	25

* HCM 95th percentile queue rounded to the next 25-foot increment





ATRISCO VISTA BLVD ACCESS

LEGEND

	Thru Lanes (# as indicated)
	Turning Lanes (# as indicated)
1234(1234)	AM(PM) Traffic Counts
X(X)	AM(PM) Level of Service (LOS)

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FIGURE 8
2025 BUILD PEAK HOUR TRAFFIC VOLUMES

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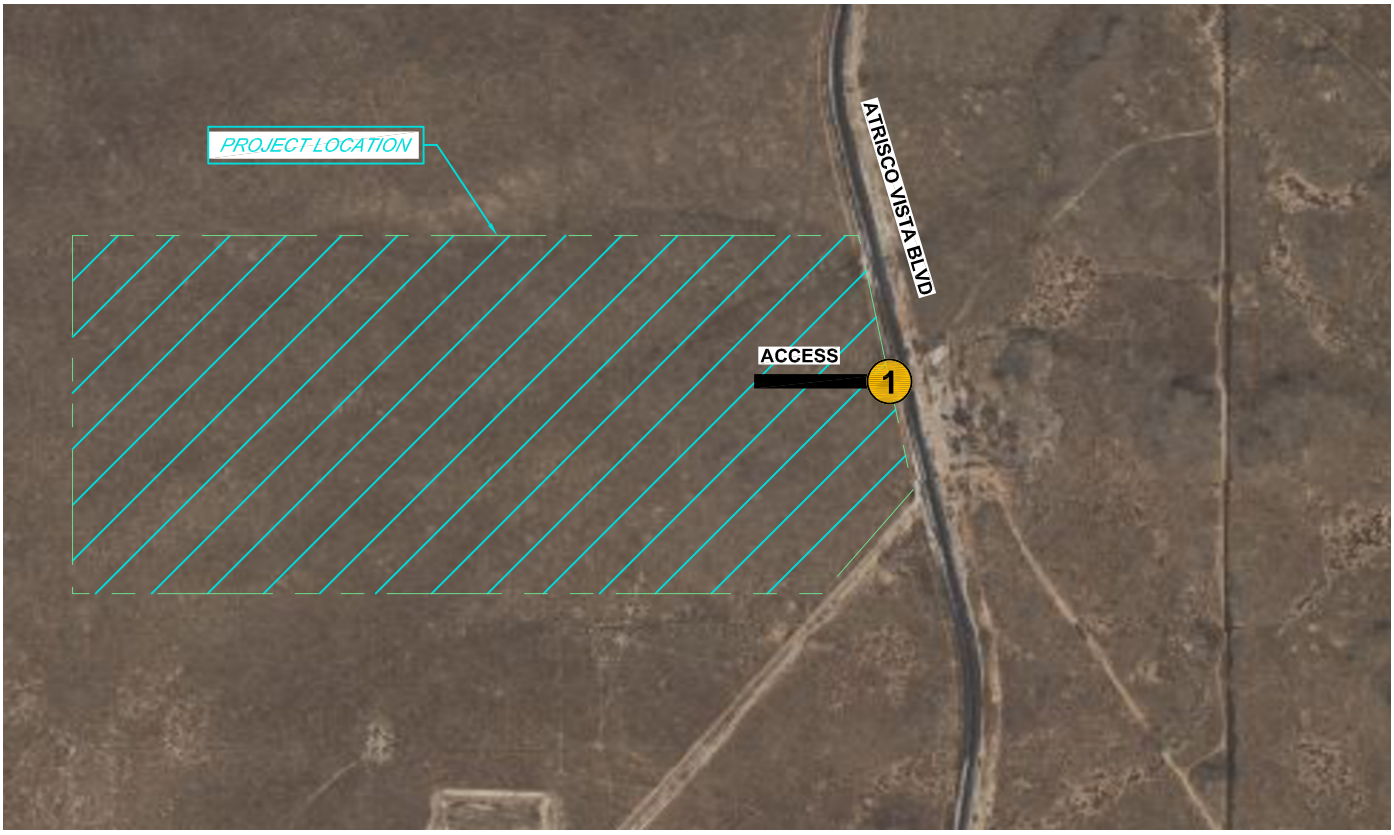

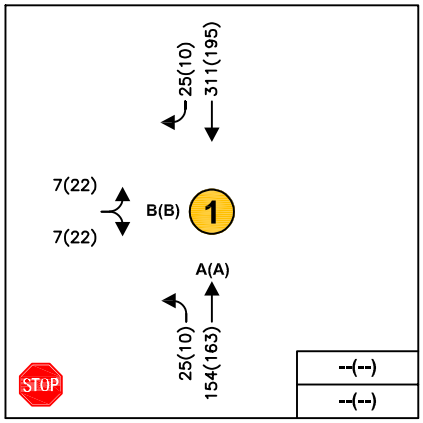

ATRISCO VISTA BLVD ACCESS

LEGEND

	Thru Lanes (# as indicated)
	Turning Lanes (# as indicated)
1234(1234)	AM(PM) Traffic Counts
X(X)	AM(PM) Level of Service (LOS)

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FIGURE 9
2035 HORIZON BUILD PEAK HOUR TRAFFIC VOLUMES

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C. 2035 Horizon Year Build Intersection Capacity Analysis

Based on this analysis the movements at the project access intersection are anticipated to operate acceptably at LOS B or better with the addition of project traffic in 2035. The results are shown in Table 4 with the LOS output sheet provided in Appendix F.

Table 4 – 2035 Horizon Year Build Intersection Capacity Analysis Results

Movement	Morning Peak Hour				Afternoon Peak Hour			
	Delay (sec)	LOS	V/C	Queue (ft)*	Delay (sec)	LOS	V/C	Queue (ft)*
Atrisco Vista Blvd Access								
Eastbound Approach	11.8	B	0.03	25	11.2	B	0.09	25
Northbound Left	8.2	A	0.02	25	7.8	A	0.01	25

* HCM 95th percentile queue rounded to the next 25-foot increment

D. Turn Lane Warrant Evaluation

Requirements for turn lanes were based on City of Albuquerque and Bernalillo County Standard turn lane warrant standards. Of note, Bernalillo County uses the NMDOT State Access Management Manual (SAMM) for auxiliary turn lane warrants. Currently the speed limit along Atrisco Vista Boulevard is 40 miles per hour in the site vicinity. Based on the City of Albuquerque Development Process Manual and the existing speed limit the following turn lane warrants apply:

- A left turn lane is warranted when the left turning volume per hour is greater than 40 vehicles
- A right turn lane is warranted when the right turning volume per hour is greater than 50 vehicles

Turn lane warrants were evaluated at the proposed project access along Atrisco Vista Boulevard based on City of Albuquerque Standards, and it was found that:

- A northbound left turn lane is not warranted at the project access based on 2035 Horizon Year Build traffic volumes being 25 northbound left turns during the peak hour and the threshold being 40 vehicles per hour.
- A southbound right turn lane is not warranted at the project access based on 2035 Horizon Year Build traffic volumes being 25 southbound right turns during the peak and the threshold being 50 vehicles per hour.

Based on the NMDOT SAMM standards and the existing speed limit of 40 miles per hour along Atrisco Vista Boulevard northbound left and southbound right turn lanes are warranted based on 2025 build volumes. Therefore, it is recommended that northbound left turn lane have a deceleration length of 320 feet including a 150-foot taper with 50 feet of storage and that the southbound right turn lane be designated to 300 feet including a 150-foot taper with 50 feet of storage.

VII. CONCLUSIONS AND RECOMMENDATIONS

A. Conclusions

Based on the analysis presented in this report, it is anticipated that the Mesa Film Studios project will be accommodated within the existing and future roadway network. Per this analysis the following is recommended:

- With project construction one full movement access is proposed along the west side of Atrisco Vista Boulevard. When this access is constructed, it is recommended that the eastbound access approach operate with stop-control with installation of a R1-1 “STOP” sign. Based on the NMDOT SAMM standards and the existing speed limit of 40 miles per hour along Atrisco Vista Boulevard northbound left and southbound right turn lanes are warranted based on 2025 build volumes. Therefore, it is recommended that northbound left turn lane have a deceleration length of 320 feet including a 150-foot taper with 50 feet of storage and that the southbound right turn lane be designated to 300 feet including a 150-foot taper with 50 feet of storage.
- Further coordination with the roadway access control committee will be required to understanding next steps to know access requirements at this new development.

APPENDIX A
TIS SCOPING FORM

SCOPE OF TRAFFIC IMPACT STUDY (TIS)

TO: Carl Vermillion, PE PTOE
Bohannan Huston inc
7500 Jefferson St NE
Albuquerque, NM, 87109

MEETING DATE: June 26, 2024

ATTENDEES: Margeret Haynes, Curtis Churne, Julie Luna, Harry Relkin, Michael Balaskovits, Carl Vermillion

PROJECT: Mesa Film Studio TIA, D-06-Z

REQUESTED CITY ACTION: ___ Zone Change __X__ Site Development Plan

___ Subdivision ___ Building Permit ___ Sector Plan ___ Sector Plan Amendment

___ Curb Cut Permit ___ Conditional Use ___ Annexation ___ Site Plan Amendment

ASSOCIATED APPLICATION: Development of a film studio with 6 – 20,250 SF stages, 80,000 SF Mill, 36,000 SF Flex space, 27,000 back lot, and 50,000 SF of dedicated office space.

SCOPE OF REPORT:
The Traffic Impact Study should follow the standard report format, which is outlined in the DPM. The following supplemental information is provided for the preparation of this specific study.

1. Trip Generation -
   Previous trip generation used for the ABQ Studios masterplan should be used for this study. Local knowledge is preferred for this type of land use.
   Consultant to provide.

2. Appropriate study area:
   Signalized Intersections;
   a. None

   Unsignalized Intersections;
   a. None

   Driveway Intersections: all site drives.
   Access Point 1 at Atrisco Vista

3. Intersection turning movement counts
   a. Tube counts North and South of Airport on Atrisco Vista. These will be counted for 48 hours.

4. Type of intersection progression and factors to be used.

Type III arrival type (see “Highway Capacity Manual, current edition” or equivalent as approved by staff). Unless otherwise justified, peak hour factors and % heavy commercial should be taken directly from the MRCOG turning movement data provided or as calculated from current count data by consultant.

5. Boundaries of area to be used for trip distribution.
   City Wide - residential, office or industrial;
   x mile radius – commercial;
   Interstate or to be determined by consultant - motel/hotel
   APS district boundary mapping for each school and bus routes

6. Basis for trip distribution.

The tube count data will be used to evaluate the existing traffic patterns to determine percentage north/south from site.

7. Traffic Assignment. Logical routing on the major street system.
   a. The tube counts will determine percentage traveling north/south from site on Atrisco Vista

8. Proposed developments which have been approved but not constructed that are to be Included in the analyses. Projects in the area include:
   a. No other projects will be included as background in this TIA

9. Method of intersection capacity analysis - planning or operational (see “Highway Capacity Manual 6th edition” or equivalent [i.e. HCS, Synchro, Teapac, etc.] as approved by staff). Must use latest version of design software and/or current edition of design manual.
   HCS 2024 software will be used to evaluate intersection capacity at access point

10. Traffic conditions for analysis:
    a. Existing analysis _X_ yes __ no - year (2024);
    b. Phase implementation year(s) without proposed development – 2025 No Build
    c. Phase implementation year(s) with proposed development – 2025 Build
    d. Project completion year without proposed development – 2035 No Build
    e. Project completion year with proposed development – 2035 Build
    f. Other –

11. Background traffic growth.
    Method: use 10-year historical growth based on standard data from the MRCOG Traffic Flow Maps. Minimum growth rate to be used is 1/2%.

    2% growth rate will be used for this project.

12. Planned (programmed) traffic improvements.
    List planned CIP improvements in study area and projected project implementation year:
    a. Bernalillo County Atrisco Vista Redesign Project – From Paseo del Norte south on Atrisco Vista (2029?). Project will add buffered bike lanes north of Airport Road.

13. Items to be included in the study:
    a. Intersection analysis for the development access point
    b. Recommended street, intersection and signal improvements.
    c. Site design features such as turning lanes, median cuts, queuing requirements and site circulation, including driveway signalization and visibility.
    d. Transportation system impacts.
    e. Other mitigating measures.
    f. Accident analyses __ yes _X_ no; Location(s):
    g. Weaving analyses __ yes _X_ no; Location(s):
    h. Bicycle counts will be included with the tube counts

14. Other:

SUBMITTAL REQUIREMENTS:

1. Number of copies of report required
   a. 1 digital copy
2. Submittal Fee – $1300 for up to 3 reviews plus technology fee
   a. Submit the TIS along with a DTIS to Planning Development Review Services email PLNDRS@cabq.gov and copy mgrush@cabq.gov.

The Traffic Impact Study for this development proposal, project name, shall be performed in accordance with the above criteria. If there are any questions regarding the above items, please contact me at 505-924-3986.

