

**Combined Model Recalibration  
Activity Log  
September 7, 2007**

<b>2005 testing</b>		
4/24	Received compass1 v94 from DRCOG	
4/24	Ran original 2005	Failed. DIA trip macro problem? Sreekanth said to turn-off summit output
4/25	Re-ran original 2005 from mode choice	Failed again
4/26	Re-ran original 2005 from beginning	Failed again. Sreekanth's tested it too, his worked. Sreekanth said to check unzipped files – corrupt?
4/26	Re-ran original 2005 from beginning	Removed scenario and ui; recompiled. Ran successfully. Confirmed same results as original DRCOG 2005
<b>Original 2001 (Reference Run)</b>		
5/1	Realized drcog's new 2001 transit network differed from rtd's new 2001 transit network	Genevieve informed; she reported back that after coordinating with drcog, rtd's is the most current
5/1	Realized DRCOG'S 2001 model run did not provide a proper comparison, since the *.rts was wrong.	Decided that the proper route system was the best comparison
5/9	Ran original 2001 as received from DRCOG, to confirm results	Failed – pk_links layer missing?
5/10	Found RTD's transitbase's pk_links named differently	
5/12	Re-Ran original 2001 with original input speeds using AM.bin and MD.bin	
5/12	Initiated a new 2001 drcog/rtd *.rts run, for a reference run	Failed repeatedly – traced to corrupt resource code
5/16	Re-ran 2001 drcog/rtd *.rts run, using input speeds from AM.bin and MD.bin	Noted it had 4000 less transit trips than drcog's original
5/18	Difference in transit trips between drcog original, and drcog/rtd *.rts traced to differences in headways	

	- example mall shuttle	
	Incorporated new resource code changes from RTD (merges stops for blended headways)	Addressed minor transit route coding issues for stops
6/2 – 6/6	Re-ran, but continually crashed at new merge stop routine	Eventually ran successfully on a different machine
<b>Programming/Debugging</b>		
4/24	Used Word to compare v92 original rsc v92 to v94	
4/27	Began incorporating changes in Step 1	
4/27	Initiated test run of 2030 Step 1	Failed – pkg_taz.bin missing.
4/28	Re-initiated test run of 2030 step 1	Used pkg_taz.bin, unaltered for combined. Crashed at model summary – employment calculation problem.
4/28	Re-initiated test run of 2030 step 1	Updated code to match v93
4/28	Finished incorporating changes in Step 5a5b	
4/28	Initiated test run of 2030 Step 5a5b, using old trip tables	Bad result- millions of HNW trips? Bas trip tables?
5/1	Re-run of 5A5b test of 2030 step	Used different 2030 trip tables. Bad result- millions of HNW trips again
5/3	Check 5A5B program lines – look for number typo	Found none
5/4	Discovered the structure of HNW mtx cores had been changed. Now hnw_dia, hnw_tot, hnw	
5/11	Manually manipulated hnw mtx cores to mimic new structure	
5/12	Re-run of 5A5b test of 2030 step 5a5b, using new hnw .mtx	Ran successfully w/o millions of hnw trips, but crashed at model summary due to tgn_file_nfr
5/16- 5/17	Changed step 3 GISDK code to accommodate new hnw mtx core set	
5/30- 5/31	Incorporated RTD's new .rsc that merges stop nodes for blended headways, into Step 1 and Step 5A5B	
<b>2001 network coding</b>		
4/27	Current (most recent) 2001	

	combined highway network – didn't compare exactly with #38 highway network. Used the most recent network (yellow)	
5/1	Discovered the new 2001 transit network from rtd differed significantly from the original 2001 transit network received in 2004. Mostly new route patterns	
5/2	Found that the new 2001 *.rts loaded onto the original combined network transitbase	
5/3	Began coding the NFR routes onto the 2001 *.rts	But *.rts now corrupt? Initially reloaded and verified fine, but gave route verification errors.
5/3	Continued 2001 transit coding, after selective reloading and verifying	Continues to give errors
5/9	Continued 2001 transit coding, without workspace	Continues to give errors
5/9	Continued 2001 transit coding, after selective reloading and verifying	Continues to give errors
5/10	2001 combined transit network coded, w/o errors	
<b>2001 Step 1</b>		
5/11	Initiated 2001 Step 1 run	Ran, but noted it had wrong input speeds
5/12	Re-ran 2001 step 1, with input speed's from COG's	Eventually realized it had wrong taz_pkg.bin, and wrong input speeds
5/16	Re-ran 2001 step 1 with speeds from AM.bin and MD.bin, and 2001 taz_pkg.bin	Find less transit trips (3,000) than 2001 drcog/rtd *.rts reference run. Boulder routes, mall shuttle, locals, others have different boardings. Found that Bound route missing in Step 1.
5/17-5/24	Investigating cause of transit trips difference	rts looks same, speeds look same, at looks same, but found that bus speeds in the transitbase networks are different.
5/25 – 6/8	Step 1 investigation	Tried many different network combinations, re-exports, etc. Found a file layer reference missing in *.rsc causing the tagging of link speeds in the transitbase to not work.

		Also found Tspds not the same on Bdwy/Lincoln
		Also found mkt_segm matrix incorrect.
6/9	Re-ran step 1	Matched reasonably well against reference run, even though realized T-speeds on Bdwy/Lincoln wrong (found t-speeds didn't differ significantly from link speeds)
<b>Bi-regional Trip Tables</b>		
5/8-5/18	Produce new Br trip tables in sql format	HBW wrong in initial qc
5/18	Convert to TransCAD format	
<b>2001 Step 5A5B</b>		
5/18	Initiate 2001 5A5B	Crashed in model summary, also found it had only BR trips
5/22	Re-run 2001 5a5b, after combining BR and I-I trip tables	Found it had wrong I-E trip tables
5/23	Re-run 2001 5a5b, with original I-E trip tables	Ran, but crashed in model summary: missing tgn_zone file, also poul/empl calculation. Found it had bad transit trips results. Realized market segm .mtx was wrong
5/24	Re-run 2001 5a5b with original #38 mkt_segm.mtx from mode choice onward.	
5/30 – 6/1	Re-ran, after incorporating RTD's new *.rsc changes, recombining bi-regional trip tables after properly zeroing out DRCOG I-I trip tables for overlap zones, properly combining trips at DIA zones to just the terminal zone, and properly copying input speeds from drcog original run	
6/5 – 6/15	Run #40	MPO screenline checked well; summary statistics looked similar to prior #38 validation
6/16		Realized north I-25 volumes didn't

		compare well with either nfr model volumes or traffic counts. Traced to value of time differences in assignment
6/19	Run #41	Promoted US-85 & US-287 through towns back to original coding to reduce volume on I-25 (original calibration for #38 demoted these to increase volume on I-25). Improved I-25 volumes, summary validation stats still good.
6/21	Continued considering I-25 volumes. Realized that the I-25 counts, obtained from the NFRMPO 2000 model, may not be ideal. Considering if the project's I-25 counts, taken in 2004 and adjusted back to 2000 & seasonally adjusted, may be a better source. Decided yes, however comparison to I-25 not very good.	
6/22	Smith's observed the route boardings do not match perfectly, 2001 step1 compared to 2001 reference run. For example, the 0, 15, expresses, LRT, SkyRide differ between the 2 runs. Overall, the percent difference is 1.1%; but the #38 was about 0.4%. Speculated that the differences stem from differing link speeds.	
6/30-7/12	After meeting with COG and RTD, agreed general stats of 2001 looked good, except for I-25 vs. counts. Performed a screenline analysis and other reviews, showed combined model loads more on higher class facilities than NFR model, showed NFR model compared well to screenlines, NFR model itself is high vs. I-25, and combined has more volume on screenlines in NFR area in the southern part but matches the	

	NFR well in the northern part. The Biregional table has more trips near the border than the NFR, because of a more comprehensive set of counts	
<b>2030 network</b>		
5/16	Began coding 2030 transit network	Tried loading RTD's new 2030 .rts onto the combined 2030 transitbase (as we had for 2001), but very many link mismatches.
5/18	2030 transit coding	Considered updating the original combined *.rts to match the new RTD 2030 *.rts, but found that approx 250 routes would need to be carefully compared and recoded.
5/23	2030 transit coding	Decided to remerge RTD's new transitbase with the NFR 2030 network. Initial merge doesn't properly export the network with new link IDs. Also the number of nodes isn't right. Checking with Caliper.
5/24	2030 transit coding	Successfully merged transitbase networks, but needs thorough qc
6/9	2030 transit coding	Completed adding NFR routes to the transit network
6/12	2030 transit coding	For unknown reason, many lines (RTD area) had stops missing. Began again by recoding NFR routes.
5 - 6	2030 Highway coding	Started with no-action network from Level 2B/3. Coded new background network. Definition of no-action changed per FHWA, so added back in all fiscally constrained projects, and coded in locally funded projects that are identified to be reasonably likely by 2030. Extensive project determination and review by FHU etc.
6/21	2030 Highway coding	Realized DRCOG RTP network had been updated and amended, so coded in these changes into the new highway combined background network.
6/29		Another check showed there are still differences between the parent

		highway network and combined network. Need to investigate
<b>2030 reference run</b>		
6/1	Reference Run	Since neither RTD nor DRCOG reported having a new 2030 with the new resource code, needed to run ourselves. Asked Debbie Weaver to run – sent her RTD’s new *.rsc; the 2030 highway, transitbase, and *.rts from RTD.
6/5	2030 reference run	FHU reported run failed – link missing problems
6/13	2030 reference run	Coordinated w/Debbie – she was going to investigate problems
6/13	2030 reference run	Discussion with RTD revealed that RTD’s new 2030 “parent” run (received 05/25/06) had same highway and transit networks as the ones received 5/01/06 – only difference was parent run had been run with full speed balancing. Decided this was an appropriate 2030 reference run
<b>2030 Step 1</b>		
6/21	Initial run ran for 11 iterations until speed balancing convergence.	Found VMT didn’t compare well with 2030 Parent run. Found highway network differences (seem to be refinements to RTP coding: TREX, E470/I70, etc) – will re-run
6/23		Also found transit network differences (some route changes/fixes, operational changes (no interlined West & Gold, etc)
6/23	Began Step 1 speed balancing re-run, though w/o transit fixes	
6/27	Step 1 speed balancing run done: converged	
6/29	VMT changed, but still differs from parent run VMT	
7/3-7-7		Found more network differences compared to the parent run. Continued coding
7/11	New run, but VMT still different – found HBW trips differ greatly.	

	Found rsc code faulty and didn't tag link speeds for buses. Also found two routes were missing.	
<b>2030 Step 5A5B</b>		
6/	Initial test successful, after working out some problems	
6/27	Ran Steps 2, 3, 5A5B	Coded in transit fixes identified above
6/28	Crashed. Began again w/o blended headway version of code, realizing route stops have already been fixed – except for the few routes modified for this run	Crashes during new transit stop merging routine – however the first run through doesn't crash, only re-runs of the same rts system. Don't have this problem on plain model runs for the East corridor.
6/28		Manish Jain of AECOM suggested an array dimension is too small – need to increase above 30000. Doing this, and will try again.
6/29	Ran. Some transit compares well, but not all	
7/12	New run finished	
- 7/21	Continued to investigate discrepancies.	Found toll vmt differed a lot. Traced to reference network set with override freeflow speeds to 75 mph. Also mall shuttle trips didn't match well. Traced to slight bus routes differences in CBD, causing post-mode split NHB procedure to add too many NHB trips for shuttle use.
7/25	New no-action	Agreed comparison to 2030 reference run were very close and reasonable, given different base networks.

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## Overview of Combined Model Recalibration Chronology

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- Completed original development and validation of the 2001 combined model during January 2004 through January 2005<sup>1</sup>.
- Received new resource code, Compass1 Build v94 from DRCOG 4/24/06<sup>2</sup>
- Received new networks
  - full 2005 model run from DRCOG 4/24/06<sup>3</sup>
  - 2001 network & input files from DRCOG 05/01/06
  - 2001 transitbase & route system from RTD 4/28/06<sup>4</sup>
  - 2030 RTP highway, transitbase & route system from RTD 05/01/06, 4/28/06
- Ran DRCOG's original 2001 model, but with RTD's route system – to provide a reference for new combined model<sup>5</sup>.
- Updated combined model's resource codes (Step 1 and Step 5A5B) for new/alterd lines of program code<sup>789</sup>

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<sup>1</sup> Based on DRCOG Compass version 90 received from DRCOG December 2004, and NFRMPO 2000 model; combined 2001 model run #38

<sup>2</sup> Encountered problems while re-running original 2005; solved by re-unzipping and recompiling, etc. But this problem persisted, on re-running the original 2001 and 2030, even with different machines, etc. Finally it appeared the rsc file had been corrupt(?).

<sup>3</sup> Re-ran 2005 to confirm proper operation, obtained practically same results

<sup>4</sup> Discovered the DRCOG's 2001 transit network was different compared to RTD's 2001 transit network. Coordination with DRCOG and RTD revealed that RTD's is the correct version.

<sup>5</sup> Model label 2001\_RTDTtransitfiles\_v94\_B

<sup>6</sup> Compared to original DRCOG. Total VMT about the same, but VMT by FT varies some. Transit trips lower by about 4k with RTD route system vs. DRCOG original. Traced cause to different headways on some routes; e.g. increased headways for Mall Shuttle was a primary reason for the decrease in transit trips.

<sup>7</sup> Used Microsoft Word file compare, version 92/93 vs. version 94 to identify program changes. About 2000 lines of code were affected and/or inserted.

<sup>8</sup> Found that structure of HNW tables changed.

<sup>9</sup> Also incorporated RTD's fix for merging stops at common nodes (for blended headways) received 5/22/06

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9/10/2007

- Discovered that the new 2001 RTD transit network was significantly different from the 2001 transit network received during the original development of the combined model two years ago, in 2004.
  - Headways definition different
  - New routes for patterns added – about 100 new routes overall
- Coded a new 2001 combined network
  - Highway: Final 2001 base network with enhanced border area roads<sup>10</sup>
  - Transit: Loaded RTD's new 2001 route system onto original combined model transitbase<sup>11</sup>; recoded NFR routes<sup>12</sup>
- Received new model resource code from RTD, 5/22/06<sup>13</sup>.
  - Includes operating statistics routine, and merging common stop nodes at precise geographic locations.
  - Decided to try to use for new combined model
- Ran New 2001 Combined Model<sup>14</sup>
  - Step1: DRCOG model trip generation and trip distribution<sup>15</sup><sup>16</sup>
  - Step 2: NFR model trip generation and trip distribution<sup>17</sup>
  - Produced new 2001 bi-regional trips<sup>18</sup>

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<sup>10</sup> Noted different than original #38 calibration run network – had more additional roads in border area.

<sup>11</sup> Initially reloaded and verified fine, but encountered numerous problems as the NFR routes were coded. Repeatedly gave errors, but after selective reloading and verifying, eventually worked.

<sup>12</sup> For the year 2000/2001 as in original 2001 combined #38 transit network

<sup>13</sup> Includes operating statistics routine, and merging common stop nodes at precise geographic locations.

<sup>14</sup> 2001 Combined Model #41 (Step 5A5B F)

<sup>15</sup> Model label NI25\_2001\_v94\_Step1\_E

<sup>16</sup> Compared to results of 2001 Original with RTD route system (Model 2001\_RTDTtransitfiles\_v94\_B). Expected to match well, but initially didn't. After investigation, found the market segmentation mtx needed correcting; a call to an input file layer was wrong in the \*.rsc, causing the tagging of speeds in the transitbase network to not function, and T-speeds needed updating

<sup>17</sup> Used original 2001 combined #38 Step 2 files, since NFR unaltered

<sup>18</sup> Applied original process, but with new internal trip tables for DRCOG (P&A's are input for bi-regional allocation among TAZs), original internal trip tables for NFR, IE & EE trip tables from #38. Treated overlap zones in same manner as in #38.

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- Step 5A5B mode choice and trip assignment
- Produced new 2000/2001 validation statistics
  - Generally compared similarly to prior statistics for #38
  - Volumes on I-25 in the north area higher than before; generally slightly higher as the nfrmpo 2000 model, which in turn is typically higher than counts<sup>19</sup><sup>20</sup><sup>21</sup>.
- Code new 2030 combined network
  - Highway: Recoded original 2030 highway network to reflect new No-action definition – the “background” network
    - RTP projects outside of highway corridor
    - Local projects that can be reasonably expected to be built
  - Transit<sup>22</sup>: remerge RTD’s new 2030 transitbase with NFR network; recode links in overlap area; recode NFR transit routes<sup>23</sup>
- 2030 reference run<sup>24</sup>
  - Received 2030 “parent” run from RTD 5/25/06.
    - Per RTD, same highway and transit network as those received 5/01/06<sup>25</sup>; but complete speed balanced run

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<sup>19</sup> Rise in I-25 volumes appears to be due to change in value-of-time in traffic assignment.

<sup>20</sup> To counteract the higher volumes on I-25, promoted facility type of US-287 and US-85 in towns (back to original NFRMPO model coding)

<sup>21</sup> Decided that project counts of every segment of I-25 taken in 2004, adjusted to 2001 & seasonally adjusted, would be a better source than original CDOT counts in NFRMPO model.

