

Corridor Notes

- Coors Blvd is the primary north-south facility in the AMPA west of the Rio Grande.
- The Coors CMP corridor extends nearly 20 miles from I-25 to NM 528. The corridor covers parts of unincorporated Bernalillo County and the City of Albuquerque, and provides access to the City of Rio Rancho (via NM 528).
- The most severe congestion occurs between I-40 and the Coors Bypass. Congestion is tied to overall slow speeds across the corridor and particularly high volumes during the peak periods between Montano and Paseo del Norte. There is very little congestion south of Rio Bravo Blvd.
- Sections of Coors at Paseo del Norte and I-40 have daily **volumes** of more than 60,000 and 80,000 respectively.
- The slowest **speeds** along Coors are found south of Pajarito Rd.
- **Crash rates** across the corridor are significantly above the regional average and a major source of non-recurring congestion. The intersections at Central and Paseo del Norte both have crash rates more than four times the regional average.
- A considerable amount of **growth** and infill development is projected along corridor with more than 13,000 new residents and 12,000 jobs apiece by 2035.

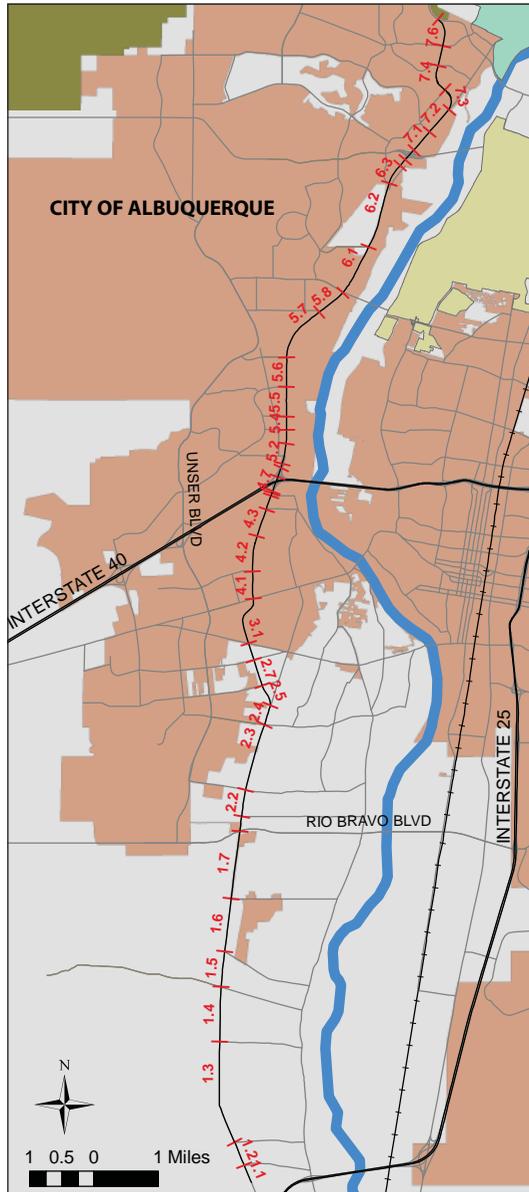
Transit Characteristics

- ABQ Ride operates two routes along Coors Blvd (additional commuter routes run along small portions of northern Coors).
- The Rapid Ride Blue Line (Route 790) originates at the Northwest Transit Center and runs south on Coors to I-40 before connecting to Downtown and the University of New Mexico. Ridership on the Blue Line surpasses 2,000 on weekdays while UNM is in session. The vast majority of Blue Line riders board at the Northwest Transit Center or at Cottonwood mall and travel to UNM. Route 155 provides north-south local service along the Coors CMP corridor between Rio Bravo and Ellison and averaged more than 1,100 riders per weekday in April 2011.
- The Northwest Transit Center at Coors and Ellison is a major regional transit facility. A total of nine routes, four of which are commuter, operate out of the facility.

Profile & Statistics

Corridor Profile			
Study Area	32.5 Sq. Miles		
Length & No. of Segments	19.6 Miles - 42 segments		
Functional Class	Principal Arterial		
Access Control	Limited Access: Rio Bravo to Coors Bypass		
Lanes	4 - 7 lanes Majority of corridor is 6 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, DMS, VDS		
Transit	ABQ Ride : 790 (Rapid Ride Blue), 155 (local) Northwest Transit Center at Coors/Ellison		
Bicycle Facilities	Lanes: South of Sage to Central Lanes: Ladera to Paseo del Norte		
Summary Data			
Daily Volume	5,000 - 80,500		
Average Speeds (PM North)	19 - 56 mph		
Average Speeds (PM South)	19 - 59 mph		
Total Delay (PM North)	404 seconds (21 sec./mile)		
Total Delay (PM South)	529 seconds (27 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	78,171	95,142	108,417
Employment	20,892	30,467	42,619
Corridor Ranks			
Volume/Capacity Ratio	14 / 30		
Speed Differential	12 / 30		
Crash Rates	2 / 30		
Overall Rank	8 / 30		