_____ _____

Curtis Cherne, P.E. Date
Senior Engineer
City of Albuquerque, Planning Dept.
Transportation Development Section

C: TIS Meeting Attendees

Revised May 2024

APPENDIX B
EXISTING TRAFFIC COUNTS

Basic Volume Report: Atrisco Vista North 1

Station ID : Atrisco Vista North 1
Info Line 1 : Northbound
Info Line 2 : Southbound
GPS Lat/Lon :
DB File : ATRISCO VISTA 1.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number :

Number of Lanes : 2
Posted Speed Limit : 40.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	N	Northbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 13:00 - 08/13/2024 To: 12:59 - 08/15/2024

Date	Time	:00	:15	:30	:45	Total
08/13/24	13:00	14	21	23	19	77
Tue	14:00	17	20	33	26	96
	15:00	26	38	41	45	150
	16:00	49	48	62	53	212
	17:00	55	53	52	42	202
	18:00	39	40	28	35	142
	19:00	22	11	13	18	64
	20:00	13	10	15	9	47
	21:00	7	7	11	9	34
	22:00	19	13	9	5	46
	23:00	7	9	3	4	23
Day Total :						1093

AM Total :		Peak AM Hour :			Peak AM Factor :	Average Period : 24.8
PM Total :	1093 (100.0%)	Peak PM Hour : 16:30 =	223	(20.4%)	Peak PM Factor : 0.899	Average Hour : 99.4

Date	Time	:00	:15	:30	:45	Total
08/14/24	00:00	8	7	4	9	28
Wed	01:00	6	5	7	4	22
	02:00	5	6	5	5	21
	03:00	3	2	3	9	17
	04:00	11	4	19	10	44
	05:00	21	26	27	17	91
	06:00	19	21	30	27	97
	07:00	35	28	34	25	122
	08:00	15	26	23	26	90
	09:00	24	13	10	19	66
	10:00	14	20	25	17	76
	11:00	22	18	13	18	71
	12:00	29	16	26	22	93
	13:00	25	22	37	24	108
	14:00	29	26	31	37	123
	15:00	26	40	59	51	176
	16:00	55	51	61	50	217
	17:00	57	63	52	44	216
	18:00	32	43	26	13	114
	19:00	18	23	12	18	71
	20:00	16	18	4	6	44
	21:00	8	12	2	8	30
	22:00	11	11	7	7	36
	23:00	4	12	7	4	27
Day Total :						2000

AM Total :	745 (37.3%)	Peak AM Hour : 06:45 =	124 (6.2%)	Peak AM Factor : 0.886	Average Period : 20.8
PM Total :	1255 (62.8%)	Peak PM Hour : 16:30 =	231 (11.6%)	Peak PM Factor : 0.917	Average Hour : 83.3

Date	Time	:00	:15	:30	:45	Total
08/15/24	00:00	5	5	4	2	16
Thu	01:00	6	5	4	7	22
	02:00	3	6	9	1	19
	03:00	4	3	8	5	20
	04:00	13	10	15	7	45
	05:00	20	28	30	19	97
	06:00	15	19	26	28	88
	07:00	24	27	36	19	106
	08:00	15	21	22	13	71
	09:00	16	15	18	22	71
	10:00	18	13	34	16	81
	11:00	21	22	22	16	81
	12:00	28	17	13	18	76
Day Total :						793

AM Total :	717 (90.4%)	Peak AM Hour : 06:45 =	115 (14.5%)	Peak AM Factor : 0.799	Average Period : 15.3
PM Total :	76 (9.6%)	Peak PM Hour : 12:00 =	76 (9.6%)	Peak PM Factor : 0.679	Average Hour : 61.0

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	S	Southbound	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 13:00 - 08/13/2024 To: 12:59 - 08/15/2024

Date	Time	:00	:15	:30	:45	Total
08/13/24	13:00	10	15	13	15	53
Tue	14:00	14	28	32	22	96
	15:00	22	29	16	21	88
	16:00	31	45	35	35	146
	17:00	41	37	43	31	152
	18:00	33	50	25	26	134
	19:00	14	11	18	13	56
	20:00	15	11	9	13	48
	21:00	7	9	9	3	28
	22:00	11	6	9	3	29
	23:00	4	6	0	6	16
Day Total :						846

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period : 19.2
PM Total :	846 (100.0%)	Peak PM Hour : 17:30 =	157 (18.6%)	Peak PM Factor : 0.785	Average Hour : 76.9

Date	Time	:00	:15	:30	:45	Total
08/14/24	00:00	3	6	2	1	12
Wed	01:00	3	1	0	4	8
	02:00	4	2	1	2	9
	03:00	3	4	7	12	26
	04:00	3	3	9	6	21
	05:00	15	15	25	30	85
	06:00	24	24	47	50	145
	07:00	57	63	58	51	229
	08:00	38	43	40	28	149
	09:00	27	25	26	22	100
	10:00	25	11	11	27	74
	11:00	22	13	14	22	71
	12:00	21	17	11	22	71
	13:00	25	28	19	18	90
	14:00	31	26	21	29	107
	15:00	29	34	35	30	128
	16:00	22	43	33	29	127
	17:00	32	32	41	36	141
	18:00	36	26	36	23	121
	19:00	12	11	14	9	46
	20:00	8	21	11	6	46
	21:00	11	14	4	13	42
	22:00	6	7	8	5	26
	23:00	6	9	1	5	21
Day Total :						1895

AM Total :	929 (49.0%)	Peak AM Hour :	07:00 =	229 (12.1%)	Peak AM Factor : 0.909	Average Period :	19.7
PM Total :	966 (51.0%)	Peak PM Hour :	17:15 =	145 (7.7%)	Peak PM Factor : 0.843	Average Hour :	79.0

Date	Time	:00	:15	:30	:45	Total
08/15/24	00:00	4	2	6	2	14
Thu	01:00	2	1	1	2	6
	02:00	6	2	5	0	13
	03:00	3	7	3	8	21
	04:00	6	10	10	7	33
	05:00	18	13	28	21	80
	06:00	23	24	41	50	138
	07:00	55	65	58	72	250
	08:00	43	48	46	27	164
	09:00	29	25	20	23	97
	10:00	16	9	12	27	64
	11:00	20	17	12	15	64
	12:00	23	13	20	21	77
Day Total :						1021

AM Total :	944 (92.5%)	Peak AM Hour : 07:00 =	250 (24.5%)	Peak AM Factor : 0.868	Average Period : 19.6
PM Total :	77 (7.5%)	Peak PM Hour : 12:00 =	77 (7.5%)	Peak PM Factor : 0.837	Average Hour : 78.5

Basic Volume Summary: Atrisco Vista North 1

Grand Total For Data From: 13:00 - 08/13/2024 To: 12:59 - 08/15/2024

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	3886	(50.8%)	2.00	1943	20.2	81.0	1462 (37.6%)	2424 (62.4%)
#2.	3762	(49.2%)	2.00	1881	19.6	78.4	1873 (49.8%)	1889 (50.2%)
ALL	7648		2.00	3824	39.8	159.4	3335 (43.6%)	4313 (56.4%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	06:45 =	124	08/14/2024	0.886	16:30 =	231	08/14/2024	0.917
#2.	07:00 =	250	08/15/2024	0.868	17:30 =	157	08/13/2024	0.785

Classification Summary Report: Atrisco Vista North 1

Station ID : Atrisco Vista North 1
Info Line 1 : Northbound
Info Line 2 : Southbound
GPS Lat/Lon :
DB File : ATRISCO VISTA 1.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number :
Number of Lanes : 2
Posted Speed Limit : 40.0 mph

Lane Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.	N	Northbound	Axle-Axle	4.0 ft	
2.	S	Southbound	Axle-Axle	4.0 ft	

Axle Class Summary:

(DEFAULTC)

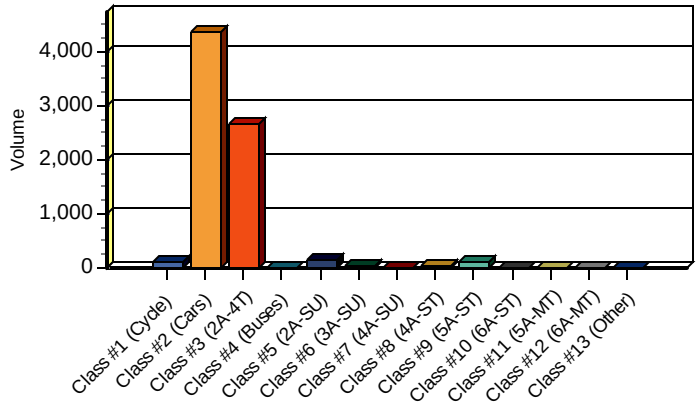
Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
Total Count :	#1.	71	2036	1535	4	85	19	4	25	57	1	0	0	1	3838
	#2.	56	2347	1157	1	51	33	1	17	46	3	1	0	1	3714
		127	4383	2692	5	136	52	5	42	103	4	1	0	2	7552
Percents :	#1.	2%	53%	40%	0%	2%	0%	0%	1%	1%	0%	0%	0%	0%	51%
	#2.	2%	63%	31%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	49%
		2%	58%	36%	0%	2%	1%	0%	1%	1%	0%	0%	0%	0%	

Speed Class Summary:

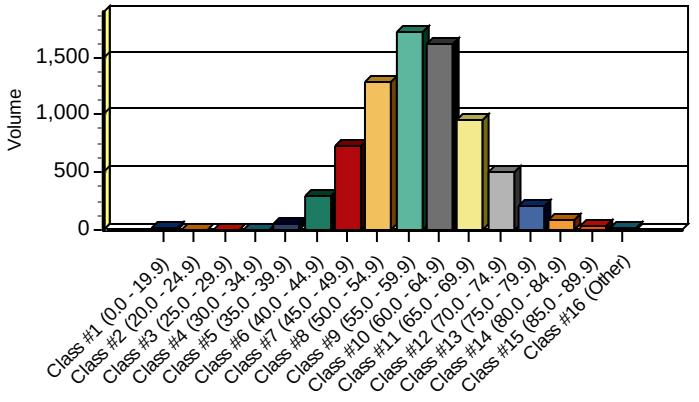
(DEFAULTX)

		#1 0.0 - 19.9	#2 20.0 - 24.9	#3 25.0 - 29.9	#4 30.0 - 34.9	#5 35.0 - 39.9	#6 40.0 - 44.9	#7 45.0 - 49.9	#8 50.0 - 54.9	#9 55.0 - 59.9	#10 60.0 - 64.9	#11 65.0 - 69.9	#12 70.0 - 74.9	#13 75.0 - 79.9	#14 80.0 - 84.9	#15 85.0 - 89.9	#16 Other	Total
Total Count :	#1.	8	4	0	6	30	148	313	599	822	862	517	308	131	51	26	13	3838
	#2.	8	0	1	1	27	148	412	684	898	755	441	203	71	36	16	13	3714
		16	4	1	7	57	296	725	1283	1720	1617	958	511	202	87	42	26	7552
Percents :	#1.	0%	0%	0%	0%	1%	4%	8%	16%	21%	22%	13%	8%	3%	1%	1%	0%	51%
	#2.	0%	0%	0%	0%	1%	4%	11%	18%	24%	20%	12%	5%	2%	1%	0%	0%	49%
		0%	0%	0%	0%	1%	4%	10%	17%	23%	21%	13%	7%	3%	1%	1%	0%	
Avg, 50, 67, 85 :	#1.	59.7	59.9	63.7	69.5	Pace (pace %) :			55.1 - 65.0		43.9%			Days & ADT :	#1.	2.0	1919	
	#2.	58.1	58.2	62.1	67.5				55.1 - 65.0		44.5%				#2.	2.0	1857	
		58.9	59.0	62.9	68.6				55.1 - 65.0		44.2%					2.0	3776	

Axle Class vs. Volume (all lanes)



Speed Class vs. Volume (all lanes)



Basic Volume Report: Atrisco Vista South 2

Station ID : Atrisco Vista South 2
Info Line 1 : Northbound
Info Line 2 : Southbound
GPS Lat/Lon :
DB File : ATRISCO VISTA 2.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number :
Number of Lanes : 2
Posted Speed Limit : 40.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	N	Northbound	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 13:00 - 08/13/2024 To: 12:59 - 08/15/2024

Date	Time	:00	:15	:30	:45	Total
08/13/24	13:00	19	25	19	20	83
Tue	14:00	12	22	35	26	95
	15:00	26	39	38	43	146
	16:00	45	47	57	50	199
	17:00	58	51	53	41	203
	18:00	38	41	29	30	138
	19:00	22	10	13	17	62
	20:00	15	14	13	11	53
	21:00	7	8	10	12	37
	22:00	16	12	9	5	42
	23:00	7	8	3	3	21
Day Total :						1079

AM Total :		Peak AM Hour :			Peak AM Factor :	Average Period : 24.5
PM Total :	1079 (100.0%)	Peak PM Hour : 16:30 =	216	(20.0%)	Peak PM Factor : 0.931	Average Hour : 98.1

Date	Time	:00	:15	:30	:45	Total
08/14/24	00:00	9	7	3	8	27
Wed	01:00	6	5	8	3	22
	02:00	6	4	5	6	21
	03:00	3	2	3	9	17
	04:00	11	4	19	11	45
	05:00	24	25	23	19	91
	06:00	21	20	33	26	100
	07:00	38	29	38	36	141
	08:00	25	22	29	29	105
	09:00	27	18	15	21	81
	10:00	21	23	26	20	90
	11:00	21	25	15	25	86
	12:00	26	22	26	24	98
	13:00	26	25	32	22	105
	14:00	25	26	31	32	114
	15:00	25	39	61	47	172
	16:00	48	48	58	43	197
	17:00	54	63	50	40	207
	18:00	37	40	20	14	111
	19:00	17	24	12	19	72
	20:00	18	15	5	5	43
	21:00	8	10	2	6	26
	22:00	11	12	7	7	37
	23:00	4	12	8	4	28
Day Total :						2036

AM Total :	826 (40.6%)	Peak AM Hour :	07:00 =	141 (6.9%)	Peak AM Factor : 0.928	Average Period :	21.2
PM Total :	1210 (59.4%)	Peak PM Hour :	16:30 =	218 (10.7%)	Peak PM Factor : 0.865	Average Hour :	84.8

Date	Time	:00	:15	:30	:45	Total
08/15/24	00:00	4	4	4	2	14
Thu	01:00	7	4	6	4	21
	02:00	5	5	8	1	19
	03:00	4	3	8	4	19
	04:00	15	10	16	7	48
	05:00	21	28	27	23	99
	06:00	16	21	28	34	99
	07:00	27	31	40	22	120
	08:00	22	26	20	16	84
	09:00	19	15	19	26	79
	10:00	18	16	35	22	91
	11:00	22	19	19	15	75
	12:00	22	17	17	20	76
Day Total :						844