<sup>22</sup> Tried loading RTD’s new 2030 route system onto original combined 2030 model’s transitbase, but too many mismatches. Option 2, considered modifying original combined 2030 route system to match RTD’s new 2030 RTP route system, but about 250 routes would need careful comparison and recoding. Option 3, remerge new 2030 \*.rts’s transitbase with NFR highway network & recode NFR routes; a lot of work, but pursuing this option.

<sup>23</sup> After coding the NFR routes in the transit network; found many RTD routes had stops missing. Fixed by starting again coding in the NFR routes

<sup>24</sup> DRCOG hadn’t produced a new 2030 run with the new resource code at this point in time

<sup>25</sup> Discovered that there were actually many changes in both the highway network and route system. Generally, the 2030 RTP highway network had been updated for various projects, such as TREX and I70/E470, but slight differences were found everywhere. Also, AT/FT freeflow speeds on toll links were overridden to be 75mph. A variety of minor headway and route changes were also found. Identified and coded these as best possible in the combined 2030.

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- Compare New 2030 Combined Run to 2030 reference run
  - Step 1 (combined model operating only in DRCOG area) expected to match very closely to reference run.
    - VMT differed 108.1 vs. reference 108.6 (0.5%), but the majority of the VMT difference is in the border and SW weld area where the network differed.
    - Transit trips differ 428.9 vs reference 428.4 (0.1%)
    - These differences are attributable to different base networks between the combined model and the reference run (see footnote above)
  - Step 5A5B (full combined model mode choice and assignment) differs from Step 1 as expected
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## Combined Model Recalibration

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<b>Pros</b>	<b>Cons</b>
• Suggestion by COG	• Lots of work
• Buy-in from MPOs	• EIS schedule delay
• More rail ridership	
• Most current model version	

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## Memorandum

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**Date:** February 24, 2006  
Lee Cryer – RTD

**To:** Erik Sabina – DRCOG

**From:** Jeffrey Roux – AECOM Consult, Inc.

**Subject:** Transmittal of Year 2005 DRCOG Scenario to RTD & DRCOG

**Distribution:** Siva Krishnamurthy  
Jeff Bruggeman  
Bill Woodford  
Manish Jain

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Enclosed for your use is a DVD containing a compressed file of the latest AECOM Consult version of the Denver Regional Council of Governments' (DRCOG) model and all associated files from the Year 2005 model run. This memorandum documents the modifications performed by AECOM Consult to enhance the performance of the DRCOG model in predicting automobile and transit flows to DIA. The three elements of the DRCOG model that we enhanced are:

1. Changes in total travel to the Denver International Airport (DIA)
2. Changes to the mode choice process
3. Changes to the time-of-day process

The above modifications and their underlying rationale are briefly explained in the following paragraphs.

### **1. Changes in total travel to the Denver International Airport**

These changes have been implemented in the trip generation and trip distribution stages of the DRCOG model

- Employment generated non-home based (NHB) trips to the DIA have been eliminated. Our belief is that the DRCOG vastly overstated the amount of employment induced NHB trips (almost 40,000 per day). The approach assumes that only DIA employees and air passengers travel to DIA.
- Updated actual DIA enplanement data was used for estimating ground access for air passenger trips in the current year (2005) condition. The actual data for 2005 was roughly 15% lower than DIA's latest air passenger projections.
- HNW air passenger trips have been redistributed with respect to a Population/Income based distribution. This redistribution occurred, because the regional HNW distribution model estimated zero trips produced in Boulder and attracted at DIA. We developed a separate HNW air passenger distribution for travel to DIA. Since no local data existed to confirm the air passenger distribution, we looked at an air passenger survey we had from Newark International Airport (EWR) in Northern New Jersey to use as a surrogate. We normalized the EWR data to fit the DRCOG income levels. The EWR survey showed for regional resident air passenger travel:

- Only a small percentage (under 3%) of air passengers had HH Income (1998\$) under \$20K/yr.
- Households with income in the top 25% of all households in the region (about \$84,000/yr) generated 52% of the air passengers trips at EWR.
- Households with income in the middle 64% (\$11K - \$84K) of all households generated the remaining 48% of air passenger trips at EWR.

We used this data to develop “rules” for the DIA HNW distribution:

- Low Income HH's (bottom 11%) do not fly out of DIA
- The Middle Income HH's (middle 64%) generate 48% of air passenger trips
- The High Income HH's (top 25%) generate 52% of air passenger trips

The last two bullets provided us with separate trip rates for middle and upper income households. Using these rates, we used the regional distribution of middle and upper income households to distribute the DIA attractions to these trips to production zones.

## 2. Changes to the mode choice process

The changes with regard to the mode choice can be separated into three stages. “Pre-mode choice”, “During mode choice” and “Post-Mode choice”.

- All HNW and NHB air passenger trip attractions to DIA zones are coded to the main terminal (their ultimate trip end). This change is a “pre-mode choice” step. This modification ensures that transit is seen by the mode choice model as a valid “choice”.
- Updated DIA terminal times and parking costs for the auto trips. The parking costs for the DIA parking lots were set using daily parking rates that prevailed in 1997 and 2005 (deflated to 1997\$) respectfully as follows:

PURPOSE\COST	PARKING COST IN 1997 (IN 1997\$)	PARKING COST IN 2005 (IN 1997\$)
ALL HBW CATEGORIES	0	0
HOME BASED NON-WORK	11	14.95
NON-HOME BASED	11	14.95

The terminal times at the main terminal zone of DIA were set for work and air passenger trips separately. Work trips use a terminal time of 10 minutes (assuming a remote parking and shuttle bus) and air passengers as 4 minutes respectively (long walks from parking lots to terminal).

- Recalibrated mode choice constants. A recalibration was done on the year 1997 model based on mode choice targets obtained from DRCOG's “*Integrated Regional Model – Model Refresh Project*” report dated December 2004. Mode choice constants for geographic stratification were

iteratively adjusted to achieve the desired targets. These updated mode choice constants were used for running the forecast year 2005 model. A further recalibration was done for the DIA region, so that the model could replicate the actual 2005 transit trips to DIA. The following assumptions were used in arriving at the targets for the recalibration of the DIA region mode choice constants of the year 2005 model.

- Work trips account for 2/3<sup>rd</sup> of the total transit trips
  - Home Based Non-Work and Non-Home Based transit trips account for the remaining trips based on their relative proportions prior to recalibration
- Redistribution of the automobile modes trips attracted to the main terminal. This step is a “Post-mode choice” process step. The trip tables obtained from the mode choice model are used as input for this step. This modification ensures that the automobile flows are assigned to remote parking lots and rental car lots, in a fashion similar to how DRCOG originally designed the process. In addition, all the work trips to the main terminal are assigned to the employee parking lots. In all, these changes are designed to better represent automobile flows along Pena Boulevard within the airport property.

### 3. Changes to the time-of-day process

The time-of-day factors for the automobile PA to OD conversion were modified for the DIA zones because trip patterns to an airport like DIA are much different from the trip patterns to other destinations in the region. Round the clock, shift based work hours and flight departures/arrivals throughout the day contribute to these airport specific trip patterns. A trip distribution factor table for DIA was developed from the following data sources.

- 1996 DIA Employee Survey
- Pena Boulevard traffic counts for several days in July/August 2005

The time-of-day based trip percentages for the Home Based Work trips were obtained from the 1996 DIA Employee Survey. Directional traffic counts for July 29, 2005, August 1, 2005 and August 4, 2005 were used for arriving at an average hourly traffic data in Pena Boulevard. These hourly traffic data minus HBW hourly trips were used to obtain the Home Based Non Work and Non-Home Based hourly traffic percentages, which were then grouped based on AM peak, PM peak and Off-Peak time-of-day definitions. The factors for Internal-External and Commercial trips were not altered. The new DIA time-of-day factors are as follows:

PURPOSE/TIME OF DAY	AM PEAK	PM PEAK	OFF-PEAK
F_FLOW_NHB	9.8	22.3	68.0
F_FLOW_COM	16.0	35.0	49.0
F_FLOW_EE	14.5	27.5	58.0
DEP_HBW	17.5	3.2	29.3
RET_HBW	2.6	17.8	29.6
DEP_HBNW	4.2	11.8	34.0
RET_HBNW	5.6	10.4	34.0
DEP_IE	8.0	12.5	29.5
RET_IE	6.5	15.0	28.5



Please feel free to contact me with any questions concerning the approach we used to improve the performance of the DRCOG model in predicting DIA travel flows or if you need any assistance in extracting the files from the enclosed DVD.

Yours sincerely,

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## Memorandum

**Date:** April 17, 2006  
 Lee Cryer – RTD  
 Sreekanth Ande – DRCOG

**To:** Smith Myung – Connetics, Denver

**From:** Manish Jain – AECOM Consult, Inc.

**Subject:** Transmittal of Year 2005 DRCOG Scenario to RTD, DRCOG & Connetics

**Distribution:** Jeff Bruggeman

Enclosed for your use is a DVD containing a compressed file of the latest AECOM Consult version of the Denver Regional Council of Governments' (DRCOG) model and all associated files from the Year 2005 model run. This model run incorporates following changes made to DRCOG model during March – April 2006:

### Changes made by DRCOG to the 2005 highway network

- **Number of lanes on E470** between I25S and Jordan fixed based on the aerials
- **Distance parameter** changed for the following links based on measurements on a map:

	Link ID	Original Distance	New Distance
104th	25654	0.2	0.25
104th	25656	0.19	0.25
104th	25655	0.32	0.11
Tower Rd	7068	0.4	0.3

- **Free flow speed** on Tower Road section between 96<sup>th</sup> and 104<sup>th</sup> changed from 35 mph to 47 mph by changing area type for zone 974 in zone05draft.bin file from 4 to 5.
- **Toll Rate changes** on E470

### Changes made by DRCOG and RTD to transit network:

- **Transit route headways** re-calculated to better represent Peak and Off-Peak period service
- New dwell time factors developed for calculating bus travel times relative to auto travel times

### Changes made by AECOM Consult to transit network

- Transit network settings made consistent between skimming and assignment.
- Value of time in transit network setting being explicitly set at \$12 / hour
- Global fare and global transfer fare are set to value of 0
- Transit network settings are modified to explicitly specify that only routes of same mode are combined
- Rail IVTT Weight factor changed from value of 0.8 to 0.7
- DRCOG model had maximum walk time on centroid connector set to 2 minutes (0.1 mile long centroid connector). This time was consistent with 0.3 mile buffer used in MINUTP model. The current TransCAD model uses a buffer of 1.5 miles to compute percentage walk to transit. In

order to avoid very short centroid walk time to transit, the cap was increased to 0.6 miles or 12 minutes maximum on centroid connector

- Model re-calibrated to 1997 targets with above transit changes applied. The 1997 re-calibrated model was applied to year 2005 and adjusted for DIA targets based on 2005 data
- Module added to re-set parking cost at DIA before performing Mode Choice

The modifications performed to re-set DIA parking costs are briefly explained in following paragraphs:

In the earlier work performed by AECOM Consult, it was determined that parking cost at DIA needs to be modeled differently than what is predicted by DRCOG's Non-CBD Parking Cost Model. The "DRCOG Parking Cost Model" sets the parking cost in model-year specific zonal data file based on demand density. In order to over ride the parking cost for DIA TAZ's a module "DRCOG DIA Parking Cost" was added to the resource code drcog\_v93.3e470aecmv6.rsc.

The DIA parking cost changes have been implemented in the Modal choice stage of the DRCOG model. Additionally, the file DIAenplanement.asc is modified to include a new column "DIA\_ParkingCost" which contains model year specific parking cost for DIA main terminal TAZ (TAZ 1723). The parking costs for the DIA parking lots were set using daily parking rates that prevailed in 1997 and 2005 (deflated to 1997\$) respectfully as follows:

PURPOSE\COST	PARKING COST IN 1997 (IN 1997\$)	PARKING COST IN 2005 (IN 1997\$)
ALL HBW CATEGORIES	0	0
HOME BASED NON-WORK	11	14.95
NON-HOME BASED	11	14.95

For intermediate years between 1997 and 2005, the parking costs are set using linear interpolation and for modeling years beyond 2005, the parking costs are set at year 2005 values.

Following input files are edited as result of model re-calibration, transit model improvement efforts, and DIA parking cost set up:

1. drcog\_v93.3e470aecmv6.rsc: TransCAD macro resource file reflecting above changes to model
2. MODES.dbf: Database reflecting new dwell times and Rail IVTT Weight
3. MOD\_HBW.bin: TransCAD control file for HBW purpose mode choice
4. MOD\_HBNW.bin: TransCAD control file for HBNW purpose mode choice
5. MOD\_NHB.bin: TransCAD control file for NHB purpose mode choice
6. DIAenplanement.asc, DIAenplanement.dct: File containing enplanements, originating percent, and short term parking cost at DIA for all years

Please feel free to contact me with any questions concerning the approach we used to re-set DIA Parking Cost, re-calibrate mode choice model, and enhance transit skimming / assignment or if you need any assistance in extracting the files from the enclosed DVD.

Yours sincerely,

Manish Jain  
 Consultant  
[manish.jain@dmjmharris.com](mailto:manish.jain@dmjmharris.com)



## DRCOG RSC code changes made from v92 to v94

V93:

- hard-coded value of time (vot) fields due to an bug in how it was being read. The implications of the bug were that there was too much off-peak traffic on toll roads.
- modified total employment calculation in DRCOG Model Summary procedure in order to fix a bug
- redirect the path of log and report files in UI so that they are written to the folder in which the model run is performed. The log and report files are reset back to default values again in DRCOG Model Summary procedure
- Amy Lewin recommended that gravity model be run for 100 iterations as opposed to just 10 because convergence criteria is not satisfied at the end of 10 iterations. Code for gravity model is so that it can do 100 iterations.
- fixed titles in printing section of speed balance (peak vs. off-peak % links > 10 % deviation)
- set maximum number of iterations in assignment process to 100 change convergence for off-peak from 0.01 to 0.001 *from 50 → 100*
- maximum number of iterations in speed balancing changed from 6 to 25

// 8.8.2005 ska version 93.1

- fixed population to employment ratio. employment part was not calculated correctly in former versions.
- Incorporated TIP data summary for roads and interchanges into the utilities section
- Incorporated the land use data update macro into the utilities section

// 9.16.2005 shahida version 93.2

- activated the line "Opts.Flag.[Toll in Network] = 1" in "DRCOG Create Highway Network" macro.
- Fixed formatting (add a space between two fields) in CBD HBNW part of Mode Split in Model Summary

// 12.30.2005 SK AECOM

- added module to direct all special generator trips to main terminal
- added module to redistribute the trips from main terminal after mode choice
- added module for separate DIA hourly patterns

// 1.24.2006 ska version 93.3

- modified operating cost calculation to depend on v/c ratio for all time periods, instead of having peak and off-peak geographic and network files, each period now has its own geographic and network files

// 1.24.2006 Jeff Roux AECOM Consult - DIA Enhancements

- Refined DIA HNW air passenger trip distribution, using income relations from Newark International Airport (source PANYNJ Survey of Air Passengers) Analysis showed that 52% of HNW air passenger trips made by High Income HH Remaining 48% of HNW air passenger trips made by Medium Income HH After mode choice, but before assignment reassign all airport employee trips to the employee parking lots

2.15.2006 SK AECOM Consult

- Default peak and off peak terminal times to main terminal time of DIA
- Add stuff to summarize mode choice so that mode choice through TCMS can be used

//03.11.2006 jainm AECOM Consult

- fixed peak and off-peak dwell time variable for transit assignment networks
- Explicitly specify value of time
- Explicitly specify that only routes of same mode are combined
- Initialize global fare and xfer fare to zero

//03.24.2006 jainm AECOM Consult

- // Increased the cap for centroid connector walk time to 12 minutes (0.6 miles)
- // Changed RAIL IVTT Weight to 0.7 from 0.8
- // Calibrated model with new dwell time, headway, centroid connector walk time and Rail IVTT Weight changes

//04.13.2006 JainM AECOM Consult

- Added a new column 'DIA ParkingCost' in DIAEnplanement.asc file. This field is used in macro "DRCOG DIA Parking Cost" to over-ride parking cost at main terminal TAZ 1723 for HBNW and NHB purpose trips.
- // Macro "DRCOG DIA Parking Cost" reads model year specific parking cost from DIAEnplanement.asc and updates following two files for DIA TAZs only:
  - 1. Parking cost results at TAZ level file - OutFs[INI\_IDX][1][1]
  - 2. Zone attribute file - In Fs[TGN\_IDX][1][1]
- Parking cost for airport employees is reset to zero (free parking) --- HBNW purpose trips
- Parking cost for air passengers using airport parking is reset to value from DIAEnplanement.asc -- -HBNW and NHB purpose trips

//04.18.06 JainM, AECOM Consult

- Added macro "DRCOG Operation Statistics" to list of utilities. The macro generates a DBF file OPEARTION\_STATISTICS.DBF which contains the key transit operation statistics used in Op Stat models

**Primus, Chris J.**

---

**From:** Thammiraju, Ramesh K.  
**Sent:** Friday, April 21, 2006 1:05 PM  
**To:** Primus, Chris J.  
**Cc:** Jones, Scott (Denver)  
**Subject:** FW: Latest Files

Memos from Sreekanth, and please note that he changed the name of the RSC code file.  
-Ramesh

---

**From:** Sreekanth Ande [mailto:SAnde@drcog.org]  
**Sent:** Friday, April 21, 2006 12:36 PM  
**To:** Thammiraju, Ramesh K.  
**Subject:** Latest Files

Hi Ramesh,

Please find attached the two memos that describe that changes AECOM and DRCOG made to the COMPASS model. Notice that I changed the resource file name to CompassVersion1Build94.rsc, the convention being Version 1 implies usage of TransCAD 4.7 Build 249 while Version 2 (which is not ready yet) will use some build version of TransCAD 4.8. As always, please remember to run your models with TransCAD 4.7 Build 249 until further notice.

