

Corridor Notes

- US 550 is the northernmost of nine river crossings in the AMPA.
- The US 550 CMP corridor extends from Unser Blvd to one mile east of I-25 on NM 165.
- US 550 forms the northern boundary for the City of Rio Rancho, the southern boundary for the Pueblo of Santa Ana, and passes through the Town of Bernalillo. The section of NM 165 included for CMP analysis serves the unincorporated community of Placitas.
- US 550 terminates to the east at I-25 and provides connections to Santa Fe and Albuquerque.
- The predominant movement on US 550 is eastbound in the AM and westbound in the PM.
- The principal source of **congestion** is high volume during the peak period. Peak period speeds are relatively close to posted speeds and overall traffic flow is generally smooth.
- The greatest **speeds** are found west of NM 528.
- US 550 **crash rates** are below the regional average.
- The study area grew rapidly from 2000 to 2008 and the **growth** trend is expected to continue. Population is projected to grow by 114% and employment by 72% by 2035.

Transit Characteristics

- Rio Metro operates four routes along the corridor. Routes 8, 202, and 204 provide connections from the Town of Bernalillo to rural communities around Sandoval County; Route 201 provides local service for Rio Rancho and Bernalillo. Within the CMP corridor, stops are located at the Santa Ana Star Casino, Sprint Blvd, and the US 550 Rail Runner station. Service is concentrated in the morning and afternoon. In April 2011 the four routes averaged a total of 225 riders per day.
- New Mexico Rail Runner Express ridership at the Sandoval County/US 550 station is significant. April 2011 weekday boardings averaged 514, making the station the third-most utilized Rail Runner facility. The station offers connections to four Rio Metro routes and various shuttle services.