AM Total :	768 (91.0%)	Peak AM Hour : 06:45 =	132 (15.6%)	Peak AM Factor : 0.825	Average Period : 16.2
PM Total :	76 (9.0%)	Peak PM Hour : 12:00 =	76 (9.0%)	Peak PM Factor : 0.864	Average Hour : 64.9

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	S	Southbound	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 13:00 - 08/13/2024 To: 12:59 - 08/15/2024

Date	Time	:00	:15	:30	:45	Total
08/13/24	13:00	10	15	19	14	58
Tue	14:00	18	32	32	26	108
	15:00	22	31	18	20	91
	16:00	35	48	33	38	154
	17:00	43	37	43	32	155
	18:00	31	51	25	24	131
	19:00	17	11	18	14	60
	20:00	13	13	8	11	45
	21:00	10	11	7	6	34
	22:00	10	6	8	4	28
	23:00	3	7	0	6	16
Day Total :						880

AM Total :		Peak AM Hour :		Peak AM Factor :	Average Period : 20.0
PM Total :	880 (100.0%)	Peak PM Hour : 16:15 =	162 (18.4%)	Peak PM Factor : 0.794	Average Hour : 80.0

Date	Time	:00	:15	:30	:45	Total
08/14/24	00:00	3	5	3	1	12
Wed	01:00	4	1	0	4	9
	02:00	3	1	1	2	7
	03:00	3	4	7	11	25
	04:00	4	3	5	10	22
	05:00	13	16	24	33	86
	06:00	21	19	51	50	141
	07:00	55	54	62	49	220
	08:00	35	49	39	31	154
	09:00	22	23	31	25	101
	10:00	24	14	12	26	76
	11:00	31	19	19	23	92
	12:00	23	23	15	27	88
	13:00	28	32	18	21	99
	14:00	28	30	23	32	113
	15:00	28	34	40	30	132
	16:00	33	43	32	29	137
	17:00	37	35	36	41	149
	18:00	37	25	35	21	118
	19:00	14	11	16	10	51
	20:00	6	20	13	6	45
	21:00	11	14	4	12	41
	22:00	7	7	7	6	27
	23:00	6	9	1	5	21
Day Total :						1966

AM Total :	945 (48.1%)	Peak AM Hour :	06:45 =	221 (11.2%)	Peak AM Factor : 0.891	Average Period :	20.5
PM Total :	1021 (51.9%)	Peak PM Hour :	17:00 =	149 (7.6%)	Peak PM Factor : 0.866	Average Hour :	81.9

Date	Time	:00	:15	:30	:45	Total
08/15/24	00:00	4	2	2	5	13
Thu	01:00	2	0	2	2	6
	02:00	6	2	3	0	11
	03:00	3	7	3	7	20
	04:00	6	8	8	6	28
	05:00	17	11	27	18	73
	06:00	16	23	40	39	118
	07:00	47	49	55	61	212
	08:00	36	37	44	23	140
	09:00	26	26	17	24	93
	10:00	15	10	12	19	56
	11:00	17	19	13	21	70
	12:00	19	13	19	16	67
Day Total :						907

AM Total :	840 (92.6%)	Peak AM Hour : 07:00 =	212 (23.4%)	Peak AM Factor : 0.869	Average Period :	17.4
PM Total :	67 (7.4%)	Peak PM Hour : 12:00 =	67 (7.4%)	Peak PM Factor : 0.882	Average Hour :	69.8

Basic Volume Summary: Atrisco Vista South 2

Grand Total For Data From: 13:00 - 08/13/2024 To: 12:59 - 08/15/2024

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	3959	(51.3%)	2.00	1980	20.6	82.5	1594 (40.3%)	2365 (59.7%)
#2.	3753	(48.7%)	2.00	1877	19.5	78.2	1785 (47.6%)	1968 (52.4%)
ALL	7712		2.00	3857	40.1	160.7	3379 (43.8%)	4333 (56.2%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	07:00 =	141	08/14/2024	0.928	16:30 =	218	08/14/2024	0.865
#2.	06:45 =	221	08/14/2024	0.891	16:15 =	162	08/13/2024	0.794

Classification Summary Report: Atrisco Vista South 2

Station ID : Atrisco Vista South 2
Info Line 1 : Northbound
Info Line 2 : Southbound
GPS Lat/Lon :
DB File : ATRISCO VISTA 2.DB

Last Connected Device Type : Apollo
Version Number : 1.51
Serial Number :
Number of Lanes : 2
Posted Speed Limit : 40.0 mph

Lane Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.	N	Northbound	Axle-Axle	4.0 ft	
2.	S	Southbound	Axle-Axle	4.0 ft	

Axle Class Summary:

(DEFAULTC)

Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
Total Count :	#1.	68	2428	1177	1	39	61	1	23	93	1	0	0	0	3892
	#2.	117	1870	1085	0	58	70	1	39	52	5	2	2	4	3305
		185	4298	2262	1	97	131	2	62	145	6	2	2	4	7197
Percents :	#1.	2%	62%	30%	0%	1%	2%	0%	1%	2%	0%	0%	0%	0%	54%
	#2.	4%	57%	33%	0%	2%	2%	0%	1%	2%	0%	0%	0%	0%	46%
		3%	60%	31%	0%	1%	2%	0%	1%	2%	0%	0%	0%	0%	

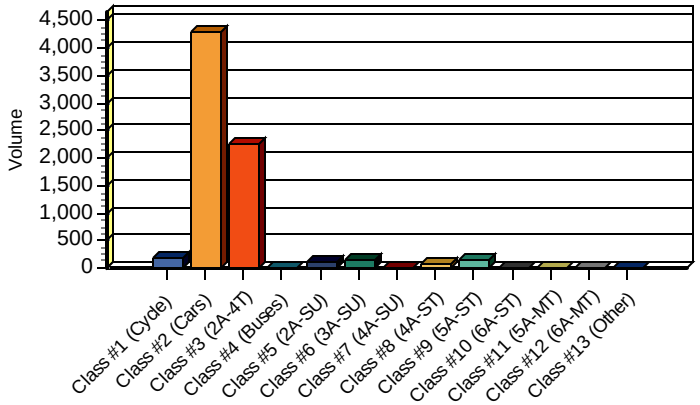
Speed Class Summary:

(DEFAULTX)

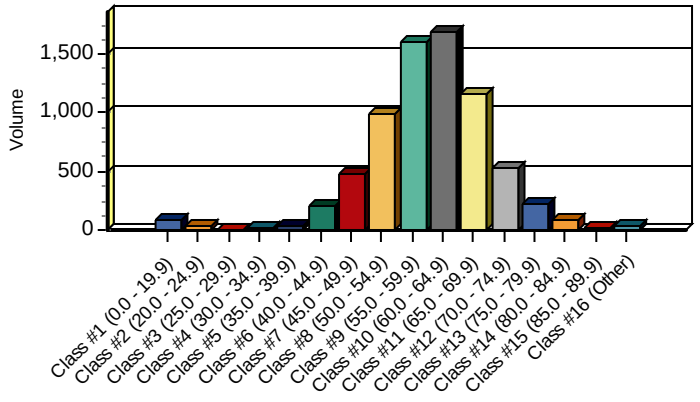
		#1 0.0 - 19.9	#2 20.0 - 24.9	#3 25.0 - 29.9	#4 30.0 - 34.9	#5 35.0 - 39.9	#6 40.0 - 44.9	#7 45.0 - 49.9	#8 50.0 - 54.9	#9 55.0 - 59.9	#10 60.0 - 64.9	#11 65.0 - 69.9	#12 70.0 - 74.9	#13 75.0 - 79.9	#14 80.0 - 84.9	#15 85.0 - 89.9	#16 Other	Total
Total Count :	#1.	3	9	1	6	26	120	308	682	1003	937	497	194	75	22	3	6	3892
	#2.	78	18	6	8	14	80	167	312	601	754	670	333	150	70	18	26	3305
		81	27	7	14	40	200	475	994	1604	1691	1167	527	225	92	21	32	7197
Percents :	#1.	0%	0%	0%	0%	1%	3%	8%	18%	26%	24%	13%	5%	2%	1%	0%	0%	54%
	#2.	2%	1%	0%	0%	0%	2%	5%	9%	18%	23%	20%	10%	5%	2%	1%	1%	46%
		1%	0%	0%	0%	1%	3%	7%	14%	22%	23%	16%	7%	3%	1%	0%	0%	

Avg, 50, 67, 85 :	#1.	58.7	58.9	62.4	67.2	Pace (pace %) :	55.1 - 65.0	49.8%				Days & ADT :	#1.	2.0	1946			
	#2.	60.4	62.4	66.4	71.6		60.0 - 69.9	43.1%					#2.	2.0	1653			
		59.5	60.5	64.1	69.2		55.1 - 65.0	45.8%						2.0	3599			

Axle Class vs. Volume (all lanes)



Speed Class vs. Volume (all lanes)



APPENDIX C
MRCOG TRAFFIC PROJECTIONS

MRCOG Traffic Growth Rate

Location	ADT		Growth Factor	Annual Growth Rate
	2017	2022		
Atrisco Vist Rd N/O Airport Rd	2,592	2,414	0.93	-1.41%

Roadway Access Control (RAC) Policy

Inventory of Roadway Access Limitations

Attachment #1

Latest Revision: December 1, 2023 with R-23-01 TCC

Key:

Resolution: 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. Resolutions numbers without letter designations may be TCC, MTB, or UTPB resolutions.

Yellow Shading indicates NMDOT roadways or sections of roadways with all access control under NMDOT. Reference *State Access Management Manual* (SAMM). NMDOT arterials and Pre-2019 access locations are listed for informational and historical reference purposes. Contact NMDOT for further information. RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

Blue Shading indicates sections of limited access roadways with access fully controlled by the City of Albuquerque, City of Rio Rancho, or Bernalillo County and to which RAC committee review shall not apply. Refer to section VII of the RAC Policy document.

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 Long Range Transportation Systems (LRTS) (formerly 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. Given the expansion of the AMPA in 2010 and 2013, and transfers of ownership of several roadways, the Roadway Access Control Policy was revised in 2019 under resolution **R-19-04 MTB**.

Intergovernmental Coordination

Adjacent Land Use Coordination:

1). It is intended that the state, tribal, and local governments which have 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 or tribal government shall coordinate the proposed actions with the New Mexico Department of Transportation. In either case, it is expected that the 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.

Roadway Access Control Coordination:

1). Any jurisdiction granting access or modifying existing access on a non-access controlled roadway within one-half (½) mile of its intersection with any roadway listed in this policy shall notify the jurisdiction controlling the access-controlled roadway and coordinate the access modification.

2). Any jurisdiction installing or modifying existing traffic control devices on a non-access controlled roadway within one-half (½) mile of its intersection with any roadway listed in this policy shall notify the jurisdiction controlling the access-controlled roadway and coordinate the traffic control revision.

3). Any jurisdiction installing or modifying existing traffic control devices at an intersection on an access controlled roadway listed in this policy shall notify the jurisdiction controlling the other roadway at the intersection and coordinate the traffic control revision.

Atrisco Vista Boulevard (formerly Double Eagle II Road or Paseo del Volcan Eastern Alignment)

Clarification Notes: The names "Paseo del Volcan" and "Northwest Loop" have referred to different roadways over the years, so anyone researching documents from 1960 to present-day needs to clarify which roadway and alignment a particular document is referring to, especially older documents, including RAC, TCC, MTB and UTPB resolutions.

■ "NM 347" has been assigned by NMDOT to identify the partially existing and proposed route of Paseo del Volcan. NM 347 exists between Unser Blvd. and US 550 with future extension westerly from Unser Blvd., curving southerly to Southern Blvd, then southwesterly/southerly along the west side of Double Eagle II Airport and Shooting Range Park to a proposed new interchange at I-40. This alignment has previously been called "Paseo del Volcan West" with older documents referring to this alignment as the "Northwest Loop". It is this alignment that is now referred to as "NM 347" and "Paseo del Volcan".

■ "Atrisco Vista Boulevard" is the current name of the roadway beginning at NM 500, Senator Dennis Chavez Boulevard to I-40 Exit # 149, northerly alongside Petroglyph National Monument and the ancient volcanoes to Paseo del Norte with future extension northerly to the vicinity of Southern Boulevard and a future intersection with NM 347. This alignment was previously, officially named "Paseo del Volcan" and then officially renamed "Atrisco Vista Boulevard". It has previously been called "Paseo del Volcan East", "Double Eagle II Road", and "Airport Access Road" with older documents referring to this alignment as part of the "Northwest Loop".

■ "Northwest Loop" is the current name of the long-range future roadway alignment beginning at I-40 near Rio Puerco, northerly alongside the Rio Puerco escarpment, then easterly to Unser Boulevard and US 550. A short section between Unser Boulevard and US 550 exists and is named "Northwest Loop" and another section exists as a dirt road near the desalination plant in Sandoval County. This alignment has sometimes been referred to as the "Outer Northwest Loop" and older references to "Northwest Loop" sometimes were not referring to this roadway but referred to the current "NM 347, Paseo del Volcan" or the current "Atrisco Vista Boulevard".

■ "NM 500" is the current NMDOT route number for Atrisco Vista Boulevard between Senator Dennis Chavez Boulevard and I-40, Senator Dennis Chavez Boulevard, and Rio Bravo Boulevard between Coors Boulevard and I-25 and is a facility under NMDOT jurisdiction. In the long-term, NM 500, (Senator Dennis Chavez Boulevard) may be extended westerly through the Santolina development to future NM 347 (Paseo del Volcan) with this section of Atrisco Vista Boulevard between Dennis Chavez and Central Avenue being transferred to local jurisdiction. Until any jurisdictional transfer occurs, NMDOT will use the State Access Management Manual (as may be revised) and other pertinent documents to guide the granting of access.