I was wrong about running the parking cost model (we discussed this morning over the phone). I spoke with AECOM folks this morning and I found that you do NOT need to run the parking cost model. The parking cost changes they did are now implemented as part of mode choice in the code. You only need to copy the updated versions of files described in the memos from 2005 DVD to your model run folder.

The DVDs for all years (2005, 2015, 2020 and 2030) are with the receptionist. You may pick them up at any time. The only other thing I need to give you is the list of projects added in each future year for Cycle 14 networks. I do not deal with these but Lawrence does. I will check with him and if possible I will send these to you today as well.

Regards,  
Sreekanth

 Upgrade Your Email - Click here!

## NORTH I-25 COMBINED MODEL SUMMARY

Model Label: 2001 Step5a5b\_F  
 Description: #41 model summary  
 Date: Tue Jun 27 15:28:30 2006

### COMBINED SOCIAL-ECONOMIC DATA

~~~~~  
 POPULATION    HOUSEHOLDS    EMPLOYMENT    AVG HHSIZE    POP/EMP RATIO

### COMBINED NETWORK

~~~~~  
 Facility Type    Lane Miles  
 Freeway            1,747  
 Expressway        619  
 Principal         3,388  
 Minor             3,108  
 Other             4,360  
 Total (Except CentCon)    13,222

HOV                47  
 TOLL              137

### DRCOG AND NFR INTERNAL-INTERNAL TRIP GENERATION

~~~~~  
           HBW      HNW      NHB      COM    I-E    EE      TOTAL  
 Total 2,210,042 5,554,127 3,501,960 1,135,740 367,883 7,653 12,777,406  
           17.3%    43.5%    27.4%    8.9%    2.9%    0.1%

          ALL PURPOSES      HBW, HNW, NHB  
 Trips per person      4.55            4.01

### COMBINED TRIP DISTRIBUTION

~~~~~  
           HBW      HNW      NHB      COM    IE  
 Avg Trip Time (Min) 24.5    12.4    13.4    14.9    39.9  
 Avg Trip Dist (Mile) 10.3    5.1    5.7    7.1    32.8

COMBINED TIME-OF-DAY-SPLIT

```

~~~~~
                AM PEAK          PM PEAK          OFF PEAK
PEAK PERIOD    6:30AM-9:30AM  3:00PM-7:00PM  The rest of the day
PEAK HOUR %
    
```

COMBINED MODE SPLIT -- Person Trips

```

~~~~~
    SOV   SR2   SR3+  TRANSIT  TRANSIT AUTO  TRANSIT TOTAL
          WALK   AUTO  TOTAL  TOTAL
HBW  1,819,810  228,645  73,342  65,347  31,638  2,121,797  96,985  2,218,782
     82.02%   10.30%  3.31%  2.95%   1.43%   95.63%   4.37%  100.00%

CBD HBW 102,501  22,643  5,744  35,750  25,635  130,888  61,385  192,272
     53.31%   11.78%  2.99%  18.59%  13.33%   68.07%  31.93%  100.00%

DIA HBW 14,819  5,895  1,530  1,209  1,354  22,244  2,563  24,807
     59.74%   23.76%  6.17%  4.87%   5.46%   89.67%  10.33%  100.00%

HNW  2,335,371  1,767,324  1,287,622  52,366  15,771  5,390,317  68,136  5,458,453
     42.78%   32.38%  23.59%  0.96%   0.29%   98.75%   1.25%  100.00%

CBD HBNW 71,011  49,994  36,388  14,854  10,848  157,392  25,703  183,095
     38.78%   27.30%  19.87%  8.11%   5.93%   85.96%  14.04%  100.00%

DIA HBNW 10,997  7,990  5,711  531  271  24,698  801  25,500
     43.13%   31.34%  22.40%  2.08%   1.06%   96.86%   3.14%  100.00%

NHB  1,807,066  977,062  685,239  48,564  3,469,367  48,564  3,517,930
     51.37%   27.77%  19.48%  1.38%   98.62%   1.38%  100.00%

CBD NHB  77,157  41,718  29,258  38,974  148,132  38,974  187,106
     41.24%   22.30%  15.64%  20.83%   79.17%  20.83%  100.00%

DIA NHB  8,016  4,334  3,040  232  15,390  232  15,621
     51.31%   27.74%  19.46%  1.48%   98.52%   1.48%  100.00%
    
```



Total 5,962,247 2,973,030 2,046,203 166,276 47,409 10,981,481 213,685 11,195,166  
 53.26% 26.56% 18.28% 1.49% 0.42% 98.09% 1.91% 100.00%

CBD Total 250,668 114,355 71,389 89,578 36,484 436,412 126,061 562,473  
 44.57% 20.33% 12.69% 15.93% 6.49% 77.59% 22.41% 100.00%

DIA Total 33,832 18,220 10,281 1,971 1,624 62,332 3,596 65,928  
 51.32% 27.64% 15.59% 2.99% 2.46% 94.55% 5.45% 100.00%

~~~~~

Vehicle Trip HBW: 1,955,208  
 Vehicle Trip HBNW: 3,589,039  
 Vehicle Trip NHB: 2,492,504  
 Vehicle Trip Regional: 8,036,752

Auto Occupancy HBW: 1.09  
 Auto Occupancy HBNW: 1.50  
 Auto Occupancy NHB: 1.39  
 Auto Occupancy Regional: 1.37

COMBINED VEHICLE ASSIGNMENT

~~~~~

10 period	Factor	Hours	VMT	VHT	Speed
AM1	0.346	0.5	2,365,790	67,595	35.0
AM2	0.468	1.0	6,430,527	226,483	28.4
AM3	0.359	1.0	4,910,112	142,839	34.4
PM1	0.248	2.0	10,911,365	328,293	33.2
PM2	0.289	1.0	6,375,624	213,840	29.8
PM3	0.214	1.0	4,708,976	132,530	35.5
OP1	0.015	7.5	3,888,770	94,960	41.0
OP2	0.098	2.5	8,418,973	213,237	39.5
OP3	0.130	3.5	15,574,141	416,237	37.4
OP4	0.048	4.0	6,635,523	162,373	40.9

Period	Hours	VMT	VHT	Speed
AM	2.5	13,706,429	436,917	31.4
PM	4	21,995,965	674,663	32.6
Off-Peak	17.5	34,517,408	886,806	38.9
Peak Hours	2	12,806,151	440,324	29.1
Peak	6.5	35,702,393	1,111,580	32.1

All-Day 24 70,219,801 1,998,386 35.1

Facility Type	VMT	VHT	Speed
Freeway	24,687,216	428,740	57.6
Expressway	4,454,254	95,833	46.5
Principal	22,328,894	688,452	32.4
Minor	8,465,910	278,671	30.4
Other	10,283,527	506,691	20.3
<b>Total</b>	<b>70,219,801</b>	<b>1,998,386</b>	<b>35.1</b>
HOV	294,708	7,047	41.8
TOLL	305,829	4,627	66.1

Total VHD is: 234,289  
 Percent Delay is: 11.7%

Interzonal trips are: 7,804,552  
 Intrazonal trips are: 388,170  
 Total vehicle trips: 8,192,722  
 Interzonal trip distance is: 9.0  
 Total Vehicle Trips: 8,192,722  
 Total Vehicle Trips: 8,192,722

Person Miles Traveled is: 95,948,888  
 Person Hours Traveled is: 2,730,610  
 Person Hours of Delay is: 320,135  
 Percent Delay is: 11.7%

COMBINED TRANSIT ASSIGNMENT

TRANSIT BOARDINGS

Peak Off-Peak Walk Access Drive Access Total

	Peak	Off-Peak	Walk Access	Drive Access	Total
Mall Shuttle:	39,319	28,789	47,952	20,155	68,108
Local Bus:	88,197	63,973	135,788	16,383	152,170
Limited Bus:	12,042	4,657	12,170	4,528	16,699

Express Bus:	17,974	1,351	9,084	10,241	19,325
Regional Bus:	4,374	1,906	3,200	3,080	6,280
Rail:	23,299	11,566	14,062	20,803	34,865
Skyride Bus:	2,217	1,343	1,992	1,567	3,559
Longmont Local:	5,840	4,538	10,156	222	10,378
Boulder Local:	14,159	9,853	19,468	4,543	24,012

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Total:	207,421	127,974	253,872	81,523	335,395
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**TRANSIT PASSENGER MILES TRAVELED**

	Peak	Off-Peak	Walk Access	Drive Access	Total
--	------	----------	-------------	--------------	-------

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Mall Shuttle:	17,951	11,632	20,964	8,619	29,583
Local Bus:	219,194	178,921	367,100	31,016	398,115
Limited Bus:	66,514	30,399	60,610	36,303	96,913
Express Bus:	183,725	14,718	90,814	107,629	198,443
Regional Bus:	85,816	30,463	57,130	59,149	116,279
Rail:	123,314	54,656	63,088	114,883	177,971
Skyride Bus:	43,599	26,492	42,042	28,049	70,091
Longmont Local:	11,936	9,064	20,459	540	20,999
Boulder Local:	25,742	16,663	34,368	8,038	42,406

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Total:	777,790	373,009	756,573	394,226	1,150,799
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**TRANSIT PASSENGER MILES TRAVELED PER BOARDING**

	Peak	Off-Peak	Walk Access	Drive Access	Total
--	------	----------	-------------	--------------	-------

-----

Mall Shuttle:	0.5	0.4	0.4	0.4	0.4
Local Bus:	2.5	2.8	2.7	1.9	2.6
Limited Bus:	5.5	6.5	5.0	8.0	5.8
Express Bus:	10.2	10.9	10.	10.5	10.3
Regional Bus:	19.6	16.0	17.9	19.2	18.5
Rail:	5.3	4.7	4.5	5.5	5.1
Skyride Bus:	19.7	19.7	21.1	17.9	19.7
Longmont Local:	2.0	2.0	2.0	2.4	2.0
Boulder Local:	1.8	1.7	1.8	1.8	1.8

-----

Total:	3.7	2.9	3.0	9.3	3.4
--------	-----	-----	-----	-----	-----

Total Transit Boardings: 335,395  
 Total Transit Linked Trips: 213,685  
 Total Boardings per Trip: 1.57

VMT and VHT with V/C  $\geq$  0.95  
Model Area

---

Congested VMT 9,188,124  
% of Total 13.1%

Congested VHT 391,419  
% of Total 19.6%

Lane-Mile Hours with V/C  $\geq$  0.95, Freeways: 1,845  
Lane-Mile Hours with V/C  $\geq$  0.95, Expressways: 468  
Lane-Mile Hours with V/C  $\geq$  0.95, Principals: 3,850  
Lane-Mile Hours with V/C  $\geq$  0.95, Minors: 1,442  
Lane-Mile Hours with V/C  $\geq$  0.95, Other: 838  
Lane-Mile Hours with V/C  $\geq$  0.95, Total: 8,444

Lane Miles with 3+ Hours of V/C  $\geq$  0.95 : 1,188

## MODEL SUMMARY

rtation Travel Demand Forecasting\RTD\Incoming\052506\_2030\_FULL\_RUN\_Parent\WCBldLRT30a\Model Outputs\ModelSummary.txt

Model Label: WCBldLRT30a

Description: WCBldLRT30a May 2006 Parent model run for West Corridor Build

run for West Corridor Build to serve as speed input for future Summit runs - DRCOG\_v94.rsc. Cycle 14 highway. Cycle 13 Transit base and RTS with updates.

### SOCIAL-ECONOMIC DATA

	POPULATION	HOUSEHOLDS	EMPLOYMENT	AVG HH SIZE	POP/EMP RATIO
Total	3,969,208	1,611,220	2,075,128	2.46	1.91
TMA	3,767,818	1,541,673	2,020,820	2.44	1.86
CBD	33,528	21,532	168,586	1.56	0.20
DIA	332	157	36,950	2.11	0.01

The fraction of households in the TMA is: .957

The ratio of HH in the 9-County area vs. TMA is: 1.014

### NETWORK

Facility Type	Lane Miles
Freeway	1,917
Expressway	616
Principal	4,578
Minor	1,871
Other	3,116
Total (Except CentCon)	12,098
HOV	77
TOLL	293

### TRIP GENERATION

	HBW	HNW	NHB	COM	I-E	EE	TOTAL
Total	3,161,786	6,393,596	4,945,787	1,642,208	656,333	33,284	16,832,994
	18.80%	38.00%	29.40%	9.80%	3.90%	0.20%	

Total Person Trips in TMA: 16,106,411

Total Person Trips in 9-County Regio 16,331,901

	ALL PURPOSES	HBW, HNW, NHB
Trips per person	4.24	3.65
Trips per HH	10.45	9.0

### TRIP DISTRIBUTION

	HBW	HNW	NHB	COM	IE
Avg Trip Time (Min)	32.6	14.0	15.5	17.3	40.7
Avg Trip Dis. (Mile)	10.4	5.7	6.2	7.5	28.4

### TIME-OF-DAY-SPLIT

	AM PEAK	PM PEAK	OFF PEAK
PEAK PERIOD	6:30AM-9:30AM	3:00PM-7:00PM	rest of the day
PEAK HOUR %			

MODE SPLIT -- Person Trips

	SOV	SR2	SR3+	TRANSIT WALK	TRANSIT AUTO	AUTO TOTAL	TRANSIT TOTAL	TOTAL
HBW	2,514,962 79.54%	331,175 10.47%	107,703 3.41%	124,224 3.93%	83,722 2.65%	2,953,841 93.42%	207,946 6.58%	3,161,786 100.00%
CBD HBW	110,642 41.83%	30,256 11.44%	8,157 3.08%	61,752 23.35%	53,688 20.30%	149,055 56.35%	115,440 43.65%	264,495 100.00%
DIA HBW	30,552 59.24%	11,505 22.31%	2,980 5.78%	3,150 6.11%	3,383 6.56%	45,038 87.33%	6,533 12.67%	51,570 100.00%
HNBW	2,767,454 43.59%	2,029,793 31.97%	1,430,763 22.54%	78,221 1.23%	42,144 0.66%	6,228,011 98.10%	120,365 1.90%	6,348,375 100.00%
CBD HNBW	92,437 36.86%	60,483 24.12%	41,727 16.84%	27,632 11.02%	28,490 11.36%	194,647 77.62%	56,122 22.38%	250,769 100.00%
DIA HNBW	28,206 40.81%	20,173 29.19%	14,089 20.39%	4,703 6.81%	1,943 2.81%	62,468 90.38%	6,646 9.62%	69,114 100.00%
NHB	2,548,149 51.04%	1,377,758 27.60%	966,258 19.36%	100,094 2.00%		4,892,165 98.00%	100,094 2.00%	4,992,260 100.00%
CBD NHB	125,447 38.91%	67,828 21.04%	47,570 14.75%	81,565 25.30%		240,845 74.70%	81,565 25.30%	322,410 100.00%
DIA NHB	20,458 49.03%	11,061 26.51%	7,758 18.59%	2,452 5.88%		39,276 94.12%	2,452 5.88%	41,728 100.00%
Total	7,830,565 53.99%	3,738,726 25.78%	2,504,725 17.27%	302,540 2.09%	125,866 0.87%	14,074,016 97.05%	428,405 2.95%	14,502,422 100.00%
CBD Total	328,527 39.22%	158,568 18.93%	97,453 11.63%	170,948 20.41%	82,178 9.81%	584,547 69.78%	253,126 30.22%	837,674 100.00%
DIA Total	79,216 48.77%	42,739 26.32%	24,827 15.29%	10,305 6.34%	5,325 3.28%	146,782 90.38%	15,630 9.62%	162,412 100.00%

Vehicle Trip HBW: 2,711,499  
 Vehicle Trip HNBW: 4,193,489  
 Vehicle Trip NHB: 3,514,689  
 Vehicle Trip Regional: 10,419,677

Auto Occupancy HBW: 1.09  
 Auto Occupancy HNBW: 1.49  
 Auto Occupancy NHB: 1.39  
 Auto Occupancy Regional: 1.35

VEHICLE ASSIGNMENT

10 period	Factor	Hours	VMT	VHT	Speed
AM1	0.346	0.5	3,534,515	113,531	31.1
AM2	0.468	1.0	9,669,026	498,023	19.4
AM3	0.359	1.0	7,343,187	244,439	30.0
PM1	0.248	2.0	16,643,172	577,267	28.8
PM2	0.289	1.0	9,754,182	422,024	23.1
PM3	0.214	1.0	7,170,577	218,442	32.8
OP1	0.015	7.5	6,184,937	144,789	42.7
OP2	0.098	2.5	13,244,050	340,046	38.9
OP3	0.130	3.5	24,521,211	707,074	34.7
OP4	0.048	4.0	10,538,269	248,625	42.4

Period	Hours	VMT	VHT	Speed
AM	2.5	20,546,728	855,993	24.0
PM	4.0	33,567,931	1,217,733	27.6
Off-Peak	17.5	54,488,468	1,440,534	37.8
Peak Hours	2.0	19,423,208	920,047	21.1
Peak	6.5	54,114,659	2,073,727	26.1
All-Day	24.0	108,603,126	3,514,261	30.9