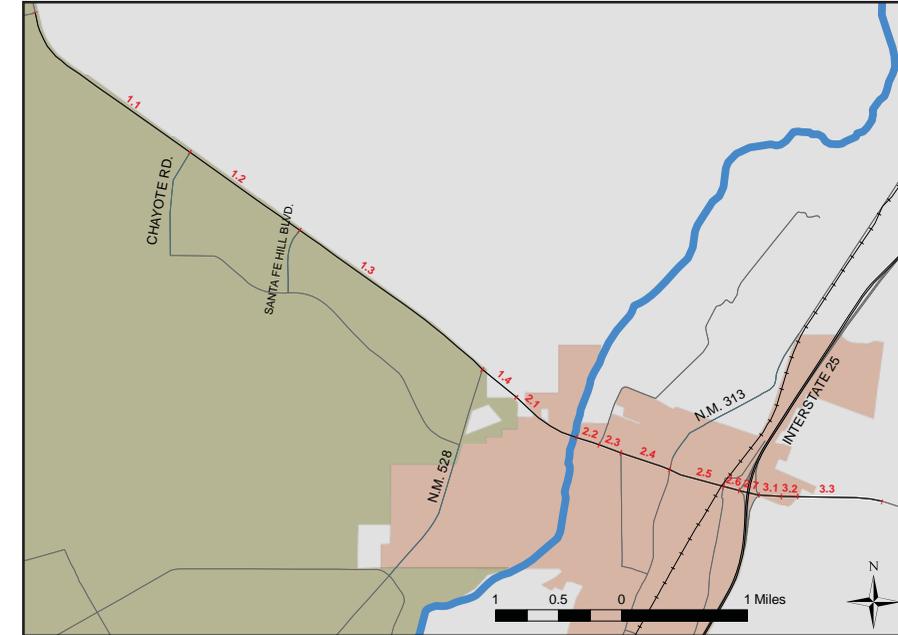
Profile & Statistics

Corridor Profile			
Study Area	50.6 Sq. Miles		
Length & No. of Segments	8.05 Miles - 14 segments		
Functional Class	US 550: Principal Arterial NM 165: Rural Collector		
Access Control	Limited Access: Unser Blvd to NM 528		
Lanes	US 550: 4 lanes NM 165: 2 lanes		
Intelligent Transportation Systems	Designated corridor: Yes ITS deployment: Yes - PF, CCTV, DMS, WiFi		
Transit	Rio Metro : Routes 8, 201, 202, 204 Rail Runner : Sandoval Co./US 550 station		
Bicycle Facilities	US 550: Unser Blvd to NM 528 NM 165: None		
Summary Data			
Daily Volume	12,000 - 42,000		
Average Speeds (PM East)	23 - 62 mph		
Average Speeds (PM West)	18 - 60 mph		
Total Delay (PM East)	64 seconds (8 sec./mile)		
Total Delay (PM West)	80 seconds (10 sec./mile)		
Demographic Trends			
Measure	2000	2008	2035
Population	8,861	18,200	39,018
Employment	5,135	8,461	14,537
Corridor Ranks			
Volume/Capacity Ratio	2 / 30		
Speed Differential	27 / 30		
Crash Rates	27 / 30		
Overall Rank	5 / 30		

ID and Segment Names

ID	Location	Length (Miles)	Posted Speed (MPH)	2010 Volume (AWDT)
1.1	EAST OF UNSER BLVD - WEST OF CHAYOTE RD	1.70	65	7,432
1.2	EAST OF CHAYOTE RD - WEST OF SANTA FE HILLS RD	1.07	55	7,627
1.3	EAST OF SANTA FE HILLS RD - WEST OF NM 528	1.83	45	12,759
1.4	EAST OF NM 528 - WEST OF JEMEZ DAM RD	0.35	45	14,074
2.1	EAST OF JEMEZ DAM RD - RIO GRANDE CROSSING	0.58	45	35,309
2.2	RIO GRANDE CROSSING - WEST OF SANTA ANA RD	0.19	40	38,407
2.3	EAST OF SANTA ANA RD - WEST OF DON TOMAS	0.18	40	38,204
2.4	EAST OF DON TOMAS - WEST OF NM 313	0.41	40	42,093
2.5	EAST OF NM 313 - WEST OF HILL ST	0.45	40	20,396
2.6	EAST OF HILL ST - WEST OF I-25 SOUTH RAMPS	0.13	40	9,293
2.7	EAST OF I-25 SOUTH RAMPS - WEST OF I-25 NORTH RAMPS	0.16	40	12,460
3.1	EAST OF I-25 NORTH RAMPS - WEST OF I-25 FRONTAGE ROAD	0.18	40	40,544
3.2	EAST OF I-25 FRONTAGE ROAD - WEST OF PLACITAS TRAIL RD	0.13	40	43,282
3.3	EAST OF PLACITAS TRAIL RD - AMPA BOUNDARY	0.67	45	36,353