ID Location



ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	NORTH OF N.M. 45 - SOUTH OF MALPAIS	0.28	55	4,802
1.2	NORTH OF MALPAIS - SOUTH OF LAS PADILLAS	0.40	55	6,716
1.3	NORTH OF LAS PADILLAS - SOUTH OF RAYMAC	1.63	55	8,098
1.4	NORTH OF RAYMAC - SOUTH OF PAJARITO	0.86	55	11,820
1.5	NORTH OF PAJARITO - SOUTH OF DON FELIPE RD	0.56	55	10,489
1.6	NORTH OF DON FELIPE RD - SOUTH OF GUN CLUB RD	0.83	55	17,595
1.7	NORTH OF GUN CLUB RD - SOUTH OF RIO BRAVO	1.07	55	21,692
2.1	NORTH OF RIO BRAVO - SOUTH OF BARCELONA	0.23	45	25,462
2.2	NORTH OF BARCELONA - SOUTH OF BLAKE RD	0.42	45	29,132
2.3	NORTH OF BLAKE RD - SOUTH OF ARENAL	1.07	45	25,381
2.4	NORTH OF ARENAL - SOUTH OF OLD COORS RD	0.32	45	25,402
2.5	NORTHWEST OLD COORS RD - SOUTH OF SAGE	0.34	45	16,755
2.6	NORTH OF SAGE - SOUTH OF BRIDGE	0.27	45	18,473
2.7	NORTH OF BRIDGE - SOUTH OF TOWER	0.43	45	19,478
3.1	NORTH OF BRIDGE BLVD. - SOUTH OF CENTRAL	0.77	45	24,258
4.1	NORTH OF CENTRAL - SOUTH OF BLUEWATER	0.43	45	31,956
4.2	NORTH OF BLUEWATER - SOUTH OF FORTUNA	0.57	45	35,195
4.3	NORTH OF FORTUNA - SOUTH OF HANOVER	0.44	45	32,589
4.4	NORTH OF HANOVER - SOUTH OF ILIFF	0.22	45	47,694
4.5	NORTH OF ILIFF - SOUTH OF I-40 EBD OFF	0.04	45	34,978
4.6	NORTH OF I-40 EBD OFF - SOUTH OF I-40 E. RAMP	0.05	45	53,384
4.7	NORTH OF I-40 E. RAMP - SOUTH OF I-40 WBD ON RAMP	0.23	45	28,571
4.8	NORTH OF I-40 WBD ON RAMP - SOUTH OF I-40 WBD OFF	0.16	45	27,294
5.1	NORTH OF I-40 WBD OFF - SOUTH OF I-40 WBD ON	0.06	45	80,485
5.2	NORTH OF I-40 W. RAMP - SOUTH OF QUAIL	0.33	45	41,037
5.3	NORTH OF QUAIL - SOUTH OF REDLANDS	0.21	45	29,069
5.4	NORTH OF REDLANDS - SOUTH OF SEQUOIA	0.20	45	55,247
5.5	NORTH OF SEQUOIA - SOUTH OF ST. JOSEPHS	0.46	45	43,528
5.6	NORTH OF ST. JOSEPHS - SOUTH OF WESTERN TRAIL	0.47	45	48,063
5.7	NORTH OF WESTERN TRAIL - SOUTH OF DELLYNE	0.91	45	46,462
5.8	NORTH OF DELLYNE - SOUTH OF MONTANO	0.48	45	57,053
6.1	NORTH OF MONTANO - SOUTH OF LA ORILLA	0.82	45	36,679
6.2	NORTH OF LA ORILLA - SOUTH OF EAGLE RANCH RD	1.05	45	45,753
6.3	NORTH OF EAGLE RANCH RD - SOUTH OF S.I.P.I. ENTRANCE	0.33	45	37,356
6.4	NORTH OF S.I.P.I. ENTRANCE - SOUTH OF P.D.N. S. RAMP	0.12	45	40,989
6.5	NORTH OF P.D.N. S. RAMP - SOUTH OF P.D.N. N. RAMP	0.20	45	27,441
7.1	NORTH OF P.D.N. N. RAMP - SOUTH OF IRVING	0.38	45	67,534
7.2	NORTH OF IRVING - SOUTH OF COORS BYPASS	0.46	45	60,153
7.3	NORTHWEST OF COORS - SOUTHEAST OF EAGLE RANCH RD	0.34	35	41,694
7.4	NORTHWEST OF EAGLE RANCH RD - SOUTHEAST OF 7 BAR LOOP	0.45	35	44,538
7.5	NORTHWEST OF 7 BAR LOOP - SOUTH OF ELLISON	0.31	35	47,822
7.6	NORTH OF ELLISON - SOUTHEAST OF N.M. 528	0.46	35	43,876

