

-ITS Deployment Summary Assessment-

ITS Corridor Profile: Alameda Blvd, NM 528 to I-25

CMP Ranking: 1

Notable: Candidate for Adaptive Signalization (18 signals)

Intersections:

1. **System Type-** Central controlling software consists of i2(RR), Aries (BC), and i2 (CoA). Both RR and BC will be Centracs soon, and COA is evaluating systems
2. **Controllers-** 100% Econolite ASC2
3. **Preemption-** 100% Opticom
4. **Detection Type-** Autoscope-(RR); Loops(BC); Combination Loops and Autoscope (COA)
5. **Signal Timing Plans-** AM/PM/OP Average (weekday)
6. **CCTVs-** Yes, at 4 intersections on East

Improvement Potential: Uniform System Software Type (Centracs, etc); Install Adaptive Signal Control

Telemetry (w to e): Fiber-Conduit Twisted Pair-Null-Fiber; Replace twisted pair with fiber (COA, BC); Gap btwn 2nd and Edith to be closed with fiber Late '11 (BC)

Improvement Potential: Make fiber connection between 2nd and Edith Blvd (BC in 2011); Install fiber within existing conduit between NM528 and Alameda Pkwy; \$250k est. for County portion

MOUs:

1. NMDOT and City of Albuquerque – Fiber, DMS with operational capacity
2. NMDOT and Bernalillo County – Fiber
3. NMDOT and Rio Rancho – Fiber (forthcoming)

DMS:

1. NM 528/Westside: Southbound direction, fiber with CDMA backup, Owned by COA
2. Alameda Blvd w/Jefferson: Back to Back (both directions, in median), fiber with CDMA backup, Owned by COA

Improvement Potential: Installations are consistent with ITS Implementation Plan; Special Event Trailblazers may be option

Mid Block Sensors/Traffic and Speed Control: School zone w/ 4th to e/ 2nd; BC is deploying 2 bicycle counters on Alameda Trail south side near Bosque Trl and N. Diversion Trail-project will include connection of fiber between 2nd and Alameda Park Dr.

Improvement Potential: extent of additional speed sensors is dependent on adaptive intersection upgrades chosen for the corridor (traditional ASC versus InSync, etc); Bluetooth Travel Time (SiTravel)

Transit: Route 98, Commuter to KAFB 2 in am and 2 in pm. Approximate ridership 25 per bus, ie, 100 daily trips

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Improvement Potential: Queue Jumpers/lanes with expanded transit service. The Alameda Blvd river crossing is part of MTB (R-10-16) and RTD (R-11-1) River Crossing Mode Share Goals of 10% and 20% in 2025 and 2035, respectively, and allocation of 25% of federal funding including 2016 and beyond to achieve these goals; ITS strategies will likely play a major part.