ID Location

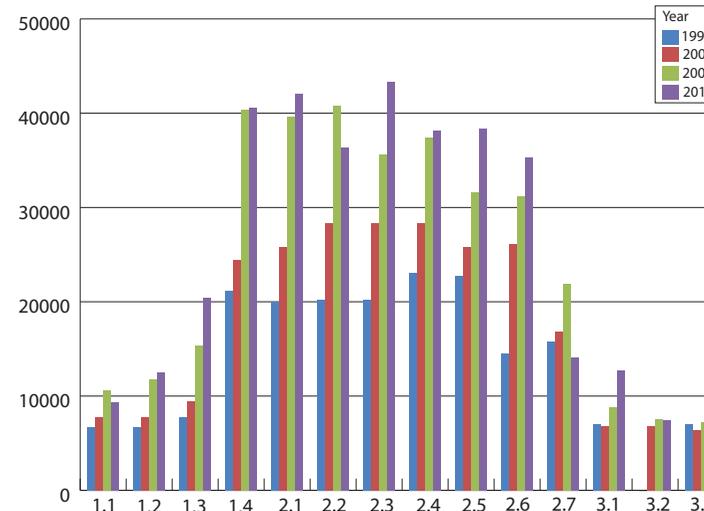


Access Characteristics

ID	East-Bound				West-Bound				Center-Turn Lanes
	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	Driveways	Intersections	Right-Turn Lanes	On-Street Parking	
1.1*	0	0	0	No	0	0	0	No	Median Turn Bay
1.2*	0	0	3	No	0	0	2	No	Median Turn Bay
1.3*	0	2	3	No	0	1	3	No	Median Turn Bay
1.4*	0	1	1	No	0	1	1	No	No
2.1	2	2	1	No	7	2	3	No	Cont. / Med. Turn Bay
2.2	0	1	1	No	0	0	0	No	No
2.3	1	1	2	No	1	1	1	No	Cont. / Med. Turn Bay
2.4	6	0	1	No	11	0	1	No	Continuous
2.5	4	1	2	No	7	1	2	No	Continuous
2.6	0	1	0	No	0	1	1	No	Continuous
2.7	0	1	1	No	0	1	1	No	No
3.1	0	0	1	No	0	0	1	No	No
3.2	0	0	0	No	0	0	0	No	No
3.3	1	0	2	No	1	1	0	No	No
Total	14	10	18		27	9	16		

*Indicates access-controlled segment

Average Weekday Daily Traffic



Volume Notes

- The heaviest volumes along US 550 occur between NM 528 and I-25 (40,000-43,000 AWDT in 2010).
- Overall average volumes increased by 52% between 2000 and 2008. During that same period, the population in the study area increased by 105%.
- The highest volume increase (116%) from 2000 to 2010 occurred between NM 528 and Santa Fe Hills Rd.
- In 2010, 36,000 vehicles crossed the Rio Grande along US 550 each weekday.

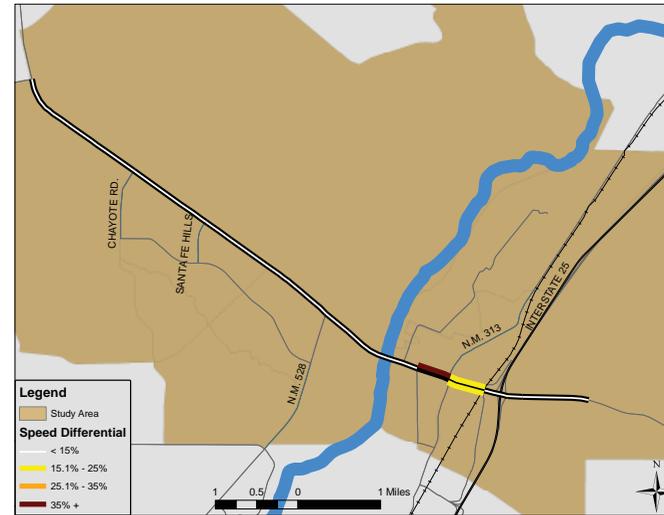
Access Notes

- US 550 is an **access-controlled facility** between Unser Blvd and NM 528.
- There is a continuous center turn lane from Camino Don Tomas to the Rail Runner station access road.
- There are 10 **signalized intersections** along the CMP corridor; an average of one signal **every 0.80 miles**.

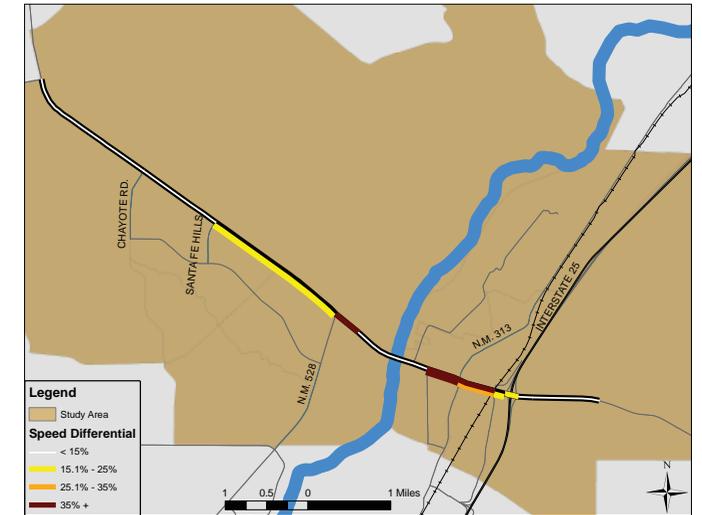
Speed Differential (Observed Speed vs. Posted Speed)