Access Characteristics

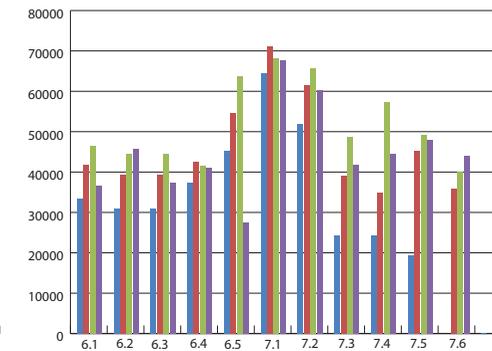
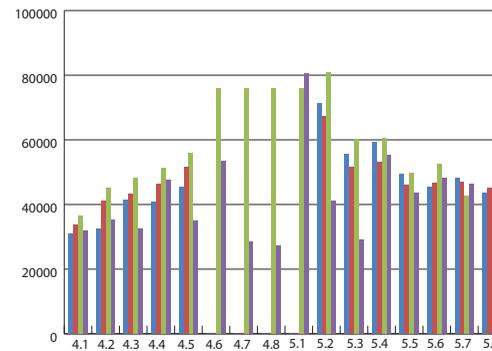
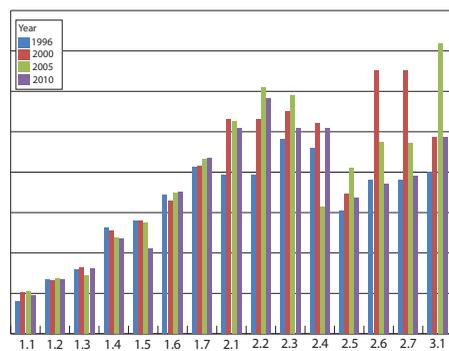
ID	North-Bound				South-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1	3	2	0	0	3	1	0	0	No
1.2	2	1	0	No	3	1	0	No	Continuous
1.3	5	8	0	No	13	4	0	No	Continuous
1.4	2	4	0	No	4	2	0	No	Continuous
1.5	3	3	0	No	0	2	2	No	Continuous
1.6	7	1	1	No	2	4	2	No	Continuous
1.7	2	3	2	No	5	3	1	No	Continuous
2.1*	0	1	0	No	3	2	2	No	Median Turn Bay
2.2*	2	1	0	No	8	3	0	No	Continuous
2.3*	17	1	1	No	12	4	3	No	Continuous
2.4*	4	0	0	No	5	1	1	No	Continuous
2.5*	1	2	1	No	2	1	0	No	No
2.6*	0	1	1	No	0	1	1	No	No
2.7*	0	2	1	No	0	1	1	No	No
3.1*	0	3	1	No	2	2	2	No	No
4.1*	3	2	0	No	2	2	1	No	Median Turn Bay
4.2*	2	3	0	No	7	2	0	No	Median Turn Bay
4.3*	1	3	1	No	1	2	0	No	Median Turn Bay
4.4*	3	1	0	No	7	1	0	No	Median Turn Bay
4.5*	1	0	0	No	0	0	0	No	No
4.6*	0	0	0	No	0	0	0	No	No
4.7*	0	0	0	No	0	0	0	No	No
4.8*	0	0	0	No	0	0	0	No	No
5.1*	0	0	0	No	0	0	0	No	No
5.2*	0	1	1	No	0	0	0	No	No
5.3*	1	2	2	No	3	1	2	No	Median Turn Bay
5.4*	4	1	1	No	3	1	0	No	Median Turn Bay
5.5*	2	2	2	No	1	1	2	No	Median Turn Bay
5.6*	0	2	1	No	0	2	2	No	Median Turn Bay
5.7*	0	3	2	No	0	5	4	No	Median Turn Bay
5.8*	0	2	2	No	1	1	1	No	Median Turn Bay
6.1*	2	6	6	No	1	2	3	No	Median Turn Bay
6.2*	2	3	4	No	5	3	1	No	Median Turn Bay
6.3*	0	1	1	No	0	1	0	No	No
6.4*	1	0	0	No	0	1	0	No	Median Turn Bay
6.5*	0	1	1	No	0	1	1	No	Median Turn Bay
7.1*	0	2	2	No	3	0	2	No	Median Turn Bay
7.2*	2	1	2	No	5	2	2	No	Median Turn Bay
7.3*	0	2	2	No	1	1	0	No	Median Turn Bay
7.4*	0	2	2	No	3	1	3	No	Median Turn Bay
7.5*	2	1	3	No	0	1	1	No	Median Turn Bay
7.6*	0	2	2	No	0	1	0	No	Median Turn Bay
Total	74	76	45		105	64	40		

*Indicates access-controlled segment

Access Notes

- Coors Blvd is an **access-controlled facility** from Rio Bravo to Coors Bypass.
- There are continuous center turn lanes between Malpais and Gun Club Rd and between Blake Rd and Old Coors, and frequent median turn bays between Quail Rd and NM 528.
- There are 37 **signalized intersections** along the CMP corridor; an average of one signal **every 0.53 miles**.

Average Weekday Daily Traffic



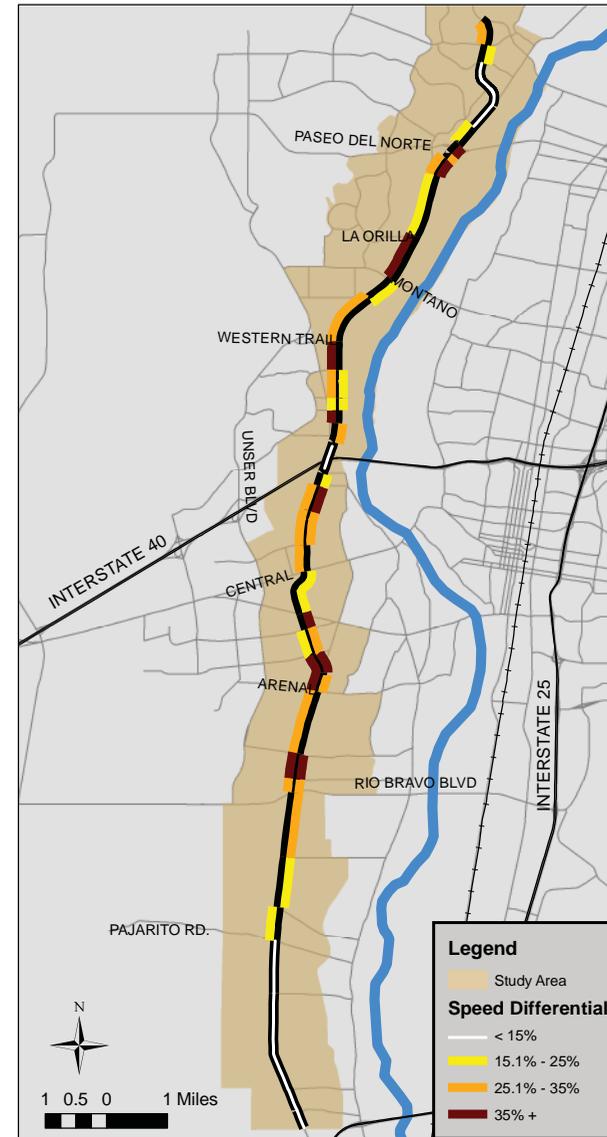
Volume Notes

- The heaviest volumes along Coors Blvd occur at the I-40 on-ramps (80,000 AWDT in 2010) and the Paseo del Norte on-ramps (67,000).
- Overall average volumes decreased by 6% between 2000 and 2008. During that same period, the population in the study area increased by 22%.
- Many segments experienced decreases in volume between 2000 and 2010. In general, volume increases occurred north of I-40. The highest volume increase (27%) occurred between Dellyne Ave and Montañó Rd