Atrisco Vista Boulevard (R-03-17, R-04-01, R-13-03 TCC, R-19-04 MTB)

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 and future NM 347 in Rio Rancho. The purpose of Atrisco Vista Boulevard 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:

NM 500, Atrisco Vista Boulevard Between Senator Dennis Chavez Boulevard and I-40

I. NM 500, between Senator Dennis Chavez Boulevard and I-40. (Refer to note A at right.)	A). Atrisco Vista Boulevard between Senator Dennis Chavez Boulevard and I-40 is currently (2019) part of NM 500 and is a facility under NMDOT jurisdiction. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.		
	B). Pre-2019 Approved Full intersections at:	1). Senator Dennis Chavez Boulevard ***R-13-03 TCC***	
		2). Tierra West Estates Road approx. one-half mile south of Central Ave.	
		3). Central Avenue (& I-40 south side frontage road)	
		4). I-40 Exit #148	
	C). Access between Senator Dennis Chavez Boulevard and Central Avenue has these existing (2019) access locations. Future access shall be as permitted by NMDOT.	1). Property access on west side approx. 430' south of Central Avenue	

Between I-40 and Paseo del Norte

II. From I-40 to Double Eagle II Airport southern boundary.	A). Full intersection permitted only at:	1). Bluewater Road & I-40 Frontage Road on north side	
		2). [Tempurpedic Parkway] 3,460 feet north of I-40	
		3). Ladera Drive future extension	
		4). 118th Street (future road halfway between Ladera & Arroyo Vista)	
		5). Arroyo Vista Boulevard (formerly 98th Street) future extension	
		6). Upper Street future extension	
	B). "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:	1. 4,580 ft north of I-40 - right-in/right-out [T-intersection to the west for baseball fields]	
		reserved to record future access	
III. From Double Eagle II Airport southern boundary to Double Eagle II Airport northern boundary at Paseo del Norte	No access permitted except as prescribed by the Double Eagle II Airport Master Plan.	1). Shooting Range Access Road - T-intersection to the west	
		2). Petroglyph National Monument Parking - T-intersection to the east	
		3). Double Eagle II Airport Road - T-intersection to the west	
		4). Open Space Trailhead T-intersection to the east	
		reserved to record future granted access	
		4). Paseo del Norte (PdN)	

Atrisco Vista Boulevard Continued Between Paseo del Norte and Southern Boulevard & future NM 347		
IV. From Paseo del Norte to Southern Boulevard in Rio Rancho and future interchange with NM 347	Full intersection permitted only at: (Future full access between PdN and Southern Blvd. shall be per the final approved Paradise West development plan and the Atrisco Vista Blvd. final design.)	1). Paseo del Norte (PdN) ***R-13-03 TCC***
		2). Ventana Ridge Road, future extension
		3). Irving Boulevard, future extension
		4). McMahon Boulevard, future extension
		5). 23rd Ave SW
		6). 19th Ave SW
		7). Cherokee Road
		8). Dakota Road (new alignment north of existing unimproved road)
		9). Southern Boulevard ***R-13-03 TCC*** (and future NM 347)
	Access may be provided for T" intersections and right-in/right-out driveways at approximately one-quarter mile intervals.	reserved to record future granted access
		reserved to record future granted access
		reserved to record future granted access
		reserved to record future granted access
		reserved to record future granted access
		reserved to record future granted access
		reserved to record future granted access

Coors Boulevard Corridor
Refer to section "NM 45 Coors Boulevard Corridor"

Ellison Drive Between Golf Course Road and Coors Bypass
See section "McMahon Boulevard and Ellison Drive Corridor"

Gibson Boulevard Corridor Includes Southern Avenue between Eubank Blvd. & Juan Tabo Blvd.; Juan Tabo Blvd. between Gibson Blvd./Southern Ave & I-40; and the Proposed Gibson Extension between Louisiana Blvd.& Eubank Blvd.		
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 MTB, R-04-04, R-07-03 TCC, R-07-04 TCC, R-15-01 TCC, R-16-01 TCC, R-19-04 MTB)		
Between I-25 and Mulberry Street		
I. From I-25 Interchange to Mulberry Street	A). Gibson Boulevard at the I-25 interchange and to the intersection of Mulberry Street is a facility under NMDOT jurisdiction. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.	
	Pre-2019 Approved Access	1). No access points on Gibson Blvd between the future I-25 frontage road and Mulberry Street. **R-03-31 MTB**
		2). Mulberry St. - right-in/right-out/left in to the south after construction of the future I-25 frontage road; full access T-intersection until then. **R-03-31 MTB**
		3). Mulberry St.- future north side street right-in/right-out only **R-03-31 MTB**
Ia. I-25 Frontage Road (future) [not part of Gibson Blvd itself]	B). Upon design of the future frontage road, NMDOT shall consider the restrictions established in **R-03-31 MTB** and coordinate future access with the City of Albuquerque.	

Gibson Boulevard Continued Between Mulberry Street and Yale Boulevard Between Yale Boulevard and Louisiana Boulevard			
II. From Mulberry Street to Yale Boulevard	A). This section of Gibson Boulevard (Mulberry-Yale) is mostly developed and shall have existing access and future modifications under full management and jurisdiction of the City of Albuquerque with no review requirements by the RAC committee. Refer to section VII of the RAC Policy document.	Pre-2019 Existing Access provided is noted.	1). Right-in/right-out access to commercial parcels on southeast corner of Gibson Blvd & Mulberry St.
			2). Fire Station Access Street is on north side of Gibson and has full median access opposite a full-access driveway on the south side of Gibson.
			3). [Hotel access for Quality Suites & Hawthorn Suites] Midway between Mulberry and University - T intersection to the north **R-03-31 MTB**
			4). [Hotel access] Right-in/right-out on north side of Gibson.
			5). Right-in/right-out to triangular parcel on south side of Gibson
			6) University Boulevard - full intersection.
			7). North side of Gibson approximately 800 feet east of University Boulevard right-in/right-out ***R-07-04 TCC***
			8). [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 ***R-16-01 TCC.***
			9). Buena Vista Drive - full T-intersection on north side.
			10). Wilmoore Drive - full T-intersection on north side.
Gibson Boulevard Corridor: Yale Blvd - Louisiana Blvd Continued			
III. From Yale Boulevard to San Mateo Boulevard	High-capacity, high-speed, limited access Principal Arterial	A) Full access is limited to the following approximately one-half mile at-grade intersections	1). Yale Boulevard
			2). Girard Boulevard
			3). Carlisle Boulevard
			4). Maxwell Avenue (future full access) ***R-19-04 MTB***
			5). Quincy St. (future full access) ***R-19-04 MTB***
			6). Truman Street
			7). San Mateo Boulevard & Ridgecrest Drive
		B) Partial access is limited to the following locations:	1). Between Girard Blvd and Hickam 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. ***R-15-01 TCC***.
			2). Hickam Ave - south side, right-in/right-out/left in
			3). Kirtland Dr - right-in/right-out on south side.
			4). Amherst Dr - right-in/right-out/left-in on north side.
			5). "A" Ave - right-in/right/out/left-in on south side opposite Amherst

Gibson Boulevard Corridor: Yale Blvd - Louisiana Blvd Continued			
III. From Yale Boulevard to San Mateo Boulevard	High-capacity, high-speed, limited access Principal Arterial	B) Partial access is limited to the following locations:	6). Commercial parcels on north side between Amherst Dr and Carlisle Blvd - right-in/right-out access [candidate for future consolidation]
			7). Commercial parcel on northeast corner of Gibson and Carlisle - right-in/right-out access.
			8). Maxwell St - full T-intersection on north side. (future full-inters.)
			9). Washington St - full T-intersection on north side.
			10). Quincy St - full T-intersection on north side. (future full-inters.)
			11). Jackson St - full T-intersection on north side.
			12). Numerous residential parcels on north side between Washington & Truman - right-in/right-out access
			13). Development along southside of Gibson Blvd. between Carlisle and San Mateo shall be permitted to have right-in/right-out access as determined by the City. (In addition to future full-intersections noted above in sect. "a".) ***R-19-04 MTB***
			14). Commercial parcel on northeast corner of Gibson & Truman - right-in/right-out on north side.
IV. From San Mateo Boulevard to Louisiana Boulevard	A). Principal Arterial with full access limited to street intersections as noted. Right-in/right-out driveway access allowed, and provisions for emergency vehicle access where required.		1). Commercial parcel on northeast corner of Gibson & San Mateo - right-in/right-out on north side.
			2). Ortiz Dr & medical center drive - full intersection
			3). Madeira Dr & medical center drive - full intersection
			4). Palomas Dr & medical center drive - full intersection
			5). Shopping Center - full T-intersection on north side.
			6). Valencia Dr & medical center drive - full intersection
			7). Cardeñas Dr & medical center drive - full intersection
			8). Halfway between Cardeñas & San Pedro - full intersection
			9). San Pedro Dr - full intersection
			10). Arizona St & commercial drive - full intersection
			11). California St & commercial drive - full intersection
			12). Dakota St - full intersection
			13). Florida St & commercial drive - full intersection
			14). Georgia St & commercial drive - full intersection
			15). Indiana St & commercial drive - full intersection
			16). Kentucky St & commercial drive - full intersection

Gibson Boulevard Extension Eastward future extension between Louisiana Boulevard and Juan Tabo Boulevard		
The proposed future roadway would be a high-capacity, high-speed, limited access Principal Arterial with access limited to approximately one-mile to one-half mile at-grade intersections. The roadway shall follow the north alignment and lie adjacent to KAFB property to Eubank Boulevard; east of Eubank Boulevard the corridor will follow and encompass Southern Avenue ***[R-07-03 TCC]***.		
V. From Louisiana Blvd. to Eubank Blvd	A). High-capacity, high-speed, limited access Principal Arterial with access limited to approximately one mile at-grade intersections.	1). Louisiana Boulevard (full intersection)
		2). Wyoming Boulevard (full intersection)
		3). Eubank Boulevard (full intersection)
Gibson Boulevard Corridor: Southern Avenue		
VI. Existing Southern Avenue from Eubank Blvd. 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 (full intersection)
		2). Elizabeth Street (full intersection)
		3). Juan Tabo Boulevard (full intersection)
	B). Right-in/right-out access at one-quarter mile intervals with restricted left turns if required	1). Stephen Moody St. - right-in, right-out, left-in, left-out ***R-07-03 TCC***
		2a). Pike Street - right-in, right-out, left-in, left-out; on southside
		2b). Cuadro Street - right-in, right-out; on northside opposite Pike St.
Gibson Boulevard Corridor: Juan Tabo Boulevard Between Southern Avenue and I-40		
Juan Tabo Boulevard (R-86-9, R-91-09, R-19-04 MTB)		
VII. From Gibson Boulevard (a.k.a. existing Southern Avenue) to I-40	A). Access as noted	1). Cochiti Road - T-intersection to the west with a median opening
		2). Central Avenue - full signalized intersection
		3). Linn Avenue - T-intersection to the west with a median opening
		4). Skyline Road - T-intersection to the east with a median opening
		5). Hopi Road - T-intersection to the east without a median opening
		6). Buena Venture Rd - T-intersection to the west with a median opening
		7). I-40 Interchange - full access diamond interchange or future redesign
		Note: there are several existing driveways to businesses between Central Avenue & I-40

I-25 and I-40

Interstate highways are facilities under NMDOT jurisdiction. Access is only at designated interchanges. New interchanges on interstate highways within the Albuquerque Metropolitan Planning Area require approval by NMDOT and the Federal Highway Administration, along with approval by the Metropolitan Transportation Board (MTB) for inclusion in the metropolitan area's long-range plan adopted in accordance with 23 CFR 450. New interchanges or significant modifications to existing interchanges must meet federal and state criteria. RAC committee review and TCC pre-approval is not required.

Juan Tabo Boulevard
Between Southern Avenue and I-40

See section "Gibson Boulevard Corridor"

Los Lunas River Crossing Corridor
Between I-25 and NM 47

Los Lunas River Crossing Corridor (R-19-04 MTB)

The future Los Lunas River Crossing Corridor between the I-25 and NM 47 may initially be a facility under Village of Los Lunas or Valencia County jurisdiction with future jurisdictional transfer to NMDOT. Until the jurisdictional transfer occurs, RAC policies will guide development and access management based on the *State Access Management Manual* (SAMM). After the jurisdictional transfer occurs, NMDOT will use the SAMM (as may be revised) and other pertinent documents to guide the granting of access with pre-transfer access considered allowable under then-current conditions. Refer to section VII of the RAC Policy document.

The alignment of the corridor was studied under CN G2S7602 and A300960: *Alternatives Analysis Report - Los Lunas Corridor Study August 2012*. The study identified the "Morris B Alignment" as the preferred alignment. The proposed roadway will be a limited access arterial. Existing Morris Road will provide property access to properties along the north side between I-25 and NM 314.

I. Between I-25 and NM 47	A). Access is limited to existing cross streets and several new roadways serving existing and planned developments. Recommended access points are noted. Final access shall be per the corridor's final design plans.	1). Future I-25 Interchange
		2). Central NM Correctional Facility & Sichler Road with connection to realigned Morris Road
		3). Future access road between Sichler Rd and NM 314 to access NM General Services Department lands south of the corridor - access to south side only.
		4). Morris Road & County Courthouse Access - full intersection
		5). NM 314 - full at-grade intersection with possible future grade separation over NM 314 and NMRX railroad tracks
		6). Juan Perea Rd - no access
		7). Los Lentes Rd - full intersection
		8). Los Lunas Water Treatment Plant Access - full T-intersection on south side only
		9). Edeal Rd - full intersection
		10). Future development road serving planned development east of Edeal Road - full intersection
		11). Future access road between the Peralta Main Canal and La Costancia Acequia - full intersection
		12). NM 47 - full intersection on new NM 47 alignment

Manzano Expressway
Between NM 47 & NM 309 and Meadowlake Road

Manzano Expressway (R-19-04 MTB)

The Manzano Expressway is a facility under the jurisdiction of the City of Rio Communities and Valencia County. The roadway's ultimate build-out is proposed as a limited access arterial. Modifications to the access granted below shall be reviewed by the RACC.