ID	Location	Posted Speed	Speed (MPH)				Speed Differential			
			AM-WB	AM-EB	PM-WB	PM-EB	AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF UNSER BLVD - WEST OF CHAYOTE RD	65	57.7	57.5	58.6	59.1	11.3%	11.6%	9.8%	9.0%
1.2	EAST OF CHAYOTE RD - WEST OF SANTA FE HILLS RD	55	61.9	60.7	60.1	62.1	-12.5%	-10.4%	-9.2%	-12.9%
1.3	EAST OF SANTA FE HILLS RD - WEST OF NM 528	45	52.3	46.3	48.0	37.6	-16.2%	-2.8%	-6.7%	16.3%
1.4	EAST OF NM 528 - WEST OF JEMEZ DAM RD	45	51.5	43.4	24.6	38.9	-14.5%	3.5%	45.4%	13.5%
2.1	EAST OF JEMEZ DAM RD - RIO GRANDE CROSSING	45	50.7	44.3	45.1	47.1	-12.7%	1.5%	-0.1%	-4.6%
2.2	RIO GRANDE CROSSING - WEST OF SANTA ANA RD	40	49.1	35.6	44.7	46.6	-22.7%	10.9%	-11.9%	-16.6%
2.3	EAST OF SANTA ANA RD - WEST OF DON TOMAS	40	46.5	34.4	38.5	35.6	-16.3%	14.0%	3.8%	11.0%
2.4	EAST OF DON TOMAS - WEST OF NM 313	40	41.4	24.2	26.0	22.8	-3.4%	39.6%	35.0%	43.1%
2.5	EAST OF NM 313 - WEST OF HILL ST	40	33.0	33.8	18.4	29.3	17.6%	15.5%	53.9%	26.8%
2.6	EAST OF HILL ST - WEST OF I-25 SOUTH RAMP	40	48.9	41.5	43.4	32.3	-22.2%	-3.8%	-8.4%	19.3%
2.7	EAST OF I-25 SOUTH RAMP - WEST OF I-25 NORTH RAMP	40	40.5	39.7	31.0	45.1	-1.3%	0.7%	22.5%	-12.7%
3.1	EAST OF I-25 NORTH RAMP - WEST OF I-25 FRONTAGE ROAD	40	37.4	43.9	39.0	46.6	6.6%	-9.9%	2.6%	-16.4%
3.2	EAST OF I-25 FRONTAGE ROAD - WEST OF PLACITAS TRAIL RD	40	54.2	48.5	49.5	49.6	-35.4%	-21.2%	-23.9%	-24.1%
3.3	EAST OF PLACITAS TRAIL RD - AMPA BOUNDARY	45	53.6	38.6	50.7	51.7	-19.0%	14.2%	-12.7%	-14.8%