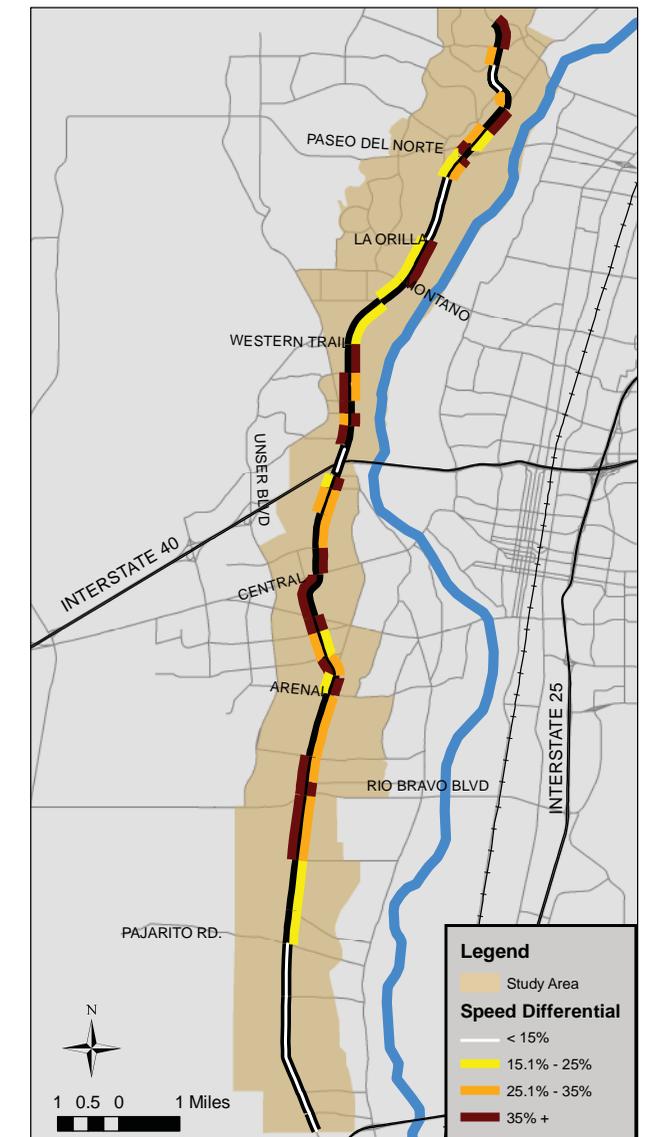
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-SB	AM-NB	PM-SB	PM-NB	AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF N.M. 45 - SOUTH OF MALPAIS	55	54.7	51.0	58.6	51.3	0.5%	7.3%	-6.6%	6.8%
1.2	NORTH OF MALPAIS - SOUTH OF LAS PADILLAS	55	54.0	50.7	56.0	54.6	1.9%	7.9%	-1.8%	0.8%
1.3	NORTH OF LAS PADILLAS - SOUTH OF RAYMAC	55	53.6	53.5	56.1	55.8	2.6%	2.6%	-2.1%	-1.5%
1.4	NORTH OF RAYMAC - SOUTH OF PAJARITO	55	52.7	52.8	49.3	51.8	4.1%	4.1%	10.3%	5.9%
1.5	NORTH OF PAJARITO - SOUTH OF DON FELIPE RD	55	46.5	52.3	44.6	53.4	15.4%	4.9%	18.9%	2.8%
1.6	NORTH OF DON FELIPE RD - SOUTH OF GUN CLUB RD	55	54.2	44.5	45.2	49.9	1.4%	19.2%	17.8%	9.2%
1.7	NORTH OF GUN CLUB RD - SOUTH OF RIO BRAVO	55	49.6	38.1	38.9	35.5	9.8%	30.8%	29.3%	35.5%
2.1	NORTH OF RIO BRAVO - SOUTH OF BARCELONA	45	32.7	31.9	28.6	28.5	27.3%	29.1%	36.4%	36.7%
2.2	NORTH OF BARCELONA - SOUTH OF BLAKE RD	45	28.7	24.9	29.7	24.2	36.3%	44.8%	34.0%	46.3%
2.3	NORTH OF BLAKE RD - SOUTH OF ARENAL	45	33.2	40.1	30.7	39.2	26.2%	11.0%	31.7%	12.9%
2.4	NORTH OF ARENAL - SOUTH OF OLD COORS RD	45	23.1	33.3	21.5	38.1	48.7%	26.0%	52.3%	15.3%
2.5	NORTHWEST OLD COORS RD - SOUTH OF SAGE	45	26.7	24.6	29.9	18.5	40.7%	45.3%	33.6%	58.8%
2.6	NORTH OF TOWER - SOUTH OF BRIDGE	45	43.5	28.5	21.2	26.6	3.4%	36.7%	52.9%	41.0%
2.7	NORTH OF SAGE - SOUTH OF TOWER	45	37.8	29.3	37.1	32.4	16.0%	34.9%	17.5%	28.1%
3.1	NORTH OF BRIDGE BLVD. - SOUTH OF CENTRAL	45	43.0	34.0	38.3	23.5	4.4%	24.4%	15.0%	47.7%
4.1	NORTH OF CENTRAL - SOUTH OF BLUEWATER	45	31.4	39.8	20.5	45.1	30.3%	11.7%	54.3%	-0.2%
4.2	NORTH OF BLUEWATER - SOUTH OF FORTUNA	45	31.3	31.3	32.1	42.3	30.4%	30.5%	28.7%	6.1%
4.3	NORTH OF FORTUNA - SOUTH OF HANOVER	45	30.2	27.3	32.8	32.7	32.9%	39.2%	27.2%	27.3%
4.4	NORTH OF HANOVER - SOUTH OF ILIFF	45	43.0	37.5	19.5	34.3	4.4%	16.6%	56.6%	23.7%
4.5	NORTH OF ILIFF - SOUTH OF I-40 EBD OFF	45	46.4	46.9	45.8	39.5	-3.1%	-4.3%	-1.7%	12.3%
4.6	NORTH OF I-40 EBD OFF - SOUTH OF I-40 E. RAMPS	45	51.0	48.1	48.7	41.6	-13.3%	-6.8%	-8.2%	7.6%