Facility Type	VMT	VHT	Speed
Freeway	40,648,915	858,661	47.3
Expressway	8,362,540	234,766	35.6
Principal	36,093,041	1,250,674	28.9
Minor	7,585,385	318,762	23.8
Other	15,913,245	851,398	18.7
Total	108,603,126	3,514,261	30.9
HOV	532,633	11,874	44.9
TOLL	3,170,547	51,143	62.0

VMT in TMA is: 101,869,022  
VHT in TMA is: 3,324,517  
Average speed in TMA is: 30.6

VMT in 9-County Region is: 103,295,189  
VHT in 9-County Region is: 3,371,060  
Average Speed in 9-County Region is: 30.6

Total VHD is: 831,573  
Percent Delay is: 23.7%

Interzonal trips are: 11,797,203  
Intrazonal trips are: 895,683  
Total vehicle trips: 12,692,886  
Interzonal trip distance is: 9.2  
Total Vehicle Trips: 12,692,886  
Total Vehicle Trips in TMA: 12,145,008  
Total Vehicle Trips in 9-County Region: 12,315,038

Total Vehicle Trips: 12,692,886  
Total Vehicle Trips in TMA: 12,145,008  
Total Vehicle Trips in 9-County Region: 12,315,038

Person Miles Traveled is: 146,691,898  
Person Hours Traveled is: 4,746,766  
Person Miles Traveled in TMA is: 137,596,041  
Person Hours Traveled in TMA is: 4,490,475  
Person Miles Traveled in 9-County Region is: 139,522,385  
Person Hours Traveled in 9-County Region is: 4,553,342

Person Hours of Delay is: 1,123,218  
Percent Delay is: 23.7%

**TRANSIT ASSIGNMENT**

**TRANSIT BOARDINGS**

	Peak	Off-Peak	Walk Access	Drive Access	Total
Mall Shuttle	70,929	56,236	85,173	41,991	127,165
Local Bus	193,215	117,156	260,003	50,369	310,371
Limited Bus	13,638	5,944	16,475	3,106	19,582
Express Bus	4,204	381	1,864	2,721	4,585
Regional Bus	7,856	3,495	6,916	4,435	11,351
Rail	148,021	74,530	110,639	111,912	222,551
Skyride Bus	1,353	1,064	795	1,623	2,418
Longmont Local	1,917	1,820	3,363	374	3,737
Boulder Local	19,444	12,170	25,328	6,286	31,613
Total	460,576	272,797	510,556	222,817	733,373

**TRANSIT PASSENGER MILES TRAVELED**

	Peak	Off-Peak	Walk Access	Drive Access	Total
Mail Shuttle:	31,016	20,625	30,366	21,276	51,641
Local Bus:	376,543	247,117	552,586	71,075	823,660
Limited Bus:	64,203	27,360	66,339	25,224	91,563
Express Bus:	42,016	4,021	18,068	27,969	46,036
Regional Bus:	119,341	49,377	94,921	73,797	168,718
Rail:	1,224,016	602,639	884,996	941,660	1,826,656
Skyride Bus:	29,413	28,874	21,580	36,707	58,287
Longmont Local:	4,271	3,726	7,501	496	7,996
Boulder Local:	35,774	22,569	44,836	13,506	58,342
<b>Total:</b>	<b>1,926,593</b>	<b>1,006,308</b>	<b>1,721,191</b>	<b>1,211,710</b>	<b>2,932,901</b>

**TRANSIT PASSENGER MILES TRAVELED PER BOARDING**

	Peak	Off-Peak	Walk Access	Drive Access	Total
Mail Shuttle:	0.4	0.4	0.4	0.5	0.4
Local Bus:	1.9	2.1	2.1	1.4	2.0
Limited Bus:	4.7	4.6	4.0	8.1	4.7
Express Bus:	10.0	10.5	9.7	10.3	10.0
Regional Bus:	15.2	14.1	13.7	16.6	14.9
Rail:	8.3	8.1	8.0	8.4	8.2
Skyride Bus:	21.7	27.1	27.2	22.6	24.1
Longmont Local:	2.2	2.0	2.2	1.3	2.1
Boulder Local:	1.8	1.9	1.8	2.1	1.8
<b>Total:</b>	<b>4.2</b>	<b>3.7</b>	<b>3.4</b>	<b>7.7</b>	<b>4.0</b>

Total Transit Boardings: 733,373  
 Total Transit Linked Trips: 428,405  
 Total Boardings per Trip: 1.71

**VMT and VHT with V/C >= 0.95**

	Model Area	TMA	9-County Region
Congested VMT	28,875,042	27,805,454	27,805,454
% of Total	26.60%	27.20%	26.80%
Congested VHT	1,373,117	1,320,879	1,320,879
% of Total	39.10%	39.70%	39.10%

Lane-Mile Hours with V/C >= 0.95, Freeways: 6,480  
 Lane-Mile Hours with V/C >= 0.95, Expressways: 2,082  
 Lane-Mile Hours with V/C >= 0.95, Principals: 9,527  
 Lane-Mile Hours with V/C >= 0.95, Minors: 2,906  
 Lane-Mile Hours with V/C >= 0.95, Other: 2,950  
 Lane-Mile Hours with V/C >= 0.95, Total: 23,945

Lane Miles with 3+ Hours of V/C >= 0.95 : 3,224  
 Lane Miles with 3+ Hours of V/C >= 0.95 in the TMA: 3,072  
 Lane Miles with 3+ Hours of V/C >= 0.95 in 9-County: 3,072

Principal & Above Lane Miles with 3+ Hours of V/C >= 0.95 in the TMA: 2,427  
 Principal & Above Lane Miles with 3+ Hours of V/C >= 0.95 in 9-County: 2,427



ModelSummary.txt  
MODEL SUMMARY

Model Label: 2030 Step1

Description: North I-25 EIS, 2030 NoAction Step1\_E :

Cleaned transit network to match parent run better and overridden FFSPEEDS by 75 for Toll =1 links

Date: Sun Jul 23 04:27:28 2006

SOCIAL-ECONOMIC DATA

	POPULATION	HOUSEHOLDS	EMPLOYMENT	AVG HHSIZE	POP/EMP RATIO
Total	3,969,208	1,611,220	2,075,128	2.46	1.91
TMA	3,767,818	1,541,673	2,020,820	2.44	1.86
CBD	33,528	21,532	168,586	1.56	0.20
DIA	332	157	36,950	2.11	0.01

The fraction of households in the TMA is: 0.957  
The ratio of HH in the 9-County area vs. TMA is: 1.014

NETWORK

Facility Type	Lane Miles
Freeway	2,117
Expressway	937
Principal	5,416
Minor	2,841
Other	4,374
Total (Except CentCon)	15,684
HOV	78
TOLL	294

TRIP GENERATION

	HBW	HNW	NHB	COM	I-E	EE	TOTAL
Total	3,161,786	6,393,596	4,945,787	1,642,208	656,333	33,284	16,832,994
	18.8%	38.0%	29.4%	9.8%	3.9%	0.2%	

Total Person Trips in TMA: 16,106,411  
Total Person Trips in 9-County Region: 16,331,901

	ALL PURPOSES	HBW, HNW, NHB
Trips per person	4.24	3.65
Trips per HH	10.45	9.00

TRIP DISTRIBUTION

	HBW	HNW	NHB	COM	IE	TOTAL
Avg Trip Time (Min)	32.6	14.0	15.5	17.3		39.5
Avg Trip Dist (Mile)	10.4	5.7	6.2	7.5		27.5

TIME-OF-DAY-SPLIT

	AM PEAK	PM PEAK	OFF PEAK
PEAK PERIOD	6:30AM-9:30AM	3:00PM-7:00PM	The rest of the day
PEAK HOUR %			

MODE SPLIT -- Person Trips

	SOV	SR2	SR3+	TRANSIT WALK	TRANSIT AUTO	AUTO TOTAL	TRANSIT TOTAL	TOTAL
HBW	2,514,697	330,601	107,454	124,536	84,498	2,952,753	209,034	3,161,786
	79.53%	10.46%	3.40%	3.94%	2.67%	93.39%	6.61%	100.00%
CBD HBW	110,220	29,984	8,074	61,998	54,223	148,278	116,220	264,498

ModelSummary.txt

	41.67%	11.34%	3.05%	23.44%	20.50%	56.06%	43.94%	100.00%	
DIA HBW	30,789	11,537	2,981	3,033	3,228	45,308	6,262	51,570	
	59.70%	22.37%	5.78%	5.88%	6.26%	87.86%	12.14%	100.00%	
HNW	2,767,465	2,029,826	1,430,792	78,079	42,212	6,228,084	120,291	6,348,374	
	43.59%	31.97%	22.54%	1.23%	0.66%	98.11%	1.89%	100.00%	
CBD HBNW	92,408	60,419	41,666	27,638	28,642	194,493	56,280	250,772	
	36.85%	24.09%	16.62%	11.02%	11.42%	77.56%	22.44%	100.00%	
DIA HBNW	28,255	20,210	14,115	4,664	1,869	62,580	6,533	69,113	
	40.88%	29.24%	20.42%	6.75%	2.70%	90.55%	9.45%	100.00%	
NHB	2,548,208	1,377,790	966,281	99,558		4,892,278	99,558	4,991,836	
	51.05%	27.60%	19.36%	1.99%		98.01%	1.99%	100.00%	
CBD NHB	125,426	67,816	47,561	81,184		240,804	81,184	321,987	
	38.95%	21.06%	14.77%	25.21%		74.79%	25.21%	100.00%	
DIA NHB	20,467	11,066	7,761	2,433		39,295	2,433	41,728	
	49.05%	26.52%	18.60%	5.83%		94.17%	5.83%	100.00%	
Total	7,830,371	3,738,217	2,504,527	302,173	126,710	14,073,115	428,883	14,501,997	
	54.00%	25.78%	17.27%	2.08%	0.87%	97.04%	2.96%	100.00%	
CBD Total	328,053	158,219	97,302	170,819	82,865	583,574	253,684	837,258	
	39.18%	18.90%	11.62%	20.40%	9.90%	69.70%	30.30%	100.00%	
DIA Total	79,511	42,814	24,857	10,131	5,097	147,183	15,228	162,411	
	48.96%	26.36%	15.31%	6.24%	3.14%	90.62%	9.38%	100.00%	

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Vehicle Trip HBW: 2,710,875  
 Vehicle Trip HBNW: 4,193,526  
 Vehicle Trip NHB: 3,514,770  
 Vehicle Trip Regional: 10,419,171

Auto Occupancy HBW: 1.09  
 Auto Occupancy HBNW: 1.49  
 Auto Occupancy NHB: 1.39  
 Auto Occupancy Regional: 1.35

VEHICLE ASSIGNMENT

| 10 period  | Factor | Hours       | VMT        | VHT     | Speed |
|------------|--------|-------------|------------|---------|-------|
| AM1        | 0.346  | 0.5         | 3,524,372  | 113,477 | 31.1  |
| AM2        | 0.468  | 1.0         | 9,641,090  | 498,677 | 19.3  |
| AM3        | 0.359  | 1.0         | 7,317,652  | 244,174 | 30.0  |
| PM1        | 0.248  | 2.0         | 16,573,549 | 575,979 | 28.8  |
| PM2        | 0.289  | 1.0         | 9,712,968  | 420,758 | 23.1  |
| PM3        | 0.214  | 1.0         | 7,131,340  | 217,017 | 32.9  |
| OP1        | 0.015  | 7.5         | 6,143,662  | 144,147 | 42.6  |
| OP2        | 0.098  | 2.5         | 13,165,575 | 338,476 | 38.9  |
| OP3        | 0.130  | 3.5         | 24,366,565 | 703,193 | 34.7  |
| OP4        | 0.048  | 4.0         | 10,475,189 | 247,612 | 42.3  |
| Period     | Hours  | VMT         | VHT        | Speed   |       |
| AM         | 2.5    | 20,483,114  | 856,327    | 23.9    |       |
| PM         | 4      | 33,417,856  | 1,213,753  | 27.5    |       |
| Off-Peak   | 17.5   | 54,150,991  | 1,433,428  | 37.8    |       |
| Peak Hours | 2      | 19,354,058  | 919,435    | 21.0    |       |
| Peak       | 6.5    | 53,900,970  | 2,070,081  | 26.0    |       |
| All-Day    | 24     | 108,051,961 | 3,503,509  | 30.8    |       |

ModelSummary.txt

|              |                    |                  |             |
|--------------|--------------------|------------------|-------------|
| Freeway      | 40,349,112         | 852,002          | 47.4        |
| Expressway   | 8,244,834          | 233,548          | 35.3        |
| Principal    | 35,829,518         | 1,245,234        | 28.8        |
| Minor        | 8,127,958          | 337,009          | 24.1        |
| Other        | 15,500,540         | 835,717          | 18.5        |
| <b>Total</b> | <b>108,051,961</b> | <b>3,503,509</b> | <b>30.8</b> |

|      |           |        |      |
|------|-----------|--------|------|
| HOV  | 558,056   | 11,968 | 46.6 |
| TOLL | 3,269,846 | 52,611 | 62.2 |

VMT in TMA is: 101,761,231  
 VHT in TMA is: 3,332,056  
 Average speed in TMA is: 30.5

VMT in 9-County Region is: 103,185,888  
 VHT in 9-County Region is: 3,378,705  
 Average Speed in 9-County Region is: 30.5

Total VHD is: 831,682  
 Percent Delay is: 23.7%

Interzonal trips are: 11,811,936  
 Intrazonal trips are: 880,575  
 Total vehicle trips: 12,692,511  
 Interzonal trip distance is: 9.1  
 Total Vehicle Trips: 12,692,511  
 Total Vehicle Trips in TMA: 12,144,649  
 Total Vehicle Trips in 9-County Region: 12,314,674

Total Vehicle Trips: 12,692,511  
 Total Vehicle Trips in TMA: 12,144,649  
 Total Vehicle Trips in 9-County Region: 12,314,674

Person Miles Traveled is: 145,945,168  
 Person Hours Traveled is: 4,732,170  
 Person Miles Traveled in TMA is: 137,448,315  
 Person Hours Traveled in TMA is: 4,500,589  
 Person Miles Traveled in 9-County Region is: 139,372,591  
 Person Hours Traveled in 9-County Region is: 4,563,597

Person Hours of Delay is: 1,123,348  
 Percent Delay is: 23.7%

TRANSIT ASSIGNMENT

|                 | TRANSIT BOARDINGS |                |                |                | Total          |
|-----------------|-------------------|----------------|----------------|----------------|----------------|
|                 | Peak              | Off-Peak       | walk Access    | Drive Access   |                |
| Mall Shuttle:   | 71,177            | 55,967         | 84,746         | 42,398         | 127,144        |
| Local Bus:      | 195,434           | 117,971        | 262,135        | 51,271         | 313,406        |
| Limited Bus:    | 14,572            | 6,423          | 17,249         | 3,747          | 20,995         |
| Express Bus:    | 4,092             | 353            | 1,738          | 2,708          | 4,446          |
| Regional Bus:   | 7,582             | 3,411          | 6,843          | 4,151          | 10,993         |
| Rail:           | 148,208           | 74,287         | 110,329        | 112,166        | 222,494        |
| Skyride Bus:    | 1,152             | 866            | 647            | 1,371          | 2,018          |
| Longmont Local: | 1,958             | 1,803          | 3,356          | 405            | 3,761          |
| Boulder Local:  | 20,019            | 12,529         | 25,583         | 6,965          | 32,548         |
| <b>Total:</b>   | <b>464,195</b>    | <b>273,611</b> | <b>512,626</b> | <b>225,180</b> | <b>737,806</b> |

|               | TRANSIT PASSENGER MILES TRAVELED |          |             |              | Total   |
|---------------|----------------------------------|----------|-------------|--------------|---------|
|               | Peak                             | Off-Peak | walk Access | Drive Access |         |
| Mall Shuttle: | 31,372                           | 20,610   | 30,465      | 21,516       | 51,981  |
| Local Bus:    | 379,787                          | 249,473  | 557,138     | 72,122       | 629,260 |
| Limited Bus:  | 65,879                           | 28,060   | 67,847      | 26,092       | 93,939  |
| Express Bus:  | 39,945                           | 3,761    | 16,612      | 27,093       | 43,706  |
| Regional Bus: | 116,335                          | 50,312   | 93,377      | 73,270       | 166,647 |

|                 | ModelSummary.txt |         |         |         |           |
|-----------------|------------------|---------|---------|---------|-----------|
| Rail:           | 1,229,033        | 603,976 | 885,930 | 947,079 | 1,833,009 |
| Skyride Bus:    | 24,600           | 23,748  | 17,648  | 30,701  | 48,348    |
| Longmont Local: | 4,305            | 3,704   | 7,431   | 578     | 8,009     |
| Boulder Local:  | 35,030           | 21,734  | 44,374  | 12,390  | 56,764    |

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**Total:** 1,926,286 1,005,377 1,720,822 1,210,842 2,931,663