AM Speed Differential



PM Speed Differential



Volume/Capacity Ratio

ID	Location	Ratio			
		AM-WB	AM-EB	PM-WB	PM-EB
1.1	EAST OF UNSER BLVD - WEST OF CHAYOTE RD	0.19	0.32	0.32	0.24
1.2	EAST OF CHAYOTE RD - WEST OF SANTA FE HILLS RD	0.24	0.46	0.46	0.29
1.3	EAST OF SANTA FE HILLS RD - WEST OF NM 528	0.23	0.77	0.63	0.42
1.4	EAST OF NM 528 - WEST OF JEMEZ DAM RD	0.47	1.28	1.10	0.62
2.1	EAST OF JEMEZ DAM RD - RIO GRANDE CROSSING	0.65	1.44	1.42	0.80
2.2	RIO GRANDE CROSSING - WEST OF SANTA ANA RD	0.71	1.32	1.33	0.81
2.3	EAST OF SANTA ANA RD - WEST OF DON TOMAS	0.63	1.32	1.44	0.78
2.4	EAST OF DON TOMAS - WEST OF NM 313	0.58	1.22	1.21	0.81
2.5	EAST OF NM 313 - WEST OF HILL ST	0.55	1.19	1.21	0.72
2.6	EAST OF HILL ST - WEST OF I-25 SOUTH RAMP	0.92	0.88	1.22	1.03
2.7	EAST OF I-25 SOUTH RAMP - WEST OF I-25 NORTH RAMP	0.61	0.85	0.90	0.65
3.1	EAST OF I-25 NORTH RAMP - WEST OF I-25 FRONTAGE ROAD	1.02	0.29	0.34	0.68
3.2	EAST OF I-25 FRONTAGE ROAD - WEST OF PLACITAS TRAIL RD	0.73	0.17	0.22	0.62
3.3	EAST OF PLACITAS TRAIL RD - AMPA BOUNDARY	0.69	0.13	0.20	0.62

AM Volume/Capacity Ratio



PM Volume/Capacity Ratio



Travel Time & Delay

PM Peak Travel Time (seconds)	Unser	Chayote	Santa Fe Hills	NM 528	Jemez Dam Road	Rio Grande Crossing	Santa Ana	Don Tomas	NM 313	Hill Street	I-25 South On Ramp	I-25 North On Ramp
Unser	X	104	166	341	373	418	432	451	516	572	586	599
Chayote	105	X	62	237	269	314	329	347	413	468	482	495
Santa Fe Hills	169	64	X	175	207	252	267	285	350	406	420	433
NM 528	306	202	137	X	32	77	92	110	175	231	245	258
Jemez Dam Road	357	253	188	51	X	45	59	78	143	198	213	226
Rio Grande Crossing	404	299	235	98	47	X	15	33	99	154	168	181
Santa Ana	419	315	250	113	62	15	X	19	84	139	153	167
Don Tomas	436	332	268	130	79	33	17	X	65	120	135	148
NM 313	493	389	325	187	136	90	74	57	X	55	70	83
Hill Street	581	477	412	275	224	177	162	145	88	X	14	28
I-25 South On Ramp	592	487	423	286	235	188	173	156	99	11	X	13
I-25 North On Ramp	611	506	442	305	254	207	192	175	118	30	19	X

Distance (miles)	Unser	Chayote	Santa Fe Hills	NM 528	Jemez Dam Road	Rio Grande Crossing	Santa Ana	Don Tomas	NM 313	Hill Street	I-25 South On Ramp	I-25 North On Ramp
Unser	X	1.7	2.8	4.6	5.0	5.5	5.7	5.9	6.3	6.8	6.9	7.1
Chayote	1.7	X	1.1	2.9	3.3	3.8	4.0	4.2	4.6	5.1	5.2	5.4
Santa Fe Hills	2.8	1.1	X	1.8	2.2	2.8	3.0	3.1	3.5	4.0	4.1	4.3
NM 528	4.6	2.9	1.8	X	0.3	0.9	1.1	1.3	1.7	2.2	2.3	2.5
Jemez Dam Road	5.0	3.3	2.2	0.3	X	0.6	0.8	1.0	1.4	1.8	1.9	2.1
Rio Grande Crossing	5.5	3.8	2.8	0.9	0.6	X	0.2	0.4	0.8	1.2	1.4	1.5
Santa Ana	5.7	4.0	3.0	1.1	0.8	0.2	X	0.2	0.6	1.0	1.2	1.3
Don Tomas	5.9	4.2	3.1	1.3	1.0	0.4	0.2	X	0.4	0.9	1.0	1.2
NM 313	6.3	4.6	3.5	1.7	1.4	0.8	0.6	0.4	X	0.4	0.6	0.7
Hill Street	6.8	5.1	4.0	2.2	1.8	1.2	1.0	0.9	0.4	X	0.1	0.3
I-25 South On Ramp	6.9	5.2	4.1	2.3	1.9	1.4	1.2	1.0	0.6	0.1	X	0.2
I-25 North On Ramp	7.1	5.4	4.3	2.5	2.1	1.5	1.3	1.2	0.7	0.3	0.2	X