4.7	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 WBD ON RAMP	45	52.9	51.5	43.4	48.0	-17.4%	-14.4%	3.5%	-6.7%
4.8	NORTH OF I-40 WBD ON RAMP - SOUTH OF I-40 WBD OFF	45	55.4	54.3	50.4	52.3	-23.2%	-20.8%	-11.9%	-16.2%
5.1	NORTH OF I-40 WBD OFF - SOUTH OF I-40 WBD ON	45	57.0	56.2	53.8	45.9	-26.7%	-24.9%	-19.5%	-2.1%
5.2	NORTH OF I-40 W. RAMPS - SOUTH OF QUAIL	45	42.9	29.3	39.8	19.6	4.6%	35.0%	11.5%	56.3%
5.3	NORTH OF QUAIL - SOUTH OF REDLANDS	45	17.9	40.1	23.1	32.9	60.2%	10.9%	48.8%	26.9%
5.4	NORTH OF REDLANDS - SOUTH OF SEQUOIA	45	34.4	37.4	39.8	21.9	23.6%	17.0%	11.6%	51.3%
5.5	NORTH OF SEQUOIA - SOUTH OF ST. JOSEPHS	45	31.4	36.0	32.7	26.5	30.3%	20.0%	27.2%	41.0%
5.6	NORTH OF ST. JOSEPHS - SOUTH OF WESTERN TRAIL	45	26.5	44.1	28.0	45.4	41.1%	1.9%	37.8%	-0.8%
5.7	NORTH OF WESTERN TRAIL - SOUTH OF DELLYNE	45	30.8	48.6	35.7	47.5	31.6%	-7.9%	20.7%	-5.5%
5.8	NORTH OF DELLYNE - SOUTH OF MONTANO	45	23.7	34.2	27.3	36.2	47.4%	24.0%	39.3%	19.5%
6.1	NORTH OF MONTANO - SOUTH OF LA ORILLA	45	16.6	44.5	18.9	34.1	63.1%	1.1%	58.0%	24.2%
6.2	NORTH OF LA ORILLA - SOUTH OF EAGLE RANCH RD	45	37.5	48.7	47.3	49.0	16.7%	-8.3%	-5.2%	-9.0%
6.3	NORTH OF EAGLE RANCH RD - SOUTH OF S.I.P.I. ENTRANCE	45	32.9	28.9	30.1	35.3	27.0%	35.7%	33.2%	21.7%
6.4	NORTH OF S.I.P.I. ENTRANCE - SOUTH OF P.D.N. S. RAMPS	45	53.7	31.0	27.5	34.4	-19.3%	31.2%	39.0%	23.6%
6.5	NORTH OF P.D.N. S. RAMPS - SOUTH OF P.D.N. N. RAMPS	45	40.5	13.8	43.7	24.9	10.0%	69.2%	2.9%	44.7%
7.1	NORTH OF P.D.N. N. RAMPS - SOUTH OF IRVING	45	34.0	44.3	37.2	29.5	24.3%	1.6%	17.4%	34.4%
7.2	NORTH OF IRVING - SOUTH OF COORS BYPASS	45	44.3	45.8	27.2	42.4	1.5%	-1.7%	39.5%	5.8%
7.3	NORTHWEST OF COORS - SOUTHEAST OF EAGLE RANCH RD	35	44.8	30.9	41.0	25.1	-28.0%	11.8%	-17.1%	28.4%
7.4	NORTHWEST OF EAGLE RANCH RD - SOUTHEAST OF 7 BAR LOOP	35	42.8	41.3	40.3	39.4	-22.2%	-18.1%	-15.2%	-12.7%
7.5	NORTHWEST OF 7 BAR LOOP - SOUTH OF ELLISON	35	40.4	27.0	38.6	24.6	-15.5%	22.8%	-10.3%	29.8%
7.6	NORTH OF ELLISON - SOUTHEAST OF N.M. 528	35	25.2	46.3	20.4	43.6	28.1%	-32.2%	41.8%	-24.5%