I. Between NM 47 & NM 309 and Meadowlake Road	A). Access is limited to existing cross streets and property access. Existing 2019 allowable access points are noted.	1). NM 47 & NM 309 - full intersection
		2). Property access at southeast corner of NM 47 - full driveway access
		3). Property access Sierra Vista Baptist Church - full driveway access on south side
		4). Hillandale Ave - full intersection
		5). Property access First United Methodist Church - full driveway access on north side
		6). Houston Blvd - T-intersection on north side
		7). De Haan Loop West & Sundial Loop - full intersection
		8). Property access approx. midway between De Haan Loop West and De Haan Loop East on north side - full driveway access
		9). De Haan Loop East - full intersection
		10). Sherrod Blvd - full intersection
		11). Unnamed Road approx. 2,500 feet north of Sherrod Blvd - angled T-intersection on the south side at curve.
		12). Unnamed east-west road approx. 4,625 south of Fairbanks Blvd. - full intersection
		13). Fairbanks Blvd - full intersection
		14). Unnamed east-west road approx. 4,600 north of Fairbanks Blvd - full intersection
		15). Unnamed east-west road approx. 2,550 south of South Rio del Oro Loop - T-intersection on the east side of the road
		16). South Rio del Oro Loop - full intersection
		17). Property access south of Marigold Blvd - full double driveway access
		18). Marigold Blvd - T-intersection on the east side
		19). Artissima Dr - T-intersection on the east side
		20). Property access south of Camino La Canada - full driveway access on east side
		21). Marlink Blvd & Camino La Canada - full intersection
		22). North Rio del Oro Loop - full intersection
		23). Monterrey Blvd - full intersection
		24). Van Camp Blvd - full intersection
		25). El Cerro Mission Blvd full intersection
		26). Airport Dr & Sands Loop - 2-legged T-intersection to the east and south
		27). Hawk Court - T-intersection at a skewed angle to the southeast
		28). Property access approx. 1,770 feet north of Airport Dr - full T-driveway access at skewed angle to the northeast
		29). Property access approx. 2,160 feet north of Airport Dr - full T-driveway access on the east side
		30). Unnamed dirt road approx. 3,680 feet north of Airport Dr - full intersection both east and west. (Dirt road is approx. north limit of El Cerro-Monterey Park development.)
		31). Road to airfields, approx. 1,330 feet south of Parish Elementary School Access Road - T-intersection on the east side
		32). Ann Parish Elementary School & Bus Facility Access - T-intersection on the west side
		33). Meadow Lake Rd - T-intersection - End of Manzano Expressway

McMahon Boulevard & Ellison Drive Corridor
Between Atrisco Vista Blvd. and Golf Course Rd. and Ellison Drive Between Golf Course Rd. and Coors Bypass (NM 45)

McMahon Boulevard (R-2000-11, R-05-10, R-19-04 MTB)		
I. [future] McMahon Boulevard from future Atrisco Vista Blvd. to Universe Blvd.	A). Full intersections at approximately one-half mile intervals	1). Future Atrisco Vista Blvd.
		2). Future roadway approx. half-way between Atrisco Vista & Del Oeste
		3). Future Del Oeste Dr
		4). Future roadway approx. half-way between Del Oeste Dr & Rainbow
		5.) Future Rainbow Blvd
		6). Universe Blvd - future full intersection
II. From Universe Boulevard to Golf Course Road	A). This section of McMahon Boulevard is mostly developed and shall have existing access and future modifications under full management and jurisdiction of the City of Albuquerque with no review requirements by the RAC comm. Refer to section VII of the RAC Policy document. Pre 2019 Access is noted.	1). Atlatl Drive - full intersection (future road south side)
		2). Kayenta Blvd & Anasazi Ridge Ave - full intersection
		3). Maravillas Drive & Rockcliff Drive - full intersection
		4). Milky Way Street - full intersection
		5). Sweet Dreams Drive - T-intersection to the north with median opening
		6). Bandelier Drive - full intersection (future road on south side)
		7). Pinon Verde Road - right-in, right-out, left-in on north side
		8). Unser Blvd. - full intersection
		9). Half-way between Unser & Fineland - two right-in, right-out accesses opposite each other. No median opening.
		10). Fineland Drive & Pinnacle Peak Drive - full intersection
		11a). Monterey Park Drive - right-in, right-out. No median opening.
		11b). Summercrest Drive - right-in, right-out. No median opening.
		12). Stonebridge Drive & Tuscany Drive - full intersection
		13a). Health/Rehab Center entrance - right-in, right-out, left-in, left-out on south side.
		13b). Health/Rehab Center entrance - right-in, right-out, left-in on south side.
		14). Bandelier Drive - full intersection
		15). Private drive - right-in, right-out, no median opening; on north side.
		16). Dover Street - T-intersection, no median opening; north side.
		17). Calle Convento & Redbud Street - full intersection
		18a). Business Access approx. 340 feet east of Redbud - full access
		18b). Business Access approx. 340 feet east of above - right-in, right-out, left-in, left-out; on north side
		18c). Business Access approx. 140 feet east of above - right-in, right-out; on south side
		19a). Lovelace Westside Hospital & Smith's Store - full access
		19b). Smith's Store - right-in, right-out only; on south side
		~~Approx. 370' west of Golf Course Rd~~ *~~R-05-10 MTB~~ R-19-04 MTB Delet.*
		20). Golf Course Road - full intersection
Ellison Drive		
III. Golf Course Road to Coors Bypass	A). This section of Ellison Drive is mostly developed and shall have existing access and future modifications under full management and jurisdiction of the City of Albuquerque with no review requirements by the RAC comm. Refer to section VII of the RAC Policy document. Pre 2019 Access is noted.	1). Seven Bar Loop Road - T-intersection
		2). North Seven Barr Loop Road - T-intersection
		3). West Cibola Loop & School Road - full access
		4a). Cibola High School Access (west) - right-in, right-out only
		4b). Cibola High School Access (east) - right-in, right-out only
		5). Cibola Place & Cibola Loop/NW Transit Center - full access
		6). Coors Bypass - full signalized intersection

Montaño Road Between Coors Boulevard and Greigos Drain (alongside Los Poblanos)		
Montaño Road (R-80-5, R-84-9, R-86-14, R-19-04 MTB)		
I. Coors Boulevard to Griegos Drain	A). Access as noted.	1). Coors Boulevard - full signalized intersection
		2). Montaño & Coors Shopping Center - right-in, right-out on north side
		3a). Winter Haven Road - right-in, right-out, left-in on north side. No through traffic across Montaño or left-out.
		3b) Winter Haven Road - right-in, right-out, left-in on south side. No through traffic across Montaño or left-out.
		4). Rio Grande Blvd - No Access, grade separation
		5). Private Drive - full access with median opening approx. 610' west of Griegos Drain

NM 45, Coors Boulevard Corridor Includes: Coors Bypass		
Coors Boulevard (NM 45), Coors Bypass and Coors Road between Coors Bypass and Alameda Boulevard are facilities under NMDOT jurisdiction. In the past, the 1984 Coors Corridor Plan and RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.		
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, R-19-04 MTB)		
I. Between NM 314 & NM 317 and NM 528	A). Access noted for NMDOT reference, are those specifically granted by resolution (Pre-2019)	1). 1,400 feet south of Montaño Road (left in) ***R-05-15***
		2). Roberson Lane (left-in from southbound Coors Blvd) ***R-13-01 TCC***

NM 6
NM 6 is under the jurisdiction of the New Mexico Department of Transportation, NMDOT utilizes the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

NM 47
For those portions of NM 47 under the jurisdiction of the New Mexico Department of Transportation, NMDOT utilizes the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.
For those portions of NM 47 under City of Albuquerque or Bernalillo County jurisdiction access shall be managed by these respective agencies with no review requirements by the RAC committee and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

Other New Mexico State Highways NM 14, NM 16, NM 22, NM 109, NM 116, NM 147, NM 165, NM 217, NM 263, NM 304, NM 309, NM 313, NM 314, NM 315, NM 317, NM 333, NM 337, NM 346, NM 448, NM 473, NM 536, and Business Loop 25 in Belen
For roadways under the jurisdiction of the New Mexico Department of Transportation, NMDOT utilizes the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

NM 345, Unser Boulevard

This route number has been deactivated. Refer to section "Unser Boulevard"

NM 347, Paseo del Volcan

Refer to section "Paseo del Volcan"

NM 423, Paseo del Norte

Refer to section "Paseo del Norte"

NM 500, Rio Bravo Boulevard & Sen. Dennis Chavez Blvd.
Between Future NM 347 (PdV) and I-25

Senator Dennis Chavez Boulevard and Rio Bravo Boulevard (NM 500) between Atrisco Vista Boulevard and I-25 is a facility under NMDOT jurisdiction. In the past, RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access. Refer to section VII of the RAC Policy document.

NM 500 (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, R-19-04 MTB)

A high-speed, high-capacity limited access Principal Arterial between I-25 and NM 347, Paseo del Volcan.

For the portion of NM 500 between I-40 and Senator Dennis Chavez Boulevard, refer to the "Atrisco Vista Boulevard" section.

I. Between future Paseo del Volcan and Atrisco Vista Boulevard	A). Future access to be determined	1). (future) Paseo del Volcan (NM 347) - Full at-grade intersection with possible future full interchange
		2). Access between future NM 347 (PdV) and Atrisco Vista Boulevard shall be permitted only as granted in the final approved Santolina Master Plan.
II. Between Atrisco Vista Boulevard and University Boulevard.	A). 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 as noted. Additional at-grade street intersections with median openings or interchanges may be permitted at approximately one-half (½) mile intervals. Info continues on next page for sections B and C.	1). Atrisco Vista Boulevard (formerly Paseo del Volcan East)
		2). Future roadway between Atrisco Vista Blvd and 118th St; location t.b.d.
		3). 118th Street - full intersection
		3a). ~~Approx. midway between 98th St & 118th St - T-intersection is allowed for access to the south for Atrisco Heritage Academy High School Events Field.~~ (Unbuilt as of 2019.) ***R-19-04 MTB Deleted***
		4). 98th Street - full intersection
		5). Unser Blvd - full intersection
		6). Condershire Dr - full intersection
		7). Approximately 660 feet west of Coors Blvd, right-in, right-out, left-in ***R-06-03 TCC*** (Does not exist as of 2019.)
		8). NM 45 Coors Blvd - full intersection with possible future grade separation
		9). Loris Dr - T-intersection
		10). Property Access - full intersection midway between Isleta Drain and Arenal Main Canal accessing dirt "frontage road" (Vargas Road)
		11). Property Access - right-in, right-out on south side just west of Arenal Main Canal (alt. Vargas Rd access)
		12). Arenal Main Canal Access Road - full intersection
		13). Property Access - right-in, right-out on southside between Arenal Main Canal and Sunstar Dr.
		14). Sunstar Drive - full intersection
		15). Property Access & U-Turn - full intersection, approx. 550 feet east of Sunstar Dr.
		16). Mobile Home Park Access - right-in, right-out west of La Junta Rd.
		17). La Junta Rd - full intersection
		18). U-Turn Access - approx. midway between La Junta Rd & Albuquerque Main Canal

NM 500 continued		
II. Between Atrisco Vista Boulevard and University Boulevard	See previous page for section A.	19). Albuquerque Main Canal Access Road - full intersection
		20). U-Turn Access - approx. midway between Albuquerque Main Canal & Del Rio Road
		21). Del Rio Road
		22). Sausalito Drive Access - full intersection
		23). Bennett Lateral Drain Access - full intersection
		24). Rear Shopping Center Access - right-in, right-out on north side
		25). Shopping Center Access - full intersection west of Isleta Blvd
		26). Side Shopping Center Access - right-in, right-out on north side with right-turn lane into center
		27). Shopping Center Access - right-in, right-out on south side just west of Isleta Blvd
		28). Isleta Blvd - full intersection
		29). Commercial Property Access - right-in, right-out on north side just east of Isleta Blvd.
		30). Commercial Property Access - right-in, right-out on south side just east of Isleta Blvd.
		31). Trails are UNDER Rio Bravo Blvd on both sides of the Rio Grande with access to the ditch maintenance roads.
		32). Poco Loco Dr - full intersection (access to Belvedere Ave & Dean Dr)
	B). 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.	gg. Property Access & U-Turn - full intersection between Poco Loco Dr and the Barr Main Canal
		33). Barr Main Canal Access Rd - full intersection
		34). Commercial Property Access - full intersection west of 2nd St.
		35). Commercial Property Access - right-in, right-out on north side to RAKS Building Supply west of 2nd St.
		36). Commercial Property Access - right-in, right-out on north side to Giant store west of 2nd St.
		37). 2nd Street - full intersection
		Location Reference: NMRX Railroad Crossing
		38). Property Access - right-in, right-out, left-in on south side just west of the San Jose Drain between 2nd and Prince Street.
		39). Westbound right-turn deceleration lane on north side between Prince Street and 2nd Street; TRANSIT ONLY left-in/right-out ***R-07-01 TCC*** (left-in not built as of 2019)
	C). All access noted in this section are existing access locations under pre-2019 RAC policies and are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access.	40). Commercial Access - right-in, right-out, on south side just east of Prince Street.
		41). Prince Street - full intersection
		42). Commercial Access - 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***
		43). NM 47 Broadway Blvd - full intersection
		44). Approximately 250 feet east of Broadway Blvd. Right-turn in only is permitted on north side of Rio Bravo
		45). Approx. 400 feet east of Broadway (right in/right out) ***R-05-11 MTB***
		46). Railroad Spur Crossing
		47). Development Access - right-in, right-out on south side east of the railroad spur crossing approx. 1,130 feet east of Broadway (right in/right out/ left in) ***R-05-14 MTB***
		48). Interstate 25 - interchange Exit #220
		49). University Blvd - T-intersection ***R-19-04 MTB changed to "T" inter.***
NM 500, Atrisco Vista Boulevard Between Sen. Dennis Chavez Blvd. and I-40		
Refer to section "Atrisco Vista Boulevard"		

NM 528 Corridor	
Various sections of this roadway are under the jurisdiction of NMDOT and the City of Albuquerque. Refer to section VII of the RAC Policy document.	
NM 528, Alameda Boulevard between I-25 and 2nd Street	
I. Between I-25 and 2nd Street	This section of NM 528, Alameda Boulevard, is under the jurisdiction of the City of Albuquerque and shall have existing access and future modifications under full management and jurisdiction of the City of Albuquerque with no review requirements by the RAC committee.
NM 528, Alameda Boulevard between 2nd Street and NM 448 (Corrales Road)	
II. Between 2nd Street and NM 448 (Corrales Rd)	This portion of NM 528 is under NMDOT jurisdiction. NMDOT utilizes the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required.
NM 528, Alameda Boulevard between NM 448 (Corrales Road) and NM 45 (Coors Bypass)	
III. Between NM 448 (Corrales Road) and NM 45 (Coors Bypass)	This section of NM 528, Alameda Boulevard, is under the jurisdiction of the City of Albuquerque and shall have existing access and future modifications under full management and jurisdiction of the City of Albuquerque with no review requirements by the RAC committee.
NM 528, Pat D'Arco Highway (formerly Rio Rancho Blvd.) between NM 45 (Coors Bypass) and US 550;	
IV. Between NM 45 (Coors Bypass) and US 550	This portion of NM 528 is under NMDOT jurisdiction. NMDOT utilizes the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required.