**TRANSIT PASSENGER MILES TRAVELED PER BOARDING**

|                 | Peak | Off-Peak | walk Access | Drive Access | Total |
|-----------------|------|----------|-------------|--------------|-------|
| Mall Shuttle:   | 0.4  | 0.4      | 0.4         | 0.5          | 0.4   |
| Local Bus:      | 1.9  | 2.1      | 2.1         | 1.4          | 2.0   |
| Limited Bus:    | 4.5  | 4.4      | 3.9         | 7.0          | 4.5   |
| Express Bus:    | 9.8  | 10.6     | 9.6         | 10.0         | 9.8   |
| Regional Bus:   | 15.3 | 14.8     | 13.6        | 17.7         | 15.2  |
| Rail:           | 8.3  | 8.1      | 8.0         | 8.4          | 8.2   |
| Skyride Bus:    | 21.4 | 27.4     | 27.3        | 22.4         | 24.0  |
| Longmont Local: | 2.2  | 2.1      | 2.2         | 1.4          | 2.1   |
| Boulder Local:  | 1.7  | 1.7      | 1.7         | 1.8          | 1.7   |

-----  
**Total:** 4.1 3.7 3.4 7.6 4.0

Total Transit Boardings: 737,806  
Total Transit Linked Trips: 428,883  
Total Boardings per Trip: 1.72

**VMT and VHT with V/C >= 0.95**

|               | Model Area | TMA        | 9-County Region |
|---------------|------------|------------|-----------------|
| Congested VMT | 28,609,035 | 27,750,984 | 27,750,984      |
| % of Total    | 26.5%      | 27.2%      | 26.8%           |
| Congested VHT | 1,369,461  | 1,328,736  | 1,328,736       |
| % of Total    | 39.1%      | 39.8%      | 39.3%           |

Lane-Mile Hours with V/C >= 0.95, Freeways: 6,371  
Lane-Mile Hours with V/C >= 0.95, Expressways: 2,058  
Lane-Mile Hours with V/C >= 0.95, Principals: 9,473  
Lane-Mile Hours with V/C >= 0.95, Minors: 3,142  
Lane-Mile Hours with V/C >= 0.95, Other: 2,767  
Lane-Mile Hours with V/C >= 0.95, Total: 23,811

Lane Miles with 3+ Hours of V/C >= 0.95 : 3,180  
Lane Miles with 3+ Hours of V/C >= 0.95 in the TMA: 3,056  
Lane Miles with 3+ Hours of V/C >= 0.95 in 9-County: 3,056

Principal & Above Lane Miles with 3+ Hours of V/C >= 0.95 in the TMA: 2,389  
Principal & Above Lane Miles with 3+ Hours of V/C >= 0.95 in 9-County: 2,389

ModelSummary.txt  
 NORTH I-25 COMBINED MODEL SUMMARY

Model Label: 2030 Step5a5b  
 Description: 2030 NoAction Step5a5b\_E  
 Date: Tue Jul 25 10:37:42 2006

COMBINED SOCIAL-ECONOMIC DATA

|       | POPULATION | HOUSEHOLDS | EMPLOYMENT | AVG HHSIZE | POP/EMP RATIO |
|-------|------------|------------|------------|------------|---------------|
| Total | 4,650,587  | 1,611,220  | 2,419,765  | 2.89       | 1.92          |
| CBD   | 33,528     | 21,532     | 168,586    | 1.56       | 0.20          |
| DIA   | 332        | 157        | 36,950     | 2.11       | 0.01          |

COMBINED NETWORK

| Facility Type          | Lane Miles |
|------------------------|------------|
| Freeway                | 2,117      |
| Expressway             | 937        |
| Principal              | 5,416      |
| Minor                  | 2,841      |
| Other                  | 4,374      |
| Total (Except CentCon) | 15,684     |
| HOV                    | 78         |
| TOLL                   | 294        |

DRCOG AND NFR INTERNAL-INTERNAL TRIP GENERATION

|       | HBW       | HNW       | NHB       | COM       | I-E     | EE     | TOTAL      |
|-------|-----------|-----------|-----------|-----------|---------|--------|------------|
| Total | 3,467,312 | 7,359,321 | 5,458,751 | 1,642,208 | 734,188 | 18,687 | 18,680,467 |
|       | 18.6%     | 39.4%     | 29.2%     | 8.8%      | 3.9%    | 0.1%   |            |

|                  | ALL PURPOSES | HBW, HNW, NHB |
|------------------|--------------|---------------|
| Trips per person | 4.02         | 3.50          |

COMBINED TRIP DISTRIBUTION

|                      | HBW  | HNW  | NHB  | COM  | IE   | TOTAL |
|----------------------|------|------|------|------|------|-------|
| Avg Trip Time (Min)  | 30.8 | 14.1 | 15.2 | 17.4 | 44.7 |       |
| Avg Trip Dist (Mile) | 10.4 | 5.9  | 6.2  | 7.7  | 32.7 |       |

COMBINED TIME-OF-DAY-SPLIT

|             | AM PEAK       | PM PEAK       | OFF PEAK            |
|-------------|---------------|---------------|---------------------|
| PEAK PERIOD | 6:30AM-9:30AM | 3:00PM-7:00PM | The rest of the day |
| PEAK HOUR % |               |               |                     |

COMBINED MODE SPLIT -- Person Trips

|         | SOV       | SR2     | SR3+    | TRANSIT WALK | TRANSIT AUTO | AUTO TOTAL | TRANSIT TOTAL | TOTAL     |
|---------|-----------|---------|---------|--------------|--------------|------------|---------------|-----------|
| HBW     | 3,011,419 | 394,796 | 129,077 | 127,446      | 85,392       | 3,535,292  | 212,838       | 3,748,130 |
|         | 80.34%    | 10.53%  | 3.44%   | 3.40%        | 2.28%        | 94.32%     | 5.68%         | 100.00%   |
| CBD HBW | 110,819   | 30,585  | 8,335   | 61,997       | 54,688       | 149,739    | 116,685       | 266,424   |
|         | 41.60%    | 11.48%  | 3.13%   | 23.27%       | 20.53%       | 56.20%     | 43.80%        | 100.00%   |
| DIA HBW | 30,799    | 11,611  | 3,017   | 3,033        | 3,241        | 45,427     | 6,275         | 51,702    |
|         | 59.57%    | 22.46%  | 5.84%   | 5.87%        | 6.27%        | 87.86%     | 12.14%        | 100.00%   |

ModelSummary.txt

|           |           |           |           |         |         |            |         |            |
|-----------|-----------|-----------|-----------|---------|---------|------------|---------|------------|
| HNW       | 3,499,353 | 2,553,599 | 1,796,265 | 82,190  | 42,321  | 7,849,217  | 124,511 | 7,973,728  |
|           | 43.89%    | 32.03%    | 22.53%    | 1.03%   | 0.53%   | 98.44%     | 1.56%   | 100.00%    |
| CBD HBNW  | 92,570    | 60,510    | 41,718    | 27,638  | 28,622  | 194,799    | 56,259  | 251,058    |
|           | 36.87%    | 24.10%    | 16.62%    | 11.01%  | 11.40%  | 77.59%     | 22.41%  | 100.00%    |
| DIA HBNW  | 28,644    | 20,479    | 14,297    | 4,659   | 1,872   | 63,420     | 6,531   | 69,950     |
|           | 40.95%    | 29.28%    | 20.44%    | 6.66%   | 2.68%   | 90.66%     | 9.34%   | 100.00%    |
| NHB       | 3,037,160 | 1,642,161 | 1,151,691 | 100,614 |         | 5,831,011  | 100,614 | 5,931,626  |
|           | 51.20%    | 27.68%    | 19.42%    | 1.70%   |         | 98.30%     | 1.70%   | 100.00%    |
| CBD NHB   | 125,660   | 67,943    | 47,650    | 81,184  |         | 241,254    | 81,184  | 322,438    |
|           | 38.97%    | 21.07%    | 14.78%    | 25.18%  |         | 74.82%     | 25.18%  | 100.00%    |
| DIA NHB   | 20,769    | 11,230    | 7,876     | 2,432   |         | 39,874     | 2,432   | 42,306     |
|           | 49.09%    | 26.54%    | 18.62%    | 5.75%   |         | 94.25%     | 5.75%   | 100.00%    |
| Total     | 9,547,931 | 4,590,556 | 3,077,033 | 310,251 | 127,713 | 17,215,520 | 437,964 | 17,653,484 |
|           | 54.09%    | 26.00%    | 17.43%    | 1.76%   | 0.72%   | 97.52%     | 2.48%   | 100.00%    |
| CBD Total | 329,050   | 159,039   | 97,703    | 170,818 | 83,310  | 585,792    | 254,128 | 839,920    |
|           | 39.18%    | 18.94%    | 11.63%    | 20.34%  | 9.92%   | 69.74%     | 30.26%  | 100.00%    |
| DIA Total | 80,212    | 43,320    | 25,190    | 10,124  | 5,113   | 148,721    | 15,238  | 163,959    |
|           | 48.92%    | 26.42%    | 15.36%    | 6.18%   | 3.12%   | 90.71%     | 9.29%   | 100.00%    |

~~~~~

Vehicle Trip HBW: 3,245,908  
 Vehicle Trip HBNW: 5,292,321  
 Vehicle Trip NHB: 4,189,186  
 Vehicle Trip Regional: 12,727,414

Auto Occupancy HBW: 1.09  
 Auto Occupancy HBNW: 1.48  
 Auto Occupancy NHB: 1.39  
 Auto Occupancy Regional: 1.35

COMBINED VEHICLE ASSIGNMENT

10 period	Factor	Hours	VMT	VHT	Speed
AM1	0.346	0.5	4,111,962	132,142	31.1
AM2	0.468	1.0	11,238,875	556,635	20.2
AM3	0.359	1.0	8,535,866	283,154	30.1
PM1	0.248	2.0	19,217,253	658,115	29.2
PM2	0.289	1.0	11,251,646	470,176	23.9
PM3	0.214	1.0	8,281,808	252,639	32.8
OP1	0.015	7.5	7,038,468	170,227	41.3
OP2	0.098	2.5	15,107,482	395,050	38.2
OP3	0.130	3.5	27,956,880	807,356	34.6
OP4	0.048	4.0	12,000,066	291,987	41.1
Period	Hours	VMT	VHT	Speed	
AM	2.5	23,886,703	971,930	24.6	
PM	4	38,750,706	1,380,929	28.1	
Off-Peak	17.5	62,102,895	1,664,619	37.3	
Peak Hours	2	22,490,521	1,026,810	21.9	
Peak	6.5	62,637,410	2,352,859	26.6	
All-Day	24	124,740,305	4,017,478	31.0	

Facility Type	ModelSummary.txt		
	VMT	VHT	Speed
Freeway	43,610,091	899,286	48.5
Expressway	11,053,693	288,813	38.3
Principal	41,438,146	1,428,886	29.0
Minor	10,487,607	416,466	25.2
Other	18,150,769	984,028	18.4
Total	124,740,305	4,017,478	31.0
HOV	562,151	12,122	46.4
TOLL	3,306,525	53,454	61.9

Total VHD is: 854,323  
Percent Delay is: 21.3%

Interzonal trips are: 13,861,084  
Intrazonal trips are: 1,006,597  
Total vehicle trips: 14,867,682  
Interzonal trip distance is: 9.0  
Total Vehicle Trips: 14,867,682

Total Vehicle Trips: 14,867,682

Person Miles Traveled is: 168,727,853  
Person Hours Traveled is: 5,434,174

Person Hours of Delay is: 1,155,585  
Percent Delay is: 21.3%

COMBINED TRANSIT ASSIGNMENT

	TRANSIT BOARDINGS				
	Peak	Off-Peak	walk Access	Drive Access	Total
Mall Shuttle:	71,397	56,028	84,746	42,679	127,425
Local Bus:	195,611	118,014	262,134	51,491	313,624
Limited Bus:	14,576	6,426	17,249	3,753	21,002
Express Bus:	4,062	357	1,739	2,680	4,419
Regional Bus:	7,499	3,432	6,837	4,095	10,931
Rail:	149,025	74,407	110,316	113,116	223,431
Skyride Bus:	1,145	870	647	1,368	2,015
Longmont Local:	7,390	5,900	12,679	611	13,290
Boulder Local:	20,229	12,604	25,583	7,250	32,833
Total:	470,933	278,037	521,930	227,041	748,971

	TRANSIT PASSENGER MILES TRAVELED				
	Peak	Off-Peak	walk Access	Drive Access	Total
Mall Shuttle:	31,527	20,649	30,465	21,712	52,177
Local Bus:	379,960	249,526	557,130	72,356	629,486
Limited Bus:	65,875	28,073	67,845	26,102	93,948
Express Bus:	39,427	3,789	16,617	26,599	43,216
Regional Bus:	113,938	50,780	93,204	71,515	164,718
Rail:	1,260,750	606,605	885,574	981,781	1,867,355
Skyride Bus:	24,493	23,805	17,647	30,651	48,298
Longmont Local:	15,681	11,862	26,502	1,041	27,543
Boulder Local:	35,290	21,843	44,380	12,753	57,133
Total:	1,966,942	1,016,931	1,739,364	1,244,509	2,983,873

ModelSummary.txt  
 TRANSIT PASSENGER MILES TRAVELED PER BOARDING

	Peak	Off-Peak	walk Access	Drive Access	Total
Mall Shuttle:	0.4	0.4	0.4	0.5	0.4
Local Bus:	1.9	2.1	2.1	1.4	2.0
Limited Bus:	4.5	4.4	3.9	7.0	4.5
Express Bus:	9.7	10.6	9.6	9.9	9.8
Regional Bus:	15.2	14.8	13.6	17.5	15.1
Rail:	8.5	8.2	8.0	8.7	8.4
Skyride Bus:	21.4	27.4	27.3	22.4	24.0
Longmont Local:	2.1	2.0	2.1	1.7	2.1
Boulder Local:	1.7	1.7	1.7	1.8	1.7

-----  
 Total: 4.2 3.7 3.3 7.7 4.0

Total Transit Boardings: 748,971  
 Total Transit Linked Trips: 437,964  
 Total Boardings per Trip: 1.71

VMT and VHT with V/C >= 0.95  
 Model Area

-----  
 Congested VMT 29,446,460  
 % of Total 23.6%

Congested VHT 1,405,981  
 % of Total 35.0%

Lane-Mile Hours with V/C >= 0.95, Freeways: 6,343  
 Lane-Mile Hours with V/C >= 0.95, Expressways: 2,271  
 Lane-Mile Hours with V/C >= 0.95, Principals: 9,854  
 Lane-Mile Hours with V/C >= 0.95, Minors: 3,408  
 Lane-Mile Hours with V/C >= 0.95, Other: 2,957  
 Lane-Mile Hours with V/C >= 0.95, Total: 24,832

Lane Miles with 3+ Hours of V/C >= 0.95 : 3,340



## MODEL SUMMARY

Model Label: 2001\_v94

Description:

Date: Sun Apr 23 01:09:23 2006

### SOCIAL-ECONOMIC DATA

```

~~~~~
      POPULATION  HOUSEHOLDS  EMPLOYMENT  AVG HHSIZE  POP/EMP RATIO
Total  2,450,604  969,904   1,364,791   2.53       1.80
TMA    2,409,831  956,282   1,353,740   2.52       1.78
CBD    11,714     8,735    131,831     1.34       0.09
DIA    0         0        19,473      0.00       0.00
    
```

The fraction of households in the TMA is: 0.986

The ratio of HH in the 9-County area vs. TMA is: 1.014

### NETWORK

```

~~~~~
Facility Type  Lane Miles
Freeway        1,545
Expressway     354
Principal      2,844
Minor          2,263
Other          2,864
Total (Except CentCon)  9,870

HOV            47
TOLL           137
    
```

### TRIP GENERATION

```

~~~~~
      HBW    HNW    NHB    COM    I-E    EE    TOTAL
Total  1,904,516  4,588,402  2,988,996  1,135,740  290,028  13,685  10,921,367
      17.4%   42.0%   27.4%   10.4%   2.7%   0.1%
    
```

Total Person Trips in TMA: 10,767,980

Total Person Trips in 9-County Region: 10,918,731

ALL PURPOSES      HBW, HNW, NHB

Trips per person	4.46	3.87
Trips per HH	11.26	9.78

TRIP DISTRIBUTION

~~~~~

|                      | HBW  | HNW  | NHB  | COM  | IE   |
|----------------------|------|------|------|------|------|
| Avg Trip Time (Min)  | 24.4 | 11.5 | 13.0 | 14.8 | 35.1 |
| Avg Trip Dist (Mile) | 10.4 | 4.9  | 5.7  | 7.0  | 28.1 |

TIME-OF-DAY-SPLIT

~~~~~

	AM PEAK	PM PEAK	OFF PEAK
PEAK PERIOD	6:30AM-9:30AM	3:00PM-7:00PM	The rest of the day
PEAK HOUR %			