AM Speed Differential



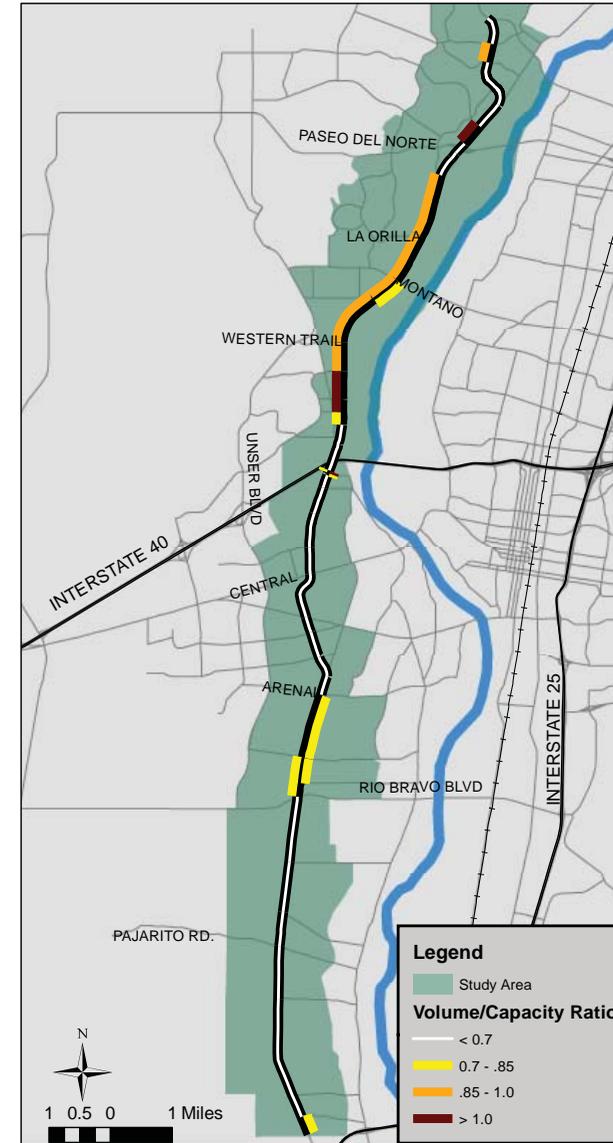
PM Speed Differential



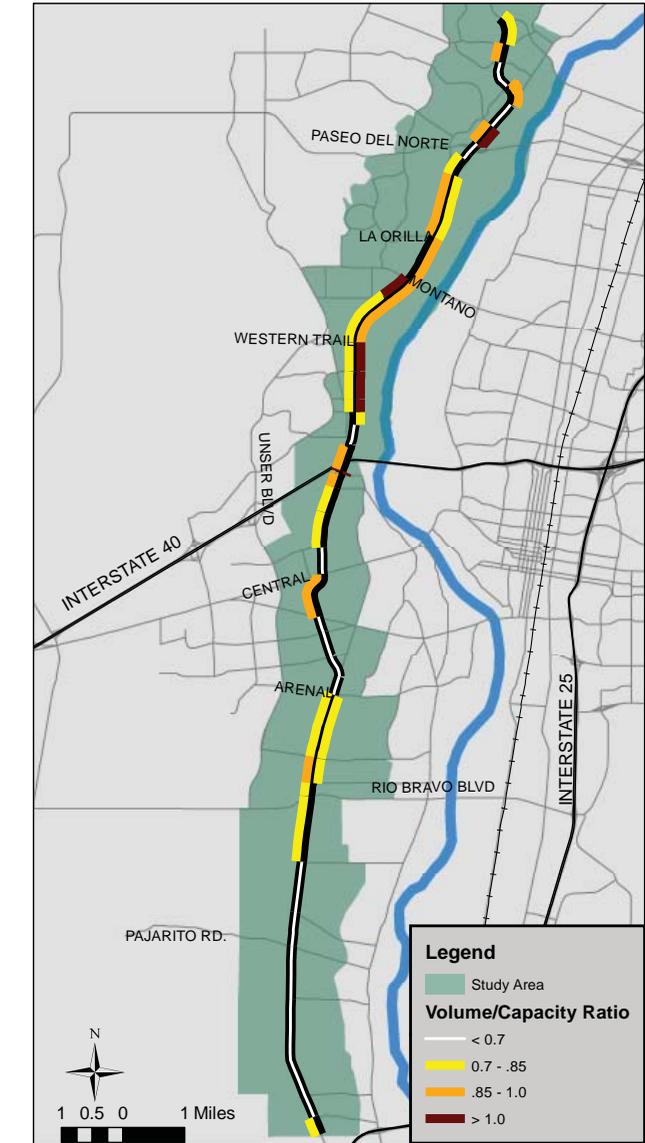
Volume/Capacity Ratio

ID	Location	Ratio			
		AM-SB	AM-NB	PM-SB	PM-NB
1.1	NORTH OF N.M. 45 - SOUTH OF MALPAIS	0.24	0.75	0.72	0.37
1.2	NORTH OF MALPAIS - SOUTH OF LAS PADILLAS	0.21	0.14	0.22	0.19
1.3	NORTH OF LAS PADILLAS - SOUTH OF RAYMAC	0.28	0.13	0.32	0.16
1.4	NORTH OF RAYMAC - SOUTH OF PAJARITO	0.28	0.28	0.41	0.27
1.5	NORTH OF PAJARITO - SOUTH OF DON FELIPE RD	0.19	0.26	0.38	0.25
1.6	NORTH OF DON FELIPE RD - SOUTH OF GUN CLUB RD	0.28	0.46	0.51	0.38
1.7	NORTH OF GUN CLUB RD - SOUTH OF RIO BRAVO	0.38	0.44	0.72	0.40
2.1	NORTH OF RIO BRAVO - SOUTH OF BARCELONA	0.81	0.48	0.85	0.66
2.2	NORTH OF BARCELONA - SOUTH OF BLAKE RD	0.79	0.74	0.86	0.77
2.3	NORTH OF BLAKE RD - SOUTH OF ARENAL	0.56	0.80	0.70	0.76
2.4	NORTH OF ARENAL - SOUTH OF OLD COORS RD	0.48	0.57	0.67	0.49
2.5	NORTHWEST OLD COORS RD - SOUTH OF SAGE	0.32	0.48	0.52	0.44
2.6	NORTH OF TOWER - SOUTH OF BRIDGE	0.42	0.66	0.67	0.45
2.7	NORTH OF SAGE - SOUTH OF TOWER	0.15	0.21	0.24	0.21
3.1	NORTH OF BRIDGE BLVD. - SOUTH OF CENTRAL	0.34	0.60	0.99	0.51
4.1	NORTH OF CENTRAL - SOUTH OF BLUEWATER	0.38	0.59	0.61	0.46
4.2	NORTH OF BLUEWATER - SOUTH OF FORTUNA	0.42	0.59	0.74	0.54
4.3	NORTH OF FORTUNA - SOUTH OF HANOVER	0.39	0.67	0.73	0.52
4.4	NORTH OF HANOVER - SOUTH OF ILIFF	0.48	0.66	0.94	0.68
4.5	NORTH OF ILIFF - SOUTH OF I-40 EBD OFF	0.48	0.73	0.85	0.64
4.6	NORTH OF I-40 EBD OFF - SOUTH OF I-40 E. RAMPS	0.84	1.37	1.56	1.22
4.7	NORTH OF I-40 E. RAMPS - SOUTH OF I-40 WBD ON RAMP	0.58	0.60	0.86	0.69
4.8	NORTH OF I-40 WBD ON RAMP - SOUTH OF I-40 WBD OFF	0.58	0.57	0.87	0.66
5.1	NORTH OF I-40 WBD OFF - SOUTH OF I-40 WBD ON	0.00	0.00	0.00	0.00
5.2	NORTH OF I-40 W. RAMPS - SOUTH OF QUAIL	0.52	0.49	0.68	0.61
5.3	NORTH OF QUAIL - SOUTH OF REDLANDS	0.80	0.45	0.67	0.73
5.4	NORTH OF REDLANDS - SOUTH OF SEQUOIA	1.17	0.69	0.82	1.23