NM 556 Tramway Boulevard Corridor

Tramway Boulevard between Central Avenue and Tramway Road; Tramway Road between Roy Avenue/I-25 and Tramway Boulevard; and Roy Avenue between 4th Street and I-25/Tramway Road

Tramway (NM 556) is a facility under NMDOT jurisdiction. In the past, RAC policies guided development and access management on certain sections of NM 556, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access. Refer to section VII of the RAC Policy document.

Between Central Avenue and Sandia Reservation Boundary

Tramway Boulevard (R-82-3, R-82-10, R-84-19, R-86-13, R-19-04 MTB)
A general policy of limiting full access to approximately one-half mile spacing with the specific access controls listed below.

I. Central Avenue to I-40	A). No vehicular access allowed between Central Avenue and I-40	1). Central Ave (full intersection)
		2). I-40 Exit #167
II. I-40 to Tramway Road	1). I-40 Exit #167	
	2). Cloudview Avenue & Encantado Road (full intersection)	
	3).. Copper Avenue (full intersection)	
	4). Lomas Boulevard (full intersection)	
	5). Indian School Road (full intersection)	
	6). Rover Avenue (full intersection)	
	7). Menaul Boulevard (full intersection)	
	8). Candelaria Road (full intersection)	
	9). Comanche Road (full intersection)	
	10). Montgomery Boulevard (full intersection)	
	11). Tramway Ridge Drive and Glenwood Village Shopping Center north access (T-intersections east and west with no median opening)	
	11). Manitoba Street (full intersection)	
	12). Spain Road (full intersection)	
	13). Academy Road (full intersection)	
	14). Simms Park Road (T-intersection east with median opening)	
	15). San Rafael Avenue (full intersection)	
	16). Tramway Terrace (full intersection)	
	17). San Bernardino Avenue (full intersection)	
	18). Paseo del Norte (T-intersection west side with median opening)	
	19). Live Oak Road (full intersection)	
	20). Cedar Hill Road (full intersection)	
	21). Tramway Lane (full intersection)	
	22). Commercial access (Countyline BBQ) (full access)	
	Location Reference: Sandia Pueblo Indian Reservation Boundary	
	23). Tramway Road (T-intersection on the east side) End of 4-Lane Tramway Boulevard	

Northwest Loop Road
Between I-40 and US 550

Northwest Loop (R-85-5 UTPPB, R-86-28 UTPPB, R19-04 MTB)

■ "Northwest Loop" is the current name of the long-range future roadway alignment beginning at I-40 near Rio Puerco, northerly alongside the Rio Puerco escarpment, then easterly to Unser Boulevard and US 550. A short section between Unser Boulevard and US 550 exists and is named "Northwest Loop" and another section exists as a dirt road near the desalination plant in Sandoval County. This alignment has sometimes been referred to as the "Outer Northwest Loop" and older references to "Northwest Loop" sometimes did not refer to this roadway but referred to the current "NM 347, Paseo del Volcan" or the current "Atrisco Vista Boulevard".

The intent of the long-range future construction (40+ miles) of the Northwest Loop is establish a limited access Principal Arterial with access limited to approximately one-mile spacing to serve as a bypass of the metropolitan area. This roadway is mostly non-existent but exists in some sections as a dirt or gravel roadway with some improvements (as of 2019) near Alice King Way and is paved along the northernmost section between Unser Boulevard and US 550. Since major construction of this roadway is in the long-term future, local governments shall review and approve intersecting streets and roads and development proposals with the intent to implement resolutions R-85-5 UTPPB and R-86-28 UTPPB and shall submit the proposals for RAC review and recommendations.

Future Northwest Loop between the I-40 and Unser Boulevard may initially be a facility under City of Rio Rancho, Bernalillo County, or Sandoval County jurisdiction with future jurisdictional transfer to NMDOT. Until the jurisdictional transfer occurs, RAC policies will guide development and access management. After the jurisdictional transfer occurs, NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access with pre-transfer access considered allowable under then-current conditions.

I. I-40 to Unser Boulevard (Proposed)	A). Future intersections proposed in major developments or plans for construction of the roadway shall be reviewed by the RAC committee for recommendations	1). [future] I-40 Interchange
		2). Paseo del Norte - initially at-grade with future grade separation needed
		3). Alice King Way - (existing) at-grade T-intersection as approved by Sandoval County
		4). Encino Rd (a.k.a. Pipeline Rd) - full intersection as approved by Sandoval County to provide access for future landfill.
		5). Torcido Rd - future full intersection
		6). Rainbow Blvd - future full intersection
		7). Unser Blvd. (see below)
II. Unser Boulevard to US 550 (Built)	B). Access as noted. Any changes to these existing access locations constitutes a modification to the RAC Policy	1) Unser Boulevard - full T-intersection with interim temporary and final configurations to be determined
		2) Westphalia Blvd. - full intersection
		3). James Wall Rd - full intersection
		4). US 550 - full T-intersection possible future grade-separation

Other New Mexico State Highways

For roadways under the jurisdiction of the New Mexico Department of Transportation, NMDOT utilizes the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

Paseo del Norte (NM 423 a.k.a. PdN)

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, R-19-04 MTB)

A potential future freeway type facility from the future Northwest Loop to Tramway 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

Paseo del Norte (NM 423) between Golf Course Road and Tramway Boulevard is a facility under NMDOT jurisdiction. In the past, RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

Paseo del Norte between Atrisco Vista Boulevard and Golf Course Road is a facility under City of Albuquerque jurisdiction with future jurisdictional transfer to NMDOT. Until the jurisdictional transfer occurs, RAC policies will guide development and access management. After the jurisdictional transfer occurs, NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access with pre-transfer access considered allowable under then-current conditions. Refer to section VII of the RAC Policy document.

Future Paseo del Norte between the future Northwest Loop and Atrisco Vista Boulevard may initially be a facility under City of Albuquerque, City of Rio Rancho, or Bernalillo County jurisdiction with future jurisdictional transfer to NMDOT. Until the jurisdictional transfer occurs, RAC policies will guide development and access management. After the jurisdictional transfer occurs, NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access with pre-transfer access considered allowable under then-current conditions. Refer to section VII of the RAC Policy document.

Paseo del Norte between future Northwest Loop and Golf Course Rd.

Future Intersections between the future Northwest Loop and Boulevard del Oeste	Access and intersection type shall be determined in cooperation with the jurisdictions which authorize the planning, development and construction of future intersecting streets and roadways and which shall be reviewed and by the RAC committee for recommendation(s) to the TCC.
TYPE A: Interchange configuration	1a). Future Northwest Loop - (initially at-grade; future grade-separation as needed)
	1b). Paseo del Volcan - NM347 (initially at-grade; future grade-separation as needed) ***R-13-03***
	2). Unser Boulevard (existing at-grade with future grade-separation) ***R-13-03 TCC***
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 ***R-06-01 TCC***
	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. ***R-13-03 TCC***
	7). Unser Boulevard (at-grade until future grade-separation is needed) ***R-13-03 TCC***
	8). A new street approx. 1,410 feet east of Unser Blvd ***R-13-03 TCC***
	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. ***R-13-03 TCC***
	10). Kimmick Drive
	~~Taylor Ranch Corridor (T-intersection to the south)~~ Deleted ***R-13-03 TCC***
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) ***R-13-03 TCC***
	2). Calle Norteña (right-in/right out only on south side of Paseo del Norte) ***R-13-03 TCC***
	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) ***R-13-03 TCC***
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 Norte (NM 423) between Golf Course Rd. and Tramway Blvd.		
I. Paseo del Norte (NM 423) between Golf Course Road and Tramway Boulevard is a facility under NMDOT jurisdiction. In the past, RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.	A). TYPE A Interchange allowable under pre-2019 RAC policies	1). Coors Blvd
		2). 2nd Street
		3). Jefferson Street **R-13-03 TCC**
		4). I-25
	B). TYPE B Intersection (at-grade dedicated street intersection with median opening and traffic signalization as warranted) allowable under pre-2019 RAC policies	1). Golf Course Road
		2). Rancho Sereno Road & Richland Hills Road (formerly listed as "unnamed collector midway between Eagle Ranch Road and Golf Course Road"
		3). Eagle Ranch Road
		4). San Pedro Drive
		5). Louisiana Boulevard
		6). Wyoming Boulevard
		7). Barstow Street
		8). Ventura Street
		9). Holbrook Street
		10). Eubank Boulevard
		11). Browning Street
		12). Lowell Street
		12a). Tennyson Street - no access, underpass
		13). Tramway Blvd
	C). TYPE C Intersection (At-grade dedicated street intersection without median opening) allowable under pre-2019 RAC policies	1). Between I-25 and Sen Pedro Blvd., to serve the south side parcel to and from Paseo del Norte.
		2). Rancho do Palomas (south side of Paseo del Norte between Louisiana Blvd. and Wyoming Blvd.
		3). Mid Block between Wyoming Blvd. & Barstow St. (right-in, right-out) ***R-05-03 MTB***

Paseo del Volcan (NM 347 a.k.a. PdV)

Clarification Notes: The names "Paseo del Volcan" and "Northwest Loop" have referred to different roadways over the years, so anyone researching documents from 1960 to present-day needs to clarify which roadway and alignment a particular document is referring to, especially older documents, including RAC resolutions.

■ "NM 347" has been assigned by NMDOT to identify the partially existing and proposed route of Paseo del Volcan. NM 347 exists between Unser Blvd. and US 550 with future extension westerly from Unser Blvd., curving southerly to Southern Blvd, then southwesterly/southerly along the west side of Double Eagle II Airport and Shooting Range Park to a proposed new interchange at I-40 and continuing south to the future westerly extension of Senator Dennis Chavez Boulevard. This alignment has previously been called "Paseo del Volcan West" with older documents referring to this alignment as the "Northwest Loop". It is this alignment that is now referred to as "NM 347" and "Paseo del Volcan".

■ "Atrisco Vista Boulevard" is the current name of the roadway beginning at NM 500, Senator Dennis Chavez Boulevard to I-40 Exit # 149, northerly alongside Petroglyph National Monument and the ancient volcanoes to Paseo del Norte with future extension northerly to the vicinity of Southern Boulevard and a future intersection with NM 347. This alignment was previously, officially named "Paseo del Volcan" and then officially renamed "Atrisco Vista Boulevard". It has previously been called "Paseo del Volcan East", "Double Eagle II Road", and "Airport Access Road" with older documents also referring to this alignment as part of the "Northwest Loop".

■ "Northwest Loop" is the current name of the long-range future roadway alignment beginning at I-40 near Rio Puerco, northerly alongside the Rio Puerco escarpment, then easterly to Unser Boulevard and US 550. A short section between Unser Boulevard and US 550 exists and is named "Northwest Loop" and another section exists as a dirt road near the desalination plant in Sandoval County. This alignment has sometimes been referred to as the "Outer Northwest Loop" and older references to "Northwest Loop" sometimes did not refer to this roadway but referred to the current "NM 347, Paseo del Volcan" or the current "Atrisco Vista Boulevard".

NM 347, Paseo del Volcan Western Alignment (R-82-12, R-86-22, R-90-13, R-93-8, R-03-17, R-19-04 MTB)

A high-speed, high-capacity, limited access principal arterial from Senator Dennis Chavez Boulevard on the south to US550. It is the desire of the MTB that Paseo del Volcan north of I-40 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 from parallel frontage roads. An access control plan for adjacent and intersecting streets shall be developed through subsequent location corridor studies. The following access policy has been established.

Paseo del Volcan Continued

Paseo del Volcan (NM 347) between Unser Boulevard and US 550 is a facility under NMDOT jurisdiction. In the past, RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT uses the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

Future Paseo del Volcan between the I-40 and Unser Boulevard may initially be a facility under City of Albuquerque, City of Rio Rancho, Bernalillo County, or Sandoval County jurisdiction with future jurisdictional transfer to NMDOT. Until the jurisdictional transfer occurs, RAC policies will guide development and access management based on the *State Access Management Manual* (SAMM). After the jurisdictional transfer occurs, NMDOT will use the SAMM (as may be revised) and other pertinent documents to guide the granting of access with pre-transfer access considered allowable under then-current conditions.