MODE SPLIT -- Person Trips

~~~~~

|          | SOV       | SR2       | SR3+      | TRANSIT WALK | TRANSIT AUTO | AUTO      | TRANSIT TOTAL | TOTAL     |
|----------|-----------|-----------|-----------|--------------|--------------|-----------|---------------|-----------|
| HBW      | 1,552,276 | 193,833   | 61,710    | 64,942       | 31,754       | 1,807,820 | 96,696        | 1,904,516 |
|          | 81.51%    | 10.18%    | 3.24%     | 3.41%        | 1.67%        | 94.92%    | 5.08%         | 100.00%   |
| CBD HBW  | 101,497   | 22,185    | 5,577     | 36,513       | 25,635       | 129,259   | 62,148        | 191,407   |
|          | 53.03%    | 11.59%    | 2.91%     | 19.08%       | 13.39%       | 67.53%    | 32.47%        | 100.00%   |
| DIA HBW  | 14,687    | 5,805     | 1,500     | 1,303        | 1,321        | 21,993    | 2,624         | 24,617    |
|          | 59.66%    | 23.58%    | 6.10%     | 5.29%        | 5.37%        | 89.34%    | 10.66%        | 100.00%   |
| HNW      | 1,942,103 | 1,471,354 | 1,076,703 | 48,429       | 15,780       | 4,490,160 | 64,208        | 4,554,369 |
|          | 42.64%    | 32.31%    | 23.64%    | 1.06%        | 0.35%        | 98.59%    | 1.41%         | 100.00%   |
| CBD HBNW | 70,941    | 49,917    | 36,328    | 14,844       | 10,918       | 157,185   | 25,762        | 182,947   |
|          | 38.78%    | 27.28%    | 19.86%    | 8.11%        | 5.97%        | 85.92%    | 14.08%        | 100.00%   |
| DIA HBNW | 10,708    | 7,789     | 5,572     | 598          | 292          | 24,069    | 890           | 24,959    |
|          | 42.90%    | 31.21%    | 22.33%    | 2.40%        | 1.17%        | 96.43%    | 3.57%         | 100.00%   |

NHB 1,543,851 834,745 585,428 48,453 2,964,024 48,453 3,012,478  
 51.25% 27.71% 19.43% 1.61% 98.39% 1.61% 100.00%

CBD NHB 77,071 41,671 29,225 39,705 147,967 39,705 187,672  
 41.07% 22.20% 15.57% 21.16% 78.84% 21.16% 100.00%

DIA NHB 7,718 4,173 2,927 268 14,818 268 15,086  
 51.16% 27.66% 19.40% 1.78% 98.22% 1.78% 100.00%

Total 5,038,231 2,499,932 1,723,842 161,824 47,534 9,262,005 209,357 9,471,362  
 53.19% 26.39% 18.20% 1.71% 0.50% 97.79% 2.21% 100.00%

CBD Total 249,509 113,773 71,129 91,062 36,553 434,411 127,615 562,026  
 44.39% 20.24% 12.66% 16.20% 6.50% 77.29% 22.71% 100.00%

DIA Total 33,113 17,767 10,000 2,169 1,614 60,880 3,782 64,662  
 51.21% 27.48% 15.46% 3.35% 2.50% 94.15% 5.85% 100.00%

~~~~~

Vehicle Trip HBW: 1,666,926  
 Vehicle Trip HBNW: 2,987,177  
 Vehicle Trip NHB: 2,129,450  
 Vehicle Trip Regional: 6,783,554

Auto Occupancy HBW: 1.08  
 Auto Occupancy HBNW: 1.50  
 Auto Occupancy NHB: 1.39  
 Auto Occupancy Regional: 1.37

VEHICLE ASSIGNMENT

~~~~~

| 10 period | Factor | Hours | VMT       | VHT     | Speed |
|-----------|--------|-------|-----------|---------|-------|
| AM1       | 0.346  | 0.5   | 2,075,790 | 58,352  | 35.6  |
| AM2       | 0.468  | 1.0   | 5,649,019 | 199,518 | 28.3  |
| AM3       | 0.359  | 1.0   | 4,308,459 | 123,467 | 34.9  |
| PM1       | 0.248  | 2.0   | 9,616,948 | 286,605 | 33.6  |
| PM2       | 0.289  | 1.0   | 5,619,940 | 188,232 | 29.9  |
| PM3       | 0.214  | 1.0   | 4,147,488 | 114,669 | 36.2  |

|     |       |     |            |         |      |
|-----|-------|-----|------------|---------|------|
| OP1 | 0.015 | 7.5 | 3,452,591  | 81,286  | 42.5 |
| OP2 | 0.098 | 2.5 | 7,468,607  | 183,375 | 40.7 |
| OP3 | 0.130 | 3.5 | 13,812,982 | 360,513 | 38.3 |
| OP4 | 0.048 | 4.0 | 5,891,149  | 139,031 | 42.4 |

| Period     | Hours | VMT        | VHT       | Speed |
|------------|-------|------------|-----------|-------|
| AM         | 2.5   | 12,033,267 | 381,337   | 31.6  |
| PM         | 4     | 19,384,376 | 589,505   | 32.9  |
| Off-Peak   | 17.5  | 30,625,329 | 764,205   | 40.1  |
| Peak Hours | 2     | 11,268,959 | 387,750   | 29.1  |
| Peak       | 6.5   | 31,417,643 | 970,842   | 32.4  |
| All-Day    | 24    | 62,042,972 | 1,735,047 | 35.8  |

| Facility Type | VMT        | VHT       | Speed |
|---------------|------------|-----------|-------|
| Freeway       | 22,969,669 | 401,497   | 57.2  |
| Expressway    | 3,311,793  | 72,682    | 45.6  |
| Principal     | 19,710,077 | 599,564   | 32.9  |
| Minor         | 7,116,905  | 233,729   | 30.4  |
| Other         | 8,934,528  | 427,576   | 20.9  |
| Total         | 62,042,972 | 1,735,047 | 35.8  |

|      |         |       |      |
|------|---------|-------|------|
| HOV  | 290,709 | 6,992 | 41.6 |
| TOLL | 330,953 | 4,938 | 67.0 |

VMT in TMA is: 59,259,114  
 VHT in TMA is: 1,680,758  
 Average speed in TMA is: 35.3

VMT in 9-County Region is: 60,088,741  
 VHT in 9-County Region is: 1,704,289  
 Average Speed in 9-County Region is: 35.3

Total VHD is: 227,089  
 Percent Delay is: 13.1%

Interzonal trips are: 7,796,336  
 Intrazonal trips are: 394,111  
 Total vehicle trips: 8,190,447  
 Interzonal trip distance is: 8.0  
 Total Vehicle Trips: 8,190,447  
 Total Vehicle Trips in TMA: 8,075,415  
 Total Vehicle Trips in 9-County Region: 8,188,470

Total Vehicle Trips: 8,190,447  
 Total Vehicle Trips in TMA: 8,075,415  
 Total Vehicle Trips in 9-County Region: 8,188,470

Person Miles Traveled is: 84,711,104  
 Person Hours Traveled is: 2,368,967  
 Person Miles Traveled in TMA is: 80,910,129  
 Person Hours Traveled in TMA is: 2,294,843  
 Person Miles Traveled in 9-County Region is: 82,042,871  
 Person Hours Traveled in 9-County Region is: 2,326,971

Person Hours of Delay is: 310,059  
 Percent Delay is: 13.1%

TRANSIT ASSIGNMENT

TRANSIT BOARDINGS

Peak Off-Peak Walk Access Drive Access Total

Mall Shuttle: 40,033 32,257 51,819 20,471 72,290  
 Local Bus: 88,279 63,800 135,825 16,253 152,078  
 Limited Bus: 13,779 5,518 14,315 4,981 19,296  
 Express Bus: 18,655 1,421 10,212 9,864 20,076  
 Regional Bus: 4,691 1,829 3,391 3,129 6,520  
 Rail: 22,239 12,001 13,517 20,723 34,240  
 Skyride Bus: 2,309 1,432 2,187 1,554 3,741  
 Longmont Local: 1,038 1,036 1,926 148 2,074  
 Boulder Local: 14,134 9,781 19,532 4,382 23,914

Total: 205,155 129,075 252,723 81,507 334,230

TRANSIT PASSENGER MILES TRAVELED

Peak Off-Peak Walk Access Drive Access Total

Mall Shuttle: 18,275 12,477 22,150 8,603 30,753  
 Local Bus: 219,847 179,886 366,976 32,757 399,733  
 Limited Bus: 74,252 34,626 69,250 39,628 108,878  
 Express Bus: 183,823 15,431 98,166 101,088 199,254  
 Regional Bus: 91,881 29,684 60,762 60,804 121,566  
 Rail: 121,274 56,845 63,089 115,031 178,119

Skyride Bus: 45,666 26,893 44,260 28,299 72,559  
 Longmont Local: 2,033 2,176 3,907 302 4,209  
 Boulder Local: 26,311 16,747 34,694 8,364 43,057

-----  
 Total: 783,362 374,767 763,253 394,876 1,158,128

**TRANSIT PASSENGER MILES TRAVELED PER BOARDING**

Peak Off-Peak Walk Access Drive Access Total

-----  
 Mall Shuttle: 0.5 0.4 0.4 0.4 0.4  
 Local Bus: 2.5 2.8 2.7 2.0 2.6  
 Limited Bus: 5.4 6.3 4.8 8.0 5.6  
 Express Bus: 9.9 10.9 9.6 10.2 9.9  
 Regional Bus: 19.6 16.2 17.9 19.4 18.6  
 Rail: 5.5 4.7 4.7 5.6 5.2  
 Skyride Bus: 19.8 18.8 20.2 18.2 19.4  
 Longmont Local: 2.0 2.1 2.0 2.0 2.0  
 Boulder Local: 1.9 1.7 1.8 1.9 1.8

-----  
 Total: 3.8 2.9 3.0 9.4 3.5

Total Transit Boardings: 334,230  
 Total Transit Linked Trips: 209,357  
 Total Boardings per Trip: 1.60

**VMT and VHT with V/C >= 0.95**

Model Area TMA 9-County Region

-----  
 Congested VMT 8,979,156 8,931,004 8,931,004  
 % of Total 14.5% 15.0% 14.8%

Congested VHT 380,116 378,459 378,459  
 % of Total 21.9% 22.5% 22.2%

Lane-Mile Hours with V/C >= 0.95, Freeways: 1,843  
 Lane-Mile Hours with V/C >= 0.95, Expressways: 442  
 Lane-Mile Hours with V/C >= 0.95, Principals: 3,742  
 Lane-Mile Hours with V/C >= 0.95, Minors: 1,355  
 Lane-Mile Hours with V/C >= 0.95, Other: 805  
 Lane-Mile Hours with V/C >= 0.95, Total: 8,186

Lane Miles with 3+ Hours of V/C >= 0.95 : 1,167

Lane Miles with 3+ Hours of V/C  $\geq 0.95$  in the TMA: 1,160

Lane Miles with 3+ Hours of V/C  $\geq 0.95$  in 9-County: 1,160

Principal & Above Lane Miles with 3+ Hours of V/C  $\geq 0.95$  in the TMA: 893

Principal & Above Lane Miles with 3+ Hours of V/C  $\geq 0.95$  in 9-County: 893

## MODEL SUMMARY

Model Label: 2005CALIB2\_FullRun

Description: 2005 Full Run with toll cost, DIA parking and recalibration changes

Date: Sat Apr 15 17:22:42 2006

### SOCIAL-ECONOMIC DATA

```

~~~~~
      POPULATION  HOUSEHOLDS  EMPLOYMENT  AVG HHSIZE  POP/EMP RATIO
Total  2,644,072  1,046,795  1,323,669  2.53  2.00
TMA    2,584,360  1,026,525  1,312,618  2.52  1.97
CBD    14,810    10,430    117,322    1.42  0.13
DIA    334      145      24,122     2.30  0.01
    
```

The fraction of households in the TMA is: 0.981

The ratio of HH in the 9-County area vs. TMA is: 1.014

### NETWORK

```

~~~~~
Facility Type  Lane Miles
Freeway        1,688
Expressway     435
Principal      3,019
Minor          2,352
Other          3,164
Total (Except CentCon)  10,658

HOV            48
TOLL          229
    
```

### TRIP GENERATION

```

~~~~~
      HBW    HNW    NHB    COM    I-E    EE    TOTAL
Total  2,055,308  4,274,442  3,212,017  1,078,015  323,052  15,404  10,958,238
      18.8%   39.0%   29.3%   9.8%   2.9%   0.1%
    
```

Total Person Trips in TMA: 10,746,044

Total Person Trips in 9-County Region: 10,896,489



|                  | ALL PURPOSES | HBW, HNW, NHB |
|------------------|--------------|---------------|
| Trips per person | 4.14         | 3.61          |
| Trips per HH     | 10.47        | 9.12          |

TRIP DISTRIBUTION

~~~~~

|                      | HBW  | HNW  | NHB  | COM  | IE   |
|----------------------|------|------|------|------|------|
| Avg Trip Time (Min)  | 26.1 | 12.9 | 14.0 | 15.6 | 36.2 |
| Avg Trip Dist (Mile) | 10.7 | 5.5  | 5.8  | 7.2  | 28.3 |

TIME-OF-DAY-SPLIT

~~~~~

|             | AM PEAK       | PM PEAK       | OFF PEAK            |
|-------------|---------------|---------------|---------------------|
| PEAK PERIOD | 6:30AM-9:30AM | 3:00PM-7:00PM | The rest of the day |
| PEAK HOUR % |               |               |                     |