PM Peak Delay (seconds)	Unser	Chayote	Santa Fe Hills	NM 528	Jemez Dam Road	Rio Grande Crossing	Santa Ana	Don Tomas	NM 313	Hill Street	I-25 South On Ramp	I-25 North On Ramp
Unser	X	9	1	30	34	32	30	32	60	75	77	76
Chayote	10	X	-8	21	25	23	20	23	51	65	68	66
Santa Fe Hills	4	-6	X	29	33	31	28	31	59	73	76	72
NM 528	-5	-15	-9	X	4	2	0	2	30	45	48	46
Jemez Dam Road	18	8	14	23	X	-2	-4	-2	26	40	43	42
Rio Grande Crossing	18	8	14	23	0	X	-2	0	28	42	45	44
Santa Ana	16	6	12	21	-2	-2	X	2	30	45	48	46
Don Tomas	17	7	13	22	-1	-1	1	X	28	43	46	44
NM 313	37	27	33	42	19	19	21	20	X	15	18	16
Hill Street	84	74	80	89	66	66	68	67	47	X	3	1
I-25 South On Ramp	84	73	79	88	65	65	67	66	46	-1	X	-2
I-25 North On Ramp	88	78	83	93	69	70	71	71	51	3	4	X

PM Peak Delay (seconds/mile)	Unser	Chayote	Santa Fe Hills	NM 528	Jemez Dam Road	Rio Grande Crossing	Santa Ana	Don Tomas	NM 313	Hill Street	I-25 South On Ramp	I-25 North On Ramp
Unser	X	5.5	0.5	6.5	6.9	5.8	5.2	5.4	9.5	11.0	11.2	10.7
Chayote	6.0	X	-7.5	7.1	7.7	6.0	5.1	5.3	10.9	12.9	13.1	12.4
Santa Fe Hills	1.6	-5.5	X	15.6	15.1	11.2	9.6	9.7	16.5	18.4	18.5	16.8
NM 528	-1.0	-5.2	-5.0	X	12.5	2.5	-0.1	1.5	17.4	20.7	20.7	18.7
Jemez Dam Road	3.7	2.5	6.4	66.5	X	-3.5	-5.8	-2.5	18.7	22.2	22.2	19.7
Rio Grande Crossing	3.3	2.1	5.1	24.8	-0.1	X	-12.8	-1.0	35.1	34.3	33.1	28.5
Santa Ana	2.9	1.5	4.1	19.0	-2.4	-9.5	X	11.2	50.4	42.9	40.6	34.4
Don Tomas	2.9	1.6	4.1	16.8	-1.2	-3.1	3.6	X	68.1	49.7	46.1	38.1
NM 313	5.9	5.8	9.2	24.4	13.7	23.9	34.6	48.5	X	32.9	30.4	21.5
Hill Street	12.5	14.6	20.0	41.2	36.3	53.5	65.0	78.1	105.3	X	21.6	3.8
I-25 South On Ramp	12.1	14.1	19.2	38.5	33.4	47.7	57.0	67.0	80.2	-7.0	X	-10.1
I-25 North On Ramp	12.4	14.5	19.4	37.6	32.9	45.4	53.3	61.2	68.3	11.5	26.2	X

Safety

Intersections with Reported Crashes 2005-2009



All Crashes along the Corridor

Crash Type	2005	2006	2007	2008	2009
Fatal accident	1	0	1	0	0
Non-fatal accident injury	50	5	39	5	47
Property damage only	82	19	79	7	95
All Crashes	133	24	119	12	142

Top Contributing Factors in Crashes Along U.S. 550

- Following too close 41 %
- Driver inattention 16 %
- Failure to yield 13 %
- Alcohol involved 6 %
- Improper turn 4 %