Since adjacent property will be accessed from parallel frontage roads, all or portions of the frontage roads may be constructed at any time to provide access to adjacent properties. Frontage roads may be constructed by any public lead agency or private developers in advance of the "mainline" in order to provide access to adjacent land for development. Frontage road property access locations shall be determined on a case-by-case basis and may include temporary higher level access. Frontage roads shall be constructed on alignments preapproved by NMDOT which will allow for future construction of the "mainline" travel lands. Frontage roads may also serve as the temporary "mainline" until the need arises for a mainline roadway to be constructed. Below is a conceptual illustration.

Phase I

Temporary 2-way mainline and future 1-way frontage road serving one-direction of a temporary mainline. Initial access can begin from the existing I-40 northside frontage road.

Phase III

Until the second frontage road is constructed, temporary land access to the one frontage road would be allowed. Once the second frontage road is built, provisions for U-turn locations should be provided. Construction of the "mainline" would be the final phase of the roadway when projected traffic volumes justify the need.

Phase II

Temporary 2-way mainline and future 1-way frontage road serving one-direction of a temporary mainline. Initial access can begin from the existing I-40 northside frontage road.

NM 347, future Paseo del Volcan
Between future extension of Senator Dennis Chavez Boulevard and future proposed Interchange at I-40

A). Access as noted or as shall be established in the final Santolina Master Plan	1). Future intersection with future westerly extension of Senator Dennis Chavez Blvd.
	2). Future intersections between Senator Dennis Chavez Blvd & I-40 south side frontage roads shall be in accordance with the final, approved Santolina Master Plan.
	3). I-40 southside frontage road (a.k.a. Central Ave West and Cerro Colorado Road)
	4). Access in the vicinity of the proposed, future interchange at I-40 shall be determined by NMDOT and the Federal Highway Administration.

NM 347, future Paseo del Volcan
Between future Interchange at I-40 and Unser Boulevard

B). Future proposed Paseo del Volcan Between future proposed Interchange at I-40 and Unser Boulevard	1). I-40 northside frontage road and interchange access
	2). Approximately 1.4 miles north of I-40
	3). Approximately 2.5 miles north of I-40
	4). Approximately 3.6 miles north of I-40
	5). Approximately 4.6 miles north of I-40, on the north boundary line of the Town of Atrisco Grant
	6). Approximately 7.8 miles north of I-40, on the south boundary line of the Town of Alameda Grant
	7). Approximately 9.6 miles north of I-40, at proposed extension of Paseo del Norte
	8). Approximately 10.7 miles north of I-40, at future proposed extension of Irving Blvd.
	9). 19th Avenue
	10). Southern Boulevard & Atrisco Vista Boulevard future extension
	11). West Sandia Boulevard
	12). Northern Boulevard
	13). 19th Avenue North
	14). Vista Road
	15). Rainbow Boulevard
	16). Unser Boulevard (formerly 20th Street)

NM 347, Paseo del Volcan
Between Unser Boulevard and US 550

Paseo del Volcan (NM 347) between Unser Boulevard and US 550 is a facility under NMDOT jurisdiction. In the past, RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access. Refer to section VII of the RAC Policy document.

C). Access is limited to the intersections noted. Access may initially be at-grade with future grade separated interchanges.	1). Unser Boulevard (formerly 20th Street)
	2). Broadmoor Boulevard (formerly 30th Street)
	3). Loma Colorado Boulevard (formerly 40th Street)
	4). Iris Road
	5). Future improved Lincoln Avenue (Tifton Court & Zacapa Court)
	6). Approximately 1.1 miles north of Lincoln Avenue (Camino Encantadas)
	7). Enchanted Hills Boulevard - Grade separation with no access
	8). US 550 (possible future grade separation)

Southern Avenue
Between Eubank Blvd. and Juan Tabo Blvd.

Refer to section "Gibson Boulevard Corridor"

Sunport Boulevard
Between Broadway Boulevard and Albuquerque International Sunport

Sunport Blvd (R-19-04 MTB)

I. Between Broadway Boulevard and Albuquerque International Sunport	A). Access shall be permitted only as noted.	1). Broadway Boulevard & Woodward Road - full intersection
		2). Commercial property access - right-in, right-out on north side
		3). Connector to Edmund St - T-intersection on north side
		4). I-25 - full interchange
		5). University Blvd - full interchange
		6). Yale Blvd - partial interchange & entrance to Albuquerque International Sunport terminal, parking, etc.

Tramway Boulevard (NM 556)

Refer to section "NM 556 Tramway Boulevard Corridor"

Unser Boulevard

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, R-14-01, R-14-02 TCC, R-19-04 MTB, R-22-01, R-22-02 TCC), R-23-01

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.

Unser Boulevard between NM 500 and Central Avenue

I. Between Senator Dennis Chavez Boulevard (NM 500) and Central Avenue	A). Full-access intersections at:	1). Rio Bravo & Senator Dennis Chavez Boulevard
		2). Anderson Hill Avenue
		3). Blake Road
		4). Gibson Boulevard w/ Spring Flower Road
		5). Arenal Road/Sapphire Street
		6). Sage Road
		7). Tower Road
		8). Bridge Boulevard
		9). Central Avenue
	B). Partial-access intersections at:	1). NB - Freshwater Road (right-in/right-out access to the east)
		2). SB - Kimela Drive (right-in/right-out access to the west)
		3). SB – Right-in/right-out access to the West approximately 360' South of Sage Road SW ***R-23-01 TCC***
		4). SB - West side of Unser approximately 800 feet south of Sage Road right-in/right-out/left-in ***R-08-01 TCC***
		5). NB - Right-in on east side of Unser approximately 500 feet south of Sage Road. ***R-10-04 TCC***
		6). NB - Midpoint between Sage Road and San Ygnacio Road (right-in/right-out to the east) ***R-09-02 TCC*** (not built as of 2019)
		7). NB and SB - San Ygnacio Road (right-in/right-out access to the east and west); (add a southbound Unser to eastbound San Ygnacio left turn) ***R-09-02 TCC*** (left-turn access not built as of 2019)
		8). NB - 475 feet north of the centerline of Tower Road (right-in/right-out access to the east) (only decel. lane &
		9). NB and SB - Eucariz Avenue (right-in/right-out access to the east and west)
		10). SB - Sunset Gardens Road (right-in/right-out access to the west)
		11). NB - Gwin Road (right-in/right-out access to the east)
		12). Between Gwin Rd & Frederick Lane (right-in/right-out/left-in)
		13). NB - Frederick Lane (right-in/right-out access to the east)

Unser Boulevard between Central Avenue and Los Volcanes Road

II. Between Central Avenue and Los Volcanes Road	A). This section is mostly developed and shall have existing access and future modifications under full management and jurisdiction of the City of Albuquerque with no review requirements by the RAC comm. Refer to section VII of the RAC Policy document. Pre-2019 Access is noted.	1). Central Avenue - full intersection
		2). Sarracino Place - 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. As of 2019 this is a full intersection.
		3). Bluewater Road - full intersection
		4). Property access right-in/right-out on east side just south of Saul Bell Road (approx. 700 feet north of Bluewater Rd)
		5). Saul Bell Road - Left-turn bay from Unser Blvd northbound to Saul Bell Road westbound. ***R-12-01 TCC*** (it is right-in/right-out only in 2019)

Unser Boulevard between Los Volcanes Road and Ladera Drive

Unser Boulevard between Los Volcanes Road and Ladera Drive is a facility under NMDOT jurisdiction; it was previously part of the now defunct NM 345 and remains under NMDOT jurisdiction due to the I-40 interchange. In the past RAC policies guided development and access management, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. NMDOT will use the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

III. Between Los Volcanes Road and Ladera Drive	A). Pre-2019 Access noted for reference	1). Los Volcanes Road - full intersection
		2). Interstate 40 (grade-separated full interchange)
		3a). Approx. 529 feet south of Ladera Drive - northbound right-in only access with deceleration lane. ***R-14-01 TCC***
		93). 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. ***R-14-01 TCC***
		NOTE: The two access locations granted under ***R-14-01 TCC*** are intended to replace older full intersection access locations noted on older rights-of-way maps for Hamilton Road and Iliff Road and to delete older access for Hanover Road.

Unser Boulevard north of Ladera Drive

IV. Ladera Drive to Ouray Road	A). Full access intersections at:	1). Ladera Drive - full intersection	
		2). Tierra Pintada Blvd. (formerly 98th Street) & Vista Oriente Street - full intersection	
		3). Ouray Road & Lava Bluff Drive - full intersection	
	B). Partial access intersections at approximately one-quarter mile intervals shall be provided at the following specified locations:	1). Four access points (right-ins/right-outs) for powerline access and emergency vehicles at Ceilo Oeste Place cul-de-sac and just south of there.	
		2). La Morada Place - Access to the east at "La Morada" (right-in and right-out)	
		3). Commercial Access approximately 475 feet north of centerline of 98th Street (now Tierra Pintada Blvd.) on east side - right-in only with deceleration lane ***R-04-19 MTB***	
		4). 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)	
		5). (Brawley Road) 950 feet south of Ouray (right-in/right-out on the east side)	
V. 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	
		4). Dellyne Avenue	
	B). Partial access intersections at approximately quarter mile intervals	1). Ouray Road to Dellyne Avenue	a). Vista Alegre Street (right-in/right-out) on east side
			b). Black Volcano Road - right-in/right-out with deceleration lane on east side
			c). Sipapu Avenue - (right-in/right-out)
			d). Vulcan Parkway (right-in/right-out with a northbound to westbound left-turn only lane)
			e). Azuelo Avenue - (right-in/right-out)

Unser Boulevard north of Ladera Drive continued		
VI. Dellyne Avenue to Paradise Boulevard except Unser Boulevard through Volcano Heights - see section below	A). Limited to full access at-grade intersections at the specified locations:	1). Dellyne 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.)
		~~81st Street (T-intersection to the west)~~ Deleted ***R-13-03 TCC***
		4). Molten Rock Rd ***R-13-03 TCC***
		5). Rainbow Blvd & 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*** [converted to right-in/right-out; see section "B" below]
		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. ***R-13-03 TCC***
		9). Paseo del Norte (at-grade intersection until grade-separation is needed) ***R-13-03 TCC***
		9a). A <u>temporary</u> access approx. 400 feet north of Paseo del Norte ***R-13-02 TCC***
		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. ***R-13-03 TCC***
		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 now converted to right-in/right-out once the intersection would require a traffic signal.) ***R-13-03 TCC*** (also has a southbound to eastbound left-in lane)
		2). Bogart Street (unsignalized T-intersection now converted to right-in/right-out once the intersection would require a traffic signal.) ***R-13-03 TCC*** (also has a northbound to westbound left-in lane)
		3). Kimmick Drive (converted to right-in/right-out) ***R-13-03 TCC***
		4). A new Volcano Heights 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***
		5). A new Volcano Heights street on east side of roadway approx. 1,470 feet south of Blue Feather/Boulder Trail and 860 feet north of the proposed Transit Blvd. (right-in/right-out on east side of Unser Blvd. No median break.) ***R-22-01 TCC***
		6). A new Volcano Heights street on west side of roadway approx. 1,160 feet south of Blue Feather/Boulder Trail (right-in/right-out on west side of Unser Blvd. No median break.) ***R-13-03 TCC***
		7). Buglo Avenue (right-in/right out for both northbound and southbound) *R-07-02 TCC*
Unser Boulevard through Volcano Heights		
VII. Volcano Heights section of Unser Boulevard	A). 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 north of Ladera Drive continued		
VIII. Paradise Boulevard to Southern Boulevard	A). Full access at-grade intersections shall be limited to:	1). Paradise Boulevard
		2). Irving Boulevard
		3). Bandelier Drive
		4). McMahon Boulevard
		5). Night Whisper Road & Summer Ridge Road
		6). Healthy Way & Wellspring Avenue; signalized "T" Intersection ***(City of Rio Rancho correspondence on June 20, 2008 - three-party agreement with City of Albuquerque and NMDOT) Full Intersection under R-09-03 TCC*** [prev. Black Arroyo Blvd or Arroyo Blvd]
		7). Westside Boulevard
		8). Cabezon Boulevard
		9). Southern Boulevard
		10). 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.
	B). Partial access shall be allowed as noted at:	1). Lyon Boulevard - right-in/right-out on west side just north of Irving Blvd
		2). Commercial Access - right-in/right-out/left-in on the east side, approximately 650 feet south of McMahon Boulevard
		3a). Crown Road - right-in/right-out/left-in on east side
		3b). Calle Perro - right-in/right-out/left-in on west side
		4). Rust Medical Center Emergency Vehicle Access - right-in with deceleration lane on east side
		5). Rincon Road - right-in only on west side with deceleration lane ***R-09-03 TCC***
		6). Property Access - right-in/right-out/left-in on the east side, approximately the midpoint between Black Arroyo Boulevard (Westside Boulevard) and Arroyo Road [now Healthy Way) ***R-22-02 TCC*** (not built 2022)
		7). Property Access - right-in/right-out on the east side, approximately 750 feet north of Westside Boulevard ***R-09-01 TCC*** (not built 2019)
		8). Commercial Access - approximately 520 feet north of Cabezon Blvd - right-in/right-out with deceleration and acceleration lanes ***R-06-02 TCC***
		9). Commercial Access - right-in/right-out access on 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. ***R-14-02 TCC***
		10). Commercial Drive (right-in/right-out/left-in) ***R-05-12 MTB***
	C). Until traffic safety and capacity considerations may warrant their closure, local access shall be allowed at:	1). Essex Drive (right-in/right-out/left-in access to the west)
		2). Fordham Drive (right-in/right-out/left-in access to the east)
		3). Alder Drive (right-in/right out/left-in access to the west)