5.5	NORTH OF SEQUOIA - SOUTH OF ST. JOSEPHS	1.16	0.64	0.77	1.06
5.6	NORTH OF ST. JOSEPHS - SOUTH OF WESTERN TRAIL	0.89	0.52	0.73	1.01
5.7	NORTH OF WESTERN TRAIL - SOUTH OF DELLYNE	0.93	0.64	0.83	0.88
5.8	NORTH OF DELLYNE - SOUTH OF MONTANO	0.99	0.82	1.00	0.90
6.1	NORTH OF MONTANO - SOUTH OF LA ORILLA	0.92	0.52	0.66	0.88
6.2	NORTH OF LA ORILLA - SOUTH OF EAGLE RANCH RD	0.97	0.59	0.95	0.81
6.3	NORTH OF EAGLE RANCH RD - SOUTH OF S.I.P.I. ENTRANCE	0.52	0.58	0.82	0.62
6.4	NORTH OF S.I.P.I. ENTRANCE - SOUTH OF P.D.N. S. RAMPS	0.54	0.48	0.69	0.56
6.5	NORTH OF P.D.N. S. RAMPS - SOUTH OF P.D.N. N. RAMPS	0.00	0.00	0.00	0.00
7.1	NORTH OF P.D.N. N. RAMPS - SOUTH OF IRVING	1.34	0.64	0.94	1.53
7.2	NORTH OF IRVING - SOUTH OF COORS BYPASS	0.99	0.51	0.99	1.03
7.3	NORTHWEST OF COORS - SOUTHEAST OF EAGLE RANCH RD	0.70	0.40	0.55	0.95
7.4	NORTHWEST OF EAGLE RANCH RD - SOUTHEAST OF 7 BAR LOOP	0.80	0.51	0.58	1.04
7.5	NORTHWEST OF 7 BAR LOOP - SOUTH OF ELLISON	0.86	0.49	0.89	0.35
7.6	NORTH OF ELLISON - SOUTHEAST OF N.M. 528	0.57	0.41	0.57	0.72

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	N.M. 45	Rio Bravo	Arenal	Bridge	Central	Hanover	I-40 Wetbound Off	Sequoia	Montaño	Paseo del Norte	Coors Bypass Rd	NM 528
N.M. 45	X	417	606	786	904	1035	1094	1215	1432	1670	1756	1928
Rio Bravo	420	X	189	369	487	618	677	798	1014	1253	1339	1511
Arenal	625	204	X	180	298	429	488	609	826	1065	1150	1322
Bridge	805	385	181	X	118	249	308	429	646	885	970	1142
Central	878	458	254	73	X	131	190	310	527	766	852	1024
Hanover	1066	645	441	260	187	X	58	179	396	635	720	893
I-40 Wetbound Off	1142	722	518	337	264	77	X	121	338	577	662	834
Sequoia	1227	807	602	422	349	161	84	X	217	456	541	713
Montaño	1494	1073	869	688	615	428	351	267	X	239	324	496
Paseo del Norte	1801	1381	1177	996	923	736	659	574	308	X	85	257
Coors Bypass Rd	1899	1479	1274	1093	1021	833	756	672	405	98	X	172
NM 528	2078	1658	1454	1273	1200	1012	936	851	585	277	179	X