MODE SPLIT -- Person Trips

~~~~~

|          | SOV       | SR2       | SR3+    | TRANSIT WALK | TRANSIT AUTO | TRANSIT TOTAL | AUTO TOTAL | TRANSIT TOTAL |
|----------|-----------|-----------|---------|--------------|--------------|---------------|------------|---------------|
| HBW      | 1,675,275 | 213,343   | 68,124  | 66,522       | 32,043       | 1,956,743     | 98,565     | 2,055,308     |
|          | 81.51%    | 10.38%    | 3.31%   | 3.24%        | 1.56%        | 95.20%        | 4.80%      | 100.00%       |
| CBD HBW  | 99,371    | 22,989    | 5,866   | 36,765       | 25,378       | 128,226       | 62,143     | 190,370       |
|          | 52.20%    | 12.08%    | 3.08%   | 19.31%       | 13.33%       | 67.36%        | 32.64%     | 100.00%       |
| DIA HBW  | 20,970    | 7,818     | 2,010   | 1,666        | 1,690        | 30,798        | 3,356      | 34,154        |
|          | 61.40%    | 22.89%    | 5.88%   | 4.88%        | 4.95%        | 90.17%        | 9.83%      | 100.00%       |
| HNW      | 1,821,194 | 1,374,535 | 986,232 | 45,590       | 15,720       | 4,181,961     | 61,310     | 4,243,271     |
|          | 42.92%    | 32.39%    | 23.24%  | 1.07%        | 0.37%        | 98.56%        | 1.44%      | 100.00%       |
| CBD HBNW | 70,879    | 49,748    | 35,538  | 15,393       | 11,270       | 156,165       | 26,663     | 182,828       |
|          | 38.77%    | 27.21%    | 19.44%  | 8.42%        | 6.16%        | 85.42%        | 14.58%     | 100.00%       |
| DIA HBNW | 12,738    | 9,370     | 6,633   | 879          | 393          | 28,741        | 1,272      | 30,013        |
|          | 42.44%    | 31.22%    | 22.10%  | 2.93%        | 1.31%        | 95.76%        | 4.24%      | 100.00%       |

NHB 1,658,179 896,560 628,781 57,957 3,183,520 57,957 3,241,477  
 51.16% 27.66% 19.40% 1.79% 98.21% 1.79% 100.00%

CBD NHB 85,736 46,356 32,511 48,588 164,603 48,588 213,191  
 40.22% 21.74% 15.25% 22.79% 77.21% 22.79% 100.00%

DIA NHB 9,237 4,994 3,503 405 17,734 405 18,139  
 50.92% 27.53% 19.31% 2.23% 97.77% 2.23% 100.00%

Total 5,154,647 2,484,439 1,683,138 170,068 47,764 9,322,224 217,832 9,540,055  
 54.03% 26.04% 17.64% 1.78% 0.50% 97.72% 2.28% 100.00%

CBD Total 255,986 119,093 73,915 100,746 36,648 448,994 137,394 586,389  
 43.65% 20.31% 12.61% 17.18% 6.25% 76.57% 23.43% 100.00%

DIA Total 42,945 22,183 12,145 2,950 2,083 77,273 5,033 82,306  
 52.18% 26.95% 14.76% 3.58% 2.53% 93.89% 6.11% 100.00%

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Vehicle Trip HBW: 1,801,522  
 Vehicle Trip HBNW: 2,791,861  
 Vehicle Trip NHB: 2,287,143  
 Vehicle Trip Regional: 6,880,527

Auto Occupancy HBW: 1.09  
 Auto Occupancy HBNW: 1.50  
 Auto Occupancy NHB: 1.39  
 Auto Occupancy Regional: 1.35

VEHICLE ASSIGNMENT

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| 10 period | Factor | Hours | VMT        | VHT     | Speed |
|-----------|--------|-------|------------|---------|-------|
| AM1       | 0.346  | 0.5   | 2,235,729  | 65,007  | 34.4  |
| AM2       | 0.468  | 1.0   | 6,088,428  | 231,017 | 26.4  |
| AM3       | 0.359  | 1.0   | 4,638,742  | 137,887 | 33.6  |
| PM1       | 0.248  | 2.0   | 10,289,767 | 313,403 | 32.8  |
| PM2       | 0.289  | 1.0   | 6,010,598  | 207,213 | 29.0  |
| PM3       | 0.214  | 1.0   | 4,444,050  | 125,023 | 35.5  |

|     |       |     |            |         |      |
|-----|-------|-----|------------|---------|------|
| OP1 | 0.015 | 7.5 | 3,720,354  | 88,309  | 42.1 |
| OP2 | 0.098 | 2.5 | 8,036,951  | 200,118 | 40.2 |
| OP3 | 0.130 | 3.5 | 14,858,869 | 395,132 | 37.6 |
| OP4 | 0.048 | 4.0 | 6,347,436  | 151,171 | 42.0 |

| Period     | Hours | VMT        | VHT       | Speed |
|------------|-------|------------|-----------|-------|
| AM         | 2.5   | 12,962,899 | 433,911   | 29.9  |
| PM         | 4     | 20,744,414 | 645,640   | 32.1  |
| Off-Peak   | 17.5  | 32,963,610 | 834,730   | 39.5  |
| Peak Hours | 2     | 12,099,026 | 438,230   | 27.6  |
| Peak       | 6.5   | 33,707,313 | 1,079,551 | 31.2  |
| All-Day    | 24    | 66,670,923 | 1,914,280 | 34.8  |

| Facility Type | VMT        | VHT       | Speed |
|---------------|------------|-----------|-------|
| Freeway       | 25,405,682 | 459,663   | 55.3  |
| Expressway    | 4,255,513  | 93,547    | 45.5  |
| Principal     | 20,288,047 | 632,972   | 32.1  |
| Minor         | 7,274,184  | 269,943   | 26.9  |
| Other         | 9,447,497  | 458,156   | 20.6  |
| Total         | 66,670,923 | 1,914,280 | 34.8  |

|      |         |        |      |
|------|---------|--------|------|
| HOV  | 294,705 | 6,664  | 44.2 |
| TOLL | 787,971 | 11,219 | 70.2 |

VMT in TMA is: 63,556,121  
 VHT in TMA is: 1,849,606  
 Average speed in TMA is: 34.4

VMT in 9-County Region is: 64,445,906  
 VHT in 9-County Region is: 1,875,500  
 Average Speed in 9-County Region is: 34.4

Total VHD is: 274,010  
 Percent Delay is: 14.3%

Interzonal trips are: 7,823,881  
 Intrazonal trips are: 436,913  
 Total vehicle trips: 8,260,794  
 Interzonal trip distance is: 8.5  
 Total Vehicle Trips: 8,260,794  
 Total Vehicle Trips in TMA: 8,100,833  
 Total Vehicle Trips in 9-County Region: 8,214,245

Total Vehicle Trips: 8,260,794  
 Total Vehicle Trips in TMA: 8,100,833  
 Total Vehicle Trips in 9-County Region: 8,214,245

Person Miles Traveled is: 90,330,475  
 Person Hours Traveled is: 2,593,602  
 Person Miles Traveled in TMA is: 86,110,321  
 Person Hours Traveled in TMA is: 2,505,977  
 Person Miles Traveled in 9-County Region is: 87,315,865  
 Person Hours Traveled in 9-County Region is: 2,541,060

Person Hours of Delay is: 371,249  
 Percent Delay is: 14.3%

TRANSIT ASSIGNMENT

TRANSIT BOARDINGS

Peak Off-Peak Walk Access Drive Access Total

Mall Shuttle: 39,602 35,460 56,348 18,714 75,062  
 Local Bus: 84,488 64,592 135,604 13,476 149,080  
 Limited Bus: 12,373 4,454 14,691 2,136 16,827  
 Express Bus: 21,039 2,969 11,156 12,852 24,008  
 Regional Bus: 4,243 1,707 3,077 2,873 5,950  
 Rail: 22,447 12,215 14,288 20,374 34,662  
 Skyride Bus: 2,929 1,877 2,784 2,022 4,806  
 Longmont Local: 909 992 1,806 95 1,901  
 Boulder Local: 13,322 8,980 18,152 4,150 22,302

Total: 201,351 133,246 257,905 76,692 334,597

TRANSIT PASSENGER MILES TRAVELED

Peak Off-Peak Walk Access Drive Access Total

Mall Shuttle: 17,996 14,546 24,827 7,715 32,542  
 Local Bus: 228,920 186,597 373,973 41,544 415,517  
 Limited Bus: 64,361 25,817 76,036 14,143 90,179  
 Express Bus: 196,675 29,836 102,004 124,507 226,511  
 Regional Bus: 85,792 27,920 56,521 57,191 113,712  
 Rail: 129,094 67,553 72,856 123,791 196,647

Skyride Bus: 52,529 34,043 55,813 30,759 86,572  
 Longmont Local: 1,767 1,774 3,294 248 3,541  
 Boulder Local: 27,370 16,729 34,740 9,360 44,100

-----  
 Total: 804,505 404,816 800,064 409,256 1,209,321

**TRANSIT PASSENGER MILES TRAVELED PER BOARDING**

Peak Off-Peak Walk Access Drive Access Total

-----  
 Mall Shuttle: 0.5 0.4 0.4 0.4 0.4  
 Local Bus: 2.7 2.9 2.8 3.1 2.8  
 Limited Bus: 5.2 5.8 5.2 6.6 5.4  
 Express Bus: 9.3 10.0 9.1 9.7 9.4  
 Regional Bus: 20.2 16.4 18.4 19.9 19.1  
 Rail: 5.8 5.5 5.1 6.1 5.7  
 Skyride Bus: 17.9 18.1 20.0 15.2 18.0  
 Longmont Local: 1.9 1.8 1.8 2.6 1.9  
 Boulder Local: 2.1 1.9 1.9 2.3 2.0

-----  
 Total: 4.0 3.0 3.1 10.4 3.6

Total Transit Boardings: 334,597  
 Total Transit Linked Trips: 217,832  
 Total Boardings per Trip: 1.54

**VMT and VHT with V/C >= 0.95**

Model Area TMA 9-County Region

-----  
 Congested VMT 10,427,027 10,396,825 10,396,825  
 % of Total 15.6% 16.3% 16.1%

Congested VHT 458,241 456,824 456,824  
 % of Total 23.9% 24.7% 24.4%

Lane-Mile Hours with V/C >= 0.95, Freeways: 2,277  
 Lane-Mile Hours with V/C >= 0.95, Expressways: 641  
 Lane-Mile Hours with V/C >= 0.95, Principals: 3,807  
 Lane-Mile Hours with V/C >= 0.95, Minors: 1,599  
 Lane-Mile Hours with V/C >= 0.95, Other: 883  
 Lane-Mile Hours with V/C >= 0.95, Total: 9,208

Lane Miles with 3+ Hours of V/C >= 0.95 : 1,247

Lane Miles with 3+ Hours of V/C  $\geq 0.95$  in the TMA: 1,241

Lane Miles with 3+ Hours of V/C  $\geq 0.95$  in 9-County: 1,241

Principal & Above Lane Miles with 3+ Hours of V/C  $\geq 0.95$  in the TMA: 943

Principal & Above Lane Miles with 3+ Hours of V/C  $\geq 0.95$  in 9-County: 943

**Detailed Comparison of RTD Transit Routes - Average Weekday Boardings**  
**DRCOG's 2001 Model v94 versus Combined N. I-25 Model #41**

| <i>RTD Route</i> | <i>v94 DIA Fix<br/>DRCOG 2001<br/>Boardings</i> | <i>Step 5a5b<br/>Combined 2001<br/>Boardings</i> | <i>Absolute<br/>Difference</i> | <i>Percentage<br/>Difference</i> |
|------------------|-------------------------------------------------|--------------------------------------------------|--------------------------------|----------------------------------|
| 0                | 19,617                                          | 19,763                                           | -146                           | -0.7%                            |
| 1                | 3,131                                           | 3,138                                            | -7                             | -0.2%                            |
| 10               | 6,080                                           | 6,225                                            | -146                           | -2.4%                            |
| 11               | 2,421                                           | 2,422                                            | -2                             | -0.1%                            |
| 12               | 1,845                                           | 1,941                                            | -96                            | -5.2%                            |
| 14               | 1,529                                           | 1,527                                            | 2                              | 0.1%                             |
| 15               | 6,373                                           | 6,316                                            | 57                             | 0.9%                             |
| 16               | 5,396                                           | 5,400                                            | -4                             | -0.1%                            |
| 17               | 1,199                                           | 1,202                                            | -3                             | -0.2%                            |
| 100              | 1,454                                           | 1,458                                            | -4                             | -0.2%                            |
| 104              | 663                                             | 663                                              | 0                              | 0.0%                             |
| 105              | 3,004                                           | 2,993                                            | 10                             | 0.3%                             |
| 120              | 1,372                                           | 1,372                                            | 0                              | 0.0%                             |
| 121              | 1,966                                           | 1,969                                            | -4                             | -0.2%                            |
| 125              | 349                                             | 349                                              | 0                              | 0.0%                             |
| 128              | 574                                             | 573                                              | 0                              | 0.1%                             |
| 169              | 600                                             | 599                                              | 1                              | 0.1%                             |
| 0L               | 172                                             | 145                                              | 27                             | 15.9%                            |
| 100X             | 80                                              | 80                                               | 0                              | -0.1%                            |
| 101              | 34,816                                          | 34,865                                           | -49                            | -0.1%                            |
| 108X             | 729                                             | 729                                              | -1                             | -0.1%                            |
| 116X             | 204                                             | 204                                              | 0                              | -0.1%                            |
| 119X             | 442                                             | 441                                              | 1                              | 0.1%                             |
| 11X              | 136                                             | 137                                              | 0                              | -0.2%                            |
| 120X             | 4,274                                           | 4,312                                            | -38                            | -0.9%                            |
| 122X             | 100                                             | 100                                              | 0                              | 0.2%                             |
| 12X              | 57                                              | 56                                               | 0                              | 0.2%                             |
| 145X             | 98                                              | 97                                               | 0                              | 0.4%                             |
| 15L              | 8,814                                           | 8,790                                            | 24                             | 0.3%                             |
| 169X             | 99                                              | 99                                               | 0                              | 0.0%                             |
| 16L              | 708                                             | 707                                              | 1                              | 0.1%                             |
| 17X              | 134                                             | 134                                              | 0                              | -0.2%                            |
| 185X             | 49                                              | 49                                               | 0                              | 0.0%                             |
| 18X              | 308                                             | 308                                              | 0                              | 0.0%                             |
| 2                | 1,582                                           | 1,615                                            | -34                            | -2.1%                            |
| 20               | 4,383                                           | 4,401                                            | -17                            | -0.4%                            |
| 201              | 80                                              | 80                                               | 0                              | 0.0%                             |
| 203              | 412                                             | 414                                              | -1                             | -0.4%                            |
| 204              | 1,169                                           | 1,170                                            | -1                             | -0.1%                            |
| 205              | 1,932                                           | 1,921                                            | 11                             | 0.6%                             |
| 206              | 389                                             | 388                                              | 1                              | 0.2%                             |
| 208              | 789                                             | 792                                              | -3                             | -0.3%                            |
| 209              | 475                                             | 474                                              | 0                              | 0.0%                             |
| 21               | 5,883                                           | 5,924                                            | -40                            | -0.7%                            |
| 210              | 309                                             | 309                                              | 0                              | -0.1%                            |
| 225              | 447                                             | 439                                              | 8                              | 1.8%                             |
| 227              | 1,517                                           | 1,527                                            | -11                            | -0.7%                            |
| 228              | 575                                             | 576                                              | -1                             | -0.2%                            |
| 23X              | 84                                              | 84                                               | 0                              | -0.1%                            |
| 24               | 1,401                                           | 1,399                                            | 2                              | 0.1%                             |
| 24X              | 318                                             | 318                                              | 0                              | 0.0%                             |
| 25X              | 418                                             | 418                                              | 0                              | 0.0%                             |

|      |       |       |     |        |
|------|-------|-------|-----|--------|
| 27   | 1,700 | 1,707 | -7  | -0.4%  |
| 28   | 4,444 | 4,498 | -53 | -1.2%  |
| 29   | 179   | 175   | 4   | 2.1%   |
| 29L  | 522   | 520   | 1   | 0.3%   |
| 2X   | 746   | 745   | 1   | 0.1%   |
| 3    | 3,237 | 3,236 | 2   | 0.1%   |
| 30   | 4,816 | 4,809 | 7   | 0.2%   |
| 30L  | 61    | 61    | 0   | 0.3%   |
| 31   | 4,687 | 4,663 | 24  | 0.5%   |
| 310  | 574   | 574   | 0   | -0.1%  |
| 311  | 486   | 487   | 0   | 0.0%   |
| 312  | 586   | 586   | 0   | 0.0%   |
| 313  | 197   | 198   | 0   | 0.0%   |
| 314  | 263   | 263   | 0   | 0.0%   |
| 31X  | 317   | 317   | 0   | -0.1%  |
| 32   | 3,350 | 3,414 | -64 | -1.9%  |
| 34   | 25    | 27    | -2  | -6.9%  |
| 35   | 1,804 | 1,814 | -9  | -0.5%  |
| 35X  | 69    | 69    | 0   | 0.0%   |
| 36   | 166   | 163   | 3   | 2.0%   |
| 36L  | 474   | 472   | 3   | 0.5%   |
| 38   | 3,384 | 3,478 | -94 | -2.8%  |
| 38L  | 0     | 0     | 0   | -1.4%  |
| 39X  | 86    | 86    | 0   | 0.0%   |
| 3L   | 1,733 | 1,714 | 19  | 1.1%   |
| 40   | 4,598 | 4,612 | -14 | -0.3%  |
| 401  | 736   | 734   | 2   | 0.3%   |
| 402L | 429   | 429   | 0   | 0.1%   |
| 403  | 57    | 57    | 0   | 0.1%   |
| 40X  | 235   | 235   | 0   | 0.1%   |
| 426  | 509   | 509   | 0   | 0.0%   |
| 43   | 1,361 | 1,359 | 2   | 0.1%   |
| 44   | 4,454 | 4,538 | -84 | -1.9%  |
| 44L  | 28    | 28    | 0   | -0.4%  |
| 45   | 108   | 108   | 0   | 0.0%   |
| 46L  | 473   | 464   | 8   | 1.8%   |
| 47   | 124   | 125   | -1  | -0.8%  |
| 470L | 66    | 66    | 0   | 0.0%   |
| 475X | 13    | 13    | 0   | 0.0%   |
| 47X  | 357   | 357   | 0   | -0.1%  |
| 48   | 1,288 | 1,287 | 1   | 0.1%   |