Unser Boulevard between Southern Boulevard and US 550

Unser Boulevard between Southern Boulevard and US 550 is a facility under City of RIo Rancho jurisdiction. In the past RAC policies guided development and access management in some sections, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. In the future, the City of Rio Rancho will use various documents and policies to guide the granting of access. Contact the City of Rio Rancho regarding access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

Note: It is strongly encouraged that this access control policy be applied to Unser Boulevard between Southern Boulevard and US 550 to assure that the function and capacity of the roadway are protected in the future. ***Resolution UTPPB R-84-15***

Unser Boulevard: Southern Blvd to US 550 continued		
IX. Southern Boulevard to Northern Boulevard	A). Pre-2019 Access as noted:	1). Southern Boulevard - full intersection
		2). Commercial Access - set of 3 right-in/right-out access locations on the east side just north of Southern Boulevard
		3). Commercial Access - right-in/right/out on west side just north of Southern Boulevard
		4). Commercial Access - right-in/right/out/left-in on west side approximately 950 feet north of Southern Boulevard
		5). Zaragoza Road - full intersection ***R-05-01 MTB***
		6). Commercial Access - two driveways on west side just south of Wexford Road [Blakes Lotaburger]
		7). Wexford Road - T-intersection
		8). Commercial Access - one driveway on west side just north of Wexford Road
		9). 5th Street & Spring Drive - full intersection
		10). Property Access -driveway on west side just north of 5th Street
		11). Access on west side approximately 550 feet north of 5th Street - T-intersection
		12). Access on west side approximately 940 feet north of 5th Street - T-intersection
		13). 2nd Street - T-intersection on the west side
		14). Black Hills Road - T-intersection on the east side
		15). Property Access - 5 driveways/curb cuts on west side between Black Hills Road and Western Hills Drive
		16). Western Hills Drive - T-intersection
		17). Property Access - two driveways approx. opposite Western Hills Dr.
		18). Property Access - two driveways on west side north of Western Hills Drive
		19). Commercial Access - driveway on west side just south of Abrazo Rd
		20). Abrazo Road - full intersection
		21). Idalia Road - right-in/right-out/left-in on both east and west sides with no median opening for through traffic
		22). Acano Circle - right-in/right/out on west side
		23). Northern Boulevard - full intersection
X. Northern Boulevard to Progress Boulevard	A). Access as noted at:	1). Northern Boulevard - full intersection
		2). Autumn Sage Avenue -right-in/right/out/left-in
		3). Pine Road -right-in/right/out/left-in
		4). Cherry Road - T-intersection future full-intersection
		5). 17th Avenue - right-in/right-out on both east and west sides
		6). Farol Road - right-in/right-out on west side
		7). 26th Ave - T-intersection
		8). NM 347 Paseo del Volcan - full intersection; future interchange
		9). Arena Drive - right-in/right-out only on west side and T-intersection on the east side
		10). King Boulevard - full intersection
		11). Progress Boulevard - full intersection
	B). Existing access on platted dirt roads	1). Various existing dirt road intersections between Idalia Road and Progress Boulevard are allowable with future access locations to be determined based on future development plans
XI. Between Progress Boulevard and Northwest Loop Road	A). Access as noted at:	1). Mariposa Parkway - T-intersection; future full intersection
		2). Northwest Loop Rd - full T-intersection with interim temporary and final configurations to be determined
	B). Existing access on platted dirt roads	1). Various existing dirt road intersections between Progress Boulevard and Northwest Loop Road are allowable with future access locations to be determined based on future development plans
Unser Boulevard connection to US 550 (a.k.a. Northwest Loop Road)		
XII. Unser Boulevard to US 550 (Built section of Northwest Loop as of 2019)	A). Access as noted.	1). Unser Boulevard - full T-intersection with interim temporary and final configurations to be determined
		2). Westphalia Blvd. - full intersection
		3). James Wall Rd - full intersection
		4). US 550 - full T-intersection possible future grade-separation

US 550 (formerly NM 44)

US 550 is a facility under NMDOT jurisdiction. NMDOT utilizes the *State Access Management Manual* (as may be revised) and other pertinent documents to guide the granting of access. Contact NMDOT regarding roadway access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

Westside Boulevard (formerly 19th Ave SE)

Westside Boulevard (R-2000-11, R-19-04 MTB)

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.

Westside Boulevard is a facility under City of Albuquerque and City of RIo Rancho jurisdiction. In the past RAC policies guided development and access management in some sections, therefore, existing access locations under pre-2019 RAC policies are considered allowable under current (2019) conditions. Much of the adjacent land has been developed since this roadway was originally listed in this policy, therefore, in the future, the two cities will use various documents and policies to guide the granting of access. Contact the City of Albuquerque or the City of Rio Rancho regarding access; RAC committee review and TCC pre-approval is not required. Refer to section VII of the RAC Policy document.

I. Future Westside extension along 18th Ave SE between Rainbow Boulevard and Vicenza Dr/Viga Rd (the alignment angles connecting 18th Ave SE & old 19th Ave SE)	A). Pre-2019 access at locations listed; other property access to be determined.	1). Rainbow Blvd - full T-intersection
		2). 3rd St SE - full intersection
		3). Villa Rd SE - full intersection
		4). future Universe Blvd extension - full intersection
		5). Vicenza Dr (Viga Rd) full T-intersection
II. Between Vicenza Dr/Viga Rd and Unser Boulevard	B). Pre-2019 access at locations listed; other property access to be determined.	1). Vicenza Dr (Viga Rd) full T-intersection
		2). 8th St SE - full T-intersection on the south side
		3). 9th St SE - full T-intersection on the north side
		4). 10th St SE - full intersection
		5). 11th St SE - full T-intersection on the north side
		6). 12th St SE - full T-intersection on the north side
		7). approx. halfway between 12th & 13th - full T-intersection on south side
		8). 13th St SE - full T-intersection on the north side
		9). 14th Place SE - full T-intersection on the north side
		10). 15th Place SE - full T-intersection on the north side
		11). 15th St SE - full T-intersection on the south side
		12). Wellspring Ave SE - full T-intersection on the south side
		13). Approx. 525 ft. west of 19th St SE - right-in, right-out on south side
		14). Approximately 1,200 feet west of Unser Blvd (approx. 230 west of 19th St SE) - full intersection ***R-09-03 TCC***
		15). 19th St SE - full T-intersection on the north side
		16). Approximately 700 feet west of Unser Blvd - right-in/right-out & left-in access on the south side of Westside Blvd ***R-09-03 TCC***
		17). Unser Blvd - full intersection
III. Between Unser Boulevard and Golf Course Road	C). Pre-2019 access at locations listed; other property access to be determined.	1). Unser Blvd - full intersection
		2). Approx. 700 feet east of Unser Blvd aligned with bridge over Black Arroyo - full intersection
		3). Caramesa Dr aligned with bridge at Black Arroyo - full intersection
		4). 24th St SE aligned with bridge overt Black Arroyo - full intersection
		5). Approx. 800 feet east of Wellspring/25th St SE aligned with bridge over Black Arroyo - full intersection
		6). Wellspring Ave SE/25th St SE - full intersection
		7). Detention pond access - right-in/right-out on south side
		8). Linear Park Trail access - right-in/right-out on south side
		9). Approx. 750 feet west of Golf Course Rd commercial property access - right-in/right-out/left-in on north side
		10). Approx. 450 feet west of Golf Course Rd commercial property access - right-in/right-out on south side
		11). Golf Course Rd - full intersection
IV. Between Golf Course Road and NM 528	D). Pre-2019 access only at locations listed; no other vehicular access allowed.	1). Golf Course Rd - full intersection
		2). 7 Bar Loop Rd - full T-intersection on south side
		3). La Sierrita Rd - channelized full T-intersection on south side
		4). Grande Blvd - channelized full T-intersection on north side
		5). NM 528 - full intersection

APPENDIX D
TRIP GENERATION

Mesa Film Studios Proposed Site Development Trip Generation

Land Use	ITE Land Use	ITE Code	Size	Daily	AM	AM Enter	AM Exit	PM	PM Enter	PM Exit
Existing Netflix (April 2021)	Counted April 2021 At Netflix Gate A - 8 Existing Stages and 2 Mill/Executive Offices			1,222	**110**	85	25	**110**	34	76
Scaled Netflix Counts	Scaled to 6 stages, 1 Mill, 50,000 SF Offices			**704**	**63**	**49**	**14**	**64**	**20**	**44**

APPENDIX E
2025 BUILD INTERSECTION CAPACITY ANALYSIS

HCS Two-Way Stop-Control Report

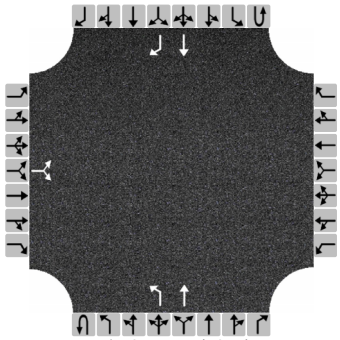
General Information

Analyst	TES
Agency/Co.	Bohannan Huston, Inc
Date Performed	8/13/2024
Analysis Year	2025
Time Analyzed	Build AM Peak Hour
Intersection Orientation	North-South
Project Description	Mesa Film Studios

Site Information

Intersection	Atrisco Vista Boulevard Access
Jurisdiction	Albuquerque, NM
East/West Street	Access
North/South Street	Atrisco Vista Boulevard
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		7		7						25	126				255	25
Percent Heavy Vehicles (%)		3		3						5						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.15						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.25						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16							29						
Capacity, c (veh/h)			612							1221						
v/c Ratio			0.03							0.02						
95% Queue Length, Q_{95} (veh)			0.1							0.1						
95% Queue Length, Q_{95} (ft)			2.6							2.6						
Control Delay (s/veh)			11.0							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		11.0								1.3						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

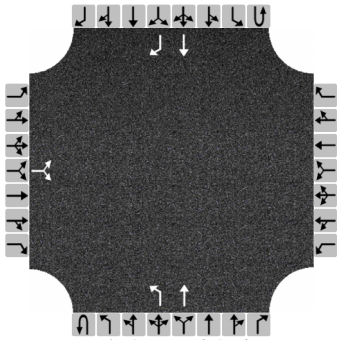
General Information

Analyst	TES
Agency/Co.	Bohannan Huston, Inc
Date Performed	8/13/2024
Analysis Year	2025
Time Analyzed	Build PM Peak Hour
Intersection Orientation	North-South
Project Description	Mesa Film Studios

Site Information

Intersection	Atrisco Vista Boulevard Access
Jurisdiction	Albuquerque, NM
East/West Street	Access
North/South Street	Atrisco Vista Boulevard
Peak Hour Factor	0.79
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		22		22						10	134				160	10
Percent Heavy Vehicles (%)		3		3						5						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.15						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.25						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			56							13						
Capacity, c (veh/h)			699							1337						
v/c Ratio			0.08							0.01						
95% Queue Length, Q_{95} (veh)			0.3							0.0						
95% Queue Length, Q_{95} (ft)			7.7							0.0						
Control Delay (s/veh)			10.6							7.7						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		10.6								0.5						
Approach LOS		B								A						

APPENDIX F
2035 HORIZON BUILD INTERSECTION CAPACITY ANALYSIS

HCS Two-Way Stop-Control Report

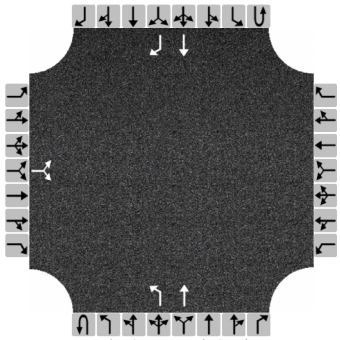
General Information

Analyst	TES
Agency/Co.	Bohannan Huston, Inc
Date Performed	8/13/2024
Analysis Year	2035
Time Analyzed	Build AM Peak Hour
Intersection Orientation	North-South
Project Description	Mesa Film Studios

Site Information

Intersection	Atrisco Vista Boulevard Access
Jurisdiction	Albuquerque, NM
East/West Street	Access
North/South Street	Atrisco Vista Boulevard
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		7		7						25	154				311	25
Percent Heavy Vehicles (%)		3		3						5						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.15						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.25						

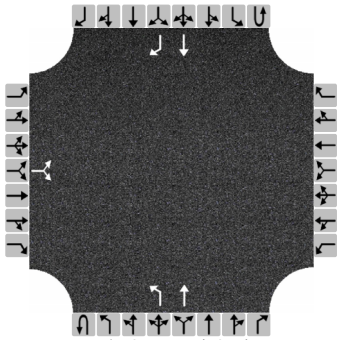
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			16							29						
Capacity, c (veh/h)			547							1156						
v/c Ratio			0.03							0.02						
95% Queue Length, Q_{95} (veh)			0.1							0.1						
95% Queue Length, Q_{95} (ft)			2.6							2.6						
Control Delay (s/veh)			11.8							8.2						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		11.8								1.1						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	TES	Intersection	Atrisco Vista Boulevard Access
Agency/Co.	Bohannan Huston, Inc	Jurisdiction	Albuquerque, NM
Date Performed	8/13/2024	East/West Street	Access
Analysis Year	2035	North/South Street	Atrisco Vista Boulevard
Time Analyzed	Build PM Peak Hour	Peak Hour Factor	0.79
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Mesa Film Studios		

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		22		22						10	163				195	10
Percent Heavy Vehicles (%)		3		3						5						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.15						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.25						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			56							13						
Capacity, c (veh/h)			640							1288						
v/c Ratio			0.09							0.01						
95% Queue Length, Q_{95} (veh)			0.3							0.0						
95% Queue Length, Q_{95} (ft)			7.7							0.0						
Control Delay (s/veh)			11.2							7.8						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		11.2								0.5						
Approach LOS		B								A						