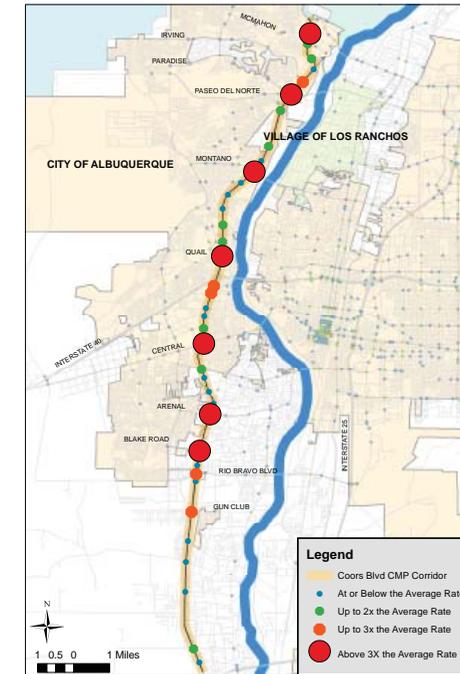
PM Peak Delay (seconds)	N.M. 45	Rio Bravo	Arenal	Bridge	Central	Hanover	I-40 Wetbound Off	Sequoia	Montaño	Paseo del Norte	Coors Bypass Rd	NM 528
N.M. 45	X	49	101	172	229	245	248	305	336	373	392	404
Rio Bravo	52	X	52	124	180	196	199	256	287	325	343	356
Arenal	119	67	X	72	128	144	147	204	235	273	291	304
Bridge	192	140	73	X	56	72	76	133	164	201	219	232
Central	203	151	84	11	X	16	19	76	107	145	163	176
Hanover	275	223	156	83	72	X	3	60	91	129	147	159
I-40 Wetbound Off	297	245	178	105	94	22	X	57	88	125	143	156
Sequoia	317	265	198	125	115	42	20	X	31	68	87	99
Montaño	398	346	279	206	195	123	101	81	X	37	56	68
Paseo del Norte	504	452	385	312	301	229	207	187	106	X	18	31
Coors Bypass Rd	535	483	415	343	332	259	238	217	137	30	X	13
NM 528	554	503	435	363	352	279	258	237	156	50	20	X

Distance (miles)	N.M. 45	Rio Bravo	Arenal	Bridge	Central	Hanover	I-40 Wetbound Off	Sequoia	Montaño	Paseo del Norte	Coors Bypass Rd	NM 528
N.M. 45	X	5.6	7.3	8.7	9.5	10.9	11.6	12.4	14.7	17.2	18.1	19.6
Rio Bravo	5.6	X	1.7	3.1	3.8	5.3	6.0	6.8	9.1	11.6	12.4	14.0
Arenal	7.3	1.7	X	1.4	2.1	3.6	4.3	5.1	7.4	9.9	10.7	12.3
Bridge	8.7	3.1	1.4	X	0.8	2.2	2.9	3.7	6.0	8.5	9.4	10.9
Central	9.5	3.8	2.1	0.8	X	1.4	2.1	2.9	5.3	7.8	8.6	10.2
Hanover	10.9	5.3	3.6	2.2	1.4	X	0.7	1.5	3.8	6.3	7.2	8.7
I-40 Wetbound Off	11.6	6.0	4.3	2.9	2.1	0.7	X	0.8	3.1	5.6	6.5	8.0
Sequoia	12.4	6.8	5.1	3.7	2.9	1.5	0.8	X	2.3	4.8	5.7	7.2
Montaño	14.7	9.1	7.4	6.0	5.3	3.8	3.1	2.3	X	2.5	3.4	4.9
Paseo del Norte	17.2	11.6	9.9	8.5	7.8	6.3	5.6	4.8	2.5	X	0.8	2.4
Coors Bypass Rd	18.1	12.4	10.7	9.4	8.6	7.2	6.5	5.7	3.4	0.8	X	1.6
NM 528	19.6	14.0	12.3	10.9	10.2	8.7	8.0	7.2	4.9	2.4	1.6	X

PM Peak Delay (seconds/mile)	N.M. 45	Rio Bravo	Arenal	Bridge	Central	Hanover	I-40 Wetbound Off	Sequoia	Montaño	Paseo del Norte	Coors Bypass Rd	NM 528
N.M. 45	X	8.7	13.7	19.8	24.2	22.5	21.4	24.6	22.8	21.7	21.7	20.6
Rio Bravo	9.2	X	30.3	40.3	46.9	37.2	33.4	37.9	31.6	28.0	27.5	25.4
Arenal	16.2	39.3	X	53.1	60.3	40.5	34.7	40.4	31.9	27.6	27.1	24.7
Bridge	22.1	45.7	53.8	X	72.9	32.8	26.1	35.8	27.1	23.5	23.4	21.2
Central	21.4	39.3	39.3	14.1	X	11.2	9.1	26.0	20.4	18.6	18.9	17.3
Hanover	25.2	42.3	43.8	37.7	50.3	X	4.6	40.3	23.9	20.3	20.4	18.3
I-40 Wetbound Off	25.6	41.0	41.8	36.2	44.2	31.3	X	71.1	28.1	22.2	22.1	19.5
Sequoia	25.6	39.2	39.2	33.9	39.1	28.3	25.6	X	13.4	14.1	15.2	13.7
Montaño	27.0	38.1	37.8	34.2	37.2	32.2	32.4	34.7	X	14.8	16.5	13.9
Paseo del Norte	29.2	38.9	38.9	36.5	38.8	36.1	36.7	38.6	42.1	X	21.6	13.0
Coors Bypass Rd	29.6	38.8	38.7	36.5	38.5	36.2	36.7	38.2	40.7	36.3	X	8.3
NM 528	28.3	35.9	35.4	33.2	34.6	32.0	32.1	32.8	31.9	21.1	12.9	X

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	2	2	2	3	3
Non-fatal accident injury	398	392	390	343	346
Property damage only	905	896	951	870	808
All Crashes	1305	1290	1343	1216	1157

Top Contributing Factors in Crashes Along Coors

1. Driver inattention 31 %
2. Following too close 24 %
3. Failure to yield 11 %
4. Excessive speed 4 %
5. Red light running 4 %