| 49   | 16    | 17    | -1  | -4.9%  |
| 50   | 668   | 687   | -19 | -2.9%  |
| 51   | 2,560 | 2,568 | -8  | -0.3%  |
| 51L  | 1     | 1     | 0   | -22.4% |
| 52   | 4,032 | 4,011 | 21  | 0.5%   |
| 53   | 1,714 | 1,719 | -6  | -0.3%  |
| 54   | 34    | 34    | 0   | -0.6%  |
| 56   | 25    | 25    | 0   | -0.3%  |
| 57   | 862   | 868   | -6  | -0.7%  |
| 58X  | 80    | 80    | 0   | 0.0%   |
| 59   | 775   | 776   | -1  | -0.1%  |
| 5X   | 538   | 537   | 1   | 0.1%   |
| 6    | 6,166 | 6,205 | -39 | -0.6%  |
| 60   | 91    | 90    | 1   | 1.0%   |
| 63X  | 82    | 81    | 1   | 1.1%   |
| 65   | 1,432 | 1,419 | 14  | 0.9%   |
| 66   | 341   | 342   | 0   | -0.1%  |



|       |        |        |     |         |
|-------|--------|--------|-----|---------|
| 66X   | 96     | 96     | 0   | -0.3%   |
| 67    | 1,060  | 1,068  | -8  | -0.8%   |
| 68X   | 183    | 183    | 0   | 0.0%    |
| 6X    | 54     | 54     | 0   | -0.1%   |
| 7     | 2,218  | 2,225  | -8  | -0.3%   |
| 72    | 1,430  | 1,428  | 2   | 0.2%    |
| 72X   | 1,138  | 1,139  | -1  | -0.1%   |
| 73    | 1,067  | 1,064  | 3   | 0.3%    |
| 75    | 763    | 756    | 8   | 1.0%    |
| 76    | 5,398  | 5,407  | -9  | -0.2%   |
| 76X   | 189    | 189    | 0   | 0.0%    |
| 77    | 269    | 266    | 3   | 1.1%    |
| 78X   | 158    | 158    | 0   | -0.2%   |
| 79L   | 553    | 544    | 10  | 1.7%    |
| 8     | 1,802  | 1,832  | -29 | -1.6%   |
| 80    | 139    | 136    | 3   | 1.9%    |
| 80X   | 125    | 125    | 0   | 0.0%    |
| 82X   | 1,018  | 1,018  | 0   | 0.0%    |
| 83L   | 2,766  | 2,757  | 9   | 0.3%    |
| 85X   | 427    | 428    | -1  | 0.0%    |
| 86X   | 1,615  | 1,616  | -1  | -0.1%   |
| 87X   | 16     | 16     | 0   | 1.1%    |
| 88    | 820    | 818    | 2   | 0.2%    |
| 89X   | 370    | 372    | -1  | -0.3%   |
| 8X    | 278    | 278    | 0   | 0.0%    |
| 9     | 2,383  | 2,430  | -48 | -2.0%   |
| 90X   | 1,238  | 1,238  | 1   | 0.0%    |
| 91X   | 278    | 277    | 0   | 0.0%    |
| 92    | 2,156  | 2,178  | -22 | -1.0%   |
| 93X   | 53     | 53     | 0   | -0.1%   |
| AA    | 372    | 376    | -4  | -1.0%   |
| AB    | 964    | 966    | -1  | -0.1%   |
| AF    | 996    | 997    | -1  | -0.1%   |
| AS    | 1,060  | 1,060  | 1   | 0.1%    |
| AT    | 162    | 161    | 1   | 0.9%    |
| B     | 4,111  | 4,121  | -11 | -0.3%   |
| BEE   | 1,207  | 1,242  | -35 | -2.9%   |
| Bound | 2,542  | 2,537  | 5   | 0.2%    |
| C     | 221    | 221    | 0   | 0.0%    |
| CC    | 13     | 13     | 0   | 0.2%    |
| D     | 341    | 339    | 1   | 0.4%    |
| E     | 317    | 317    | 0   | 0.0%    |
| F     | 2      | 2      | 0   | -6.7%   |
| G     | 104    | 104    | 0   | -0.1%   |
| H     | 294    | 291    | 3   | 0.9%    |
| Hop   | 2,353  | 2,354  | -1  | 0.0%    |
| J     | 101    | 101    | 0   | -0.3%   |
| Jump  | 2,927  | 2,905  | 22  | 0.7%    |
| L     | 674    | 685    | -11 | -1.6%   |
| Leap  | 2,870  | 2,896  | -26 | -0.9%   |
| M     | 1,067  | 1,077  | -10 | -1.0%   |
| Mall  | 65,160 | 64,764 | 396 | 0.6%    |
| N     | 0      | 0      | 0   | #DIV/0! |
| P     | 324    | 323    | 2   | 0.5%    |
| R     | 381    | 394    | -12 | -3.2%   |
| S     | 36     | 36     | 0   | -0.2%   |
| Skip  | 5,231  | 5,230  | 1   | 0.0%    |
| T     | 66     | 67     | -1  | -1.5%   |

|   |         |         |      |       |
|---|---------|---------|------|-------|
| U | 38      | 38      | 0    | -0.1% |
| W | 92      | 93      | 0    | -0.4% |
| Y | 9       | 9       | 0    | -0.1% |
| Z | 47      | 47      | 0    | -0.1% |
|   | 323,252 | 323,782 | -529 | -0.2% |

**North I-25 EIS**

**Development of Combined Travel Model**

**NFR Transit System Boardings by Route  
Year 2000 Combined Model**

| Agency       | Route             | Boardings    |              |              |              | Total        |     |
|--------------|-------------------|--------------|--------------|--------------|--------------|--------------|-----|
|              |                   | Peak         |              | Off-Peak     |              |              |     |
|              |                   | Drive Access | Walk Access  | Drive Access | Walk Access  |              |     |
| Ft Collins   | 1                 | 7            | 621          | 4            | 520          | 1,152        |     |
|              | 2                 | 0            | 94           | 0            | 74           | 168          |     |
|              | 3                 | 0            | 243          | 0            | 168          | 411          |     |
|              | 4                 | 0            | 220          | 0            | 156          | 376          |     |
|              | 5                 | 1            | 194          | 0            | 141          | 337          |     |
|              | 6                 | 0            | 145          | 0            | 107          | 253          |     |
|              | 7                 | 0            | 674          | 0            | 517          | 1,192        |     |
|              | 8                 | 1            | 109          | 0            | 87           | 197          |     |
|              | 9                 | 0            | 78           | 0            | 55           | 133          |     |
|              | 10                | 0            | 119          | 0            | 94           | 213          |     |
|              | 11                | 0            | 91           | 0            | 66           | 157          |     |
|              | 14                | 21           | 66           | 13           | 48           | 148          |     |
|              | FoxTrot           | 1            | 271          | 0            | 202          | 474          |     |
|              | Southside Shuttle | 0            | 106          | 0            | 0            | 106          |     |
|              | Subtotal          | 31           | 3,030        | 19           | 2,236        | 5,317        |     |
|              | Greeley           | 1            | 0            | 239          | 0            | 174          | 413 |
|              |                   | 2            | 0            | 129          | 0            | 99           | 228 |
| 3            |                   | 0            | 91           | 0            | 62           | 153          |     |
| 4            |                   | 0            | 275          | 0            | 196          | 471          |     |
| 5            |                   | 0            | 475          | 0            | 341          | 816          |     |
| 6            |                   | 0            | 32           | 0            | 27           | 59           |     |
| UNC          |                   | 0            | 65           | 0            | 50           | 115          |     |
| Subtotal     |                   | 0            | 1,306        | 0            | 949          | 2,255        |     |
| Loveland     | Jitterbug         | 13           | 207          | 8            | 158          | 386          |     |
|              | Tango             | 0            | 180          | 0            | 133          | 313          |     |
|              | Subtotal          | 13           | 387          | 8            | 291          | 699          |     |
| <b>TOTAL</b> |                   | <b>44</b>    | <b>4,723</b> | <b>27</b>    | <b>3,477</b> | <b>8,270</b> |     |

Combined Run #41

9/11/2007

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direct from [transit summary revised report.xls]

**North I-25 Combined Regional Model Transit Summary**  
 (June 28, 2006)

| Step 5a5b                                      |                                      |                           |                                |                                | Reference run                    | Diff btwn reference and combined |                                    |
|------------------------------------------------|--------------------------------------|---------------------------|--------------------------------|--------------------------------|----------------------------------|----------------------------------|------------------------------------|
| <b>Average Weekday Boardings for RTD Route</b> |                                      |                           |                                |                                |                                  |                                  |                                    |
| <i>RTD Service Type</i>                        | <i>Observed<br/>Fall/Spring 2001</i> | <i>Combined<br/>Model</i> | <i>Absolute<br/>Difference</i> | <i>Relative<br/>Difference</i> | <i>DRCOG<br/>v94 Blended Hdy</i> | <i>Model<br/>Difference</i>      | <i>% Difference<br/>from DRCOG</i> |
| Mall Shuttle                                   | 56,597                               | 64,764                    | 8,167                          | 14%                            | 65,159                           | 395                              | 0.61%                              |
| Denver Local                                   | 123,525                              | 152,170                   | 28,645                         | 23%                            | 151,275                          | -895                             | -0.59%                             |
| Denver Limited                                 | 17,531                               | 16,699                    | -832                           | -5%                            | 16,801                           | 102                              | 0.61%                              |
| Express Bus                                    | 11,862                               | 17,326                    | 5,464                          | 46%                            | 17,286                           | -40                              | -0.23%                             |
| Regional Bus                                   | 10,522                               | 8,278                     | -2,244                         | -21%                           | 8,238                            | -40                              | -0.49%                             |
| Rail                                           | 32,103                               | 34,865                    | 2,762                          | 9%                             | 34,816                           | -49                              | -0.14%                             |
| SkyRide                                        | 5,447                                | 3,559                     | -1,888                         | -35%                           | 3,556                            | -3                               | -0.08%                             |
| Longmont Local Bus                             | 911                                  | 2,107                     | 1,196                          | 131%                           | 2,106                            | -1                               | -0.05%                             |
| Boulder Local Bus                              | 21,394                               | 24,012                    | 2,618                          | 12%                            | 24,016                           | 4                                | 0.02%                              |
| <b>Total</b>                                   | <b>279,892</b>                       | <b>323,780</b>            | <b>-43,888</b>                 | <b>-16%</b>                    | <b>323,253</b>                   | <b>-527</b>                      | <b>abs diff</b>                    |
|                                                |                                      |                           |                                |                                |                                  | <b>-0.16%</b>                    | <b>percent diff</b>                |

| <b>Average Weekday Boardings for NFR Transit Systems</b> |                          |                           |                                |                                |
|----------------------------------------------------------|--------------------------|---------------------------|--------------------------------|--------------------------------|
| <i>NFR System</i>                                        | <i>Observed<br/>2001</i> | <i>Combined<br/>Model</i> | <i>Absolute<br/>Difference</i> | <i>Relative<br/>Difference</i> |
| Transfort (Ft. Collins)                                  | 5,542                    | 4,842                     | -700                           | -14%                           |
| Colt (Loveland)                                          | 275                      | 699                       | 424                            | 61%                            |
| The Bus (Greeley)                                        | 1,426                    | 2,255                     | 829                            | 37%                            |
| FoxTrot                                                  | 290                      | 474                       | 184                            | 39%                            |
| <b>Total</b>                                             | <b>7,533</b>             | <b>8,270</b>              | <b>-737</b>                    | <b>-9%</b>                     |

assumed 285 annualization factor for Colt and the Bus

**Summary**

| <i>System</i>  | <i>Observed<br/>2001</i> | <i>Combined<br/>Model</i> | <i>Absolute<br/>Difference</i> | <i>Relative<br/>Difference</i> |
|----------------|--------------------------|---------------------------|--------------------------------|--------------------------------|
| DRCOG plus NFR | 287,425                  | 332,050                   | 44,625                         | 13%                            |

Combined Model #41

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North I-25 EIS

DETAILED MODE CHOICE COMPARISON

(Revised June 28, 2006 with v94 resource code)

Step5a5b

| Trip Purpose        | Reference 2001<br>DRCOG Model |             | Combined<br>2001 Model |             |
|---------------------|-------------------------------|-------------|------------------------|-------------|
|                     | Person Trips                  | Mode Share  | Person Trips           | Mode Share  |
| HBW Drive Alone     | 1,554,270                     | 82%         | 1,819,810              | 82%         |
| HBW Shared Ride 2   | 194,217                       | 10%         | 228,645                | 10%         |
| HBW Shared Ride 3+  | 61,825                        | 3%          | 73,342                 | 3%          |
| HBW Transit - Drive | 31,552                        | 2%          | 31,638                 | 1%          |
| HBW Transit - Walk  | 62,651                        | 3%          | 65,347                 | 3%          |
| <b>TOTAL HBW</b>    | <b>1,904,515</b>              | <b>100%</b> | <b>2,218,782</b>       | <b>100%</b> |
| HNW Drive Alone     | 1,942,011                     | 43%         | 2,335,371              | 43%         |
| HNW Shared Ride 2   | 1,471,329                     | 32%         | 1,767,324              | 32%         |
| HNW Shared Ride 3+  | 1,076,697                     | 24%         | 1,287,621              | 24%         |
| Subtotal Auto       | 4,490,037                     | 99%         | 5,390,316              | 99%         |
| HNW Transit - Drive | 15,734                        | 0%          | 15,771                 | 0%          |
| HNW Transit - Walk  | 48,597                        | 1%          | 52,366                 | 1%          |
| <b>TOTAL HBNW</b>   | <b>4,554,368</b>              |             | <b>5,458,453</b>       |             |
| NHB Drive Alone     | 1,543,818                     | 51%         | 1,807,006              | 51%         |
| NHB Shared Ride 2   | 834,726                       | 28%         | 977,062                | 28%         |
| NHB Shared Ride 3+  | 585,416                       | 19%         | 685,240                | 19%         |
| Subtotal Auto       | 2,963,960                     | 98%         | 3,469,308              | 99%         |
| NHB Transit         | 47,741                        | 2%          | 48,564                 | 1%          |
| <b>TOTAL NHB</b>    | <b>3,011,701</b>              |             | <b>3,517,872</b>       |             |

9,470,584

Transit Mode Choice Comparison

| Transit Trips by Purpose | DRCOG<br>V94 Reference | 1998 FC Model<br>(mode choice) | 1998 FC Model<br>(mode split)                 | Combined<br>Model | Absolute<br>Difference | Relative<br>Difference |
|--------------------------|------------------------|--------------------------------|-----------------------------------------------|-------------------|------------------------|------------------------|
| HBW                      | 94,203                 | 3,016                          | 259                                           | 96,985            | 2,782                  | 3%                     |
| HNW                      | 64,331                 | 652                            | 466                                           | 68,137            | 3,806                  | 6%                     |
| NHB                      | 47,741                 | 399                            | 1,537                                         | 48,564            | 823                    | 2%                     |
| <b>Total</b>             | <b>206,275</b>         | <b>4,067</b>                   | <b>2,262</b>                                  | <b>213,686</b>    | <b>7,411</b>           | <b>4%</b>              |
|                          |                        | 6,329                          | sum of FC mode choice and model split results |                   |                        |                        |

|                                         |         |                                                       |
|-----------------------------------------|---------|-------------------------------------------------------|
| DRCOG Transit Boardings per Trip        | 327,123 | (3343 boardings on other non-revenue routes + 323780) |
| NFR Transit only Boardings per Trip     | 8,270   |                                                       |
| Systemwide Boardings Boardings per Trip | 335,393 |                                                       |

Combined Model #41

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2030 NoAction Step5a5b\_E

I-25 Volumes / Speeds / Congested Hours

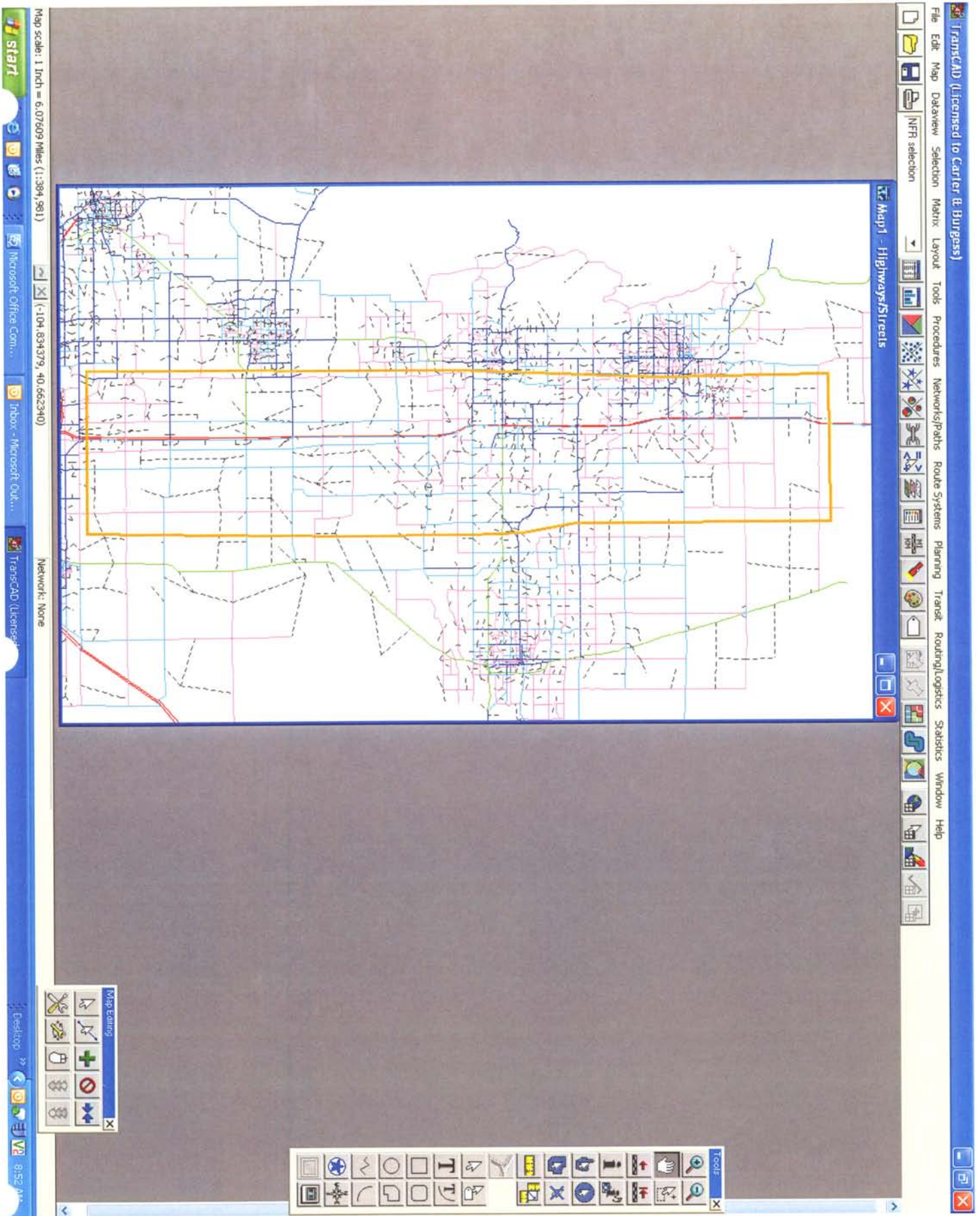
| Southbound Links      |               |        |                 | Northbound Links      |               |        |                 | NB+SB         |
|-----------------------|---------------|--------|-----------------|-----------------------|---------------|--------|-----------------|---------------|
| LOCATION              | Daily VOLUMES | SPEEDS | CONGESTED HOURS | LOCATION              | Daily VOLUMES | SPEEDS | CONGESTED HOURS | Daily VOLUMES |
| end of st In SB link  | 15,461        | 75     | 0               | end of st In NB link  | 15,461        | 75     | 0               | 30,922        |
| N of SH1 SB link      | 16,307        | 64     | 0               | N of SH1 NB link      | 16,278        | 66     | 0               | 32,585        |
| N of CR50 SB link     | 27,137        | 66     | 0               | N of CR50 NB link     | 26,390        | 66     | 0               | 53,527        |
| N of SH14 SB link     | 38,848        | 61     | 0               | N of SH14 NB link     | 37,477        | 63     | 0               | 76,325        |
| N of Prospect SB link | 43,497        | 60     | 0               | N of Prospect NB link | 44,783        | 62     | 0               | 88,280        |
| N of Harmony SB link  | 54,544        | 52     | 4               | N of Harmony NB link  | 55,865        | 50     | 5.5             | 110,409       |
| N of SH392 SB link    | 61,507        | 44     | 8.5             | N of SH392 NB link    | 63,961        | 40     | 10              | 125,468       |
| N of CrossRds SB link | 55,507        | 54     | 4               | N of CrossRds NB link | 57,268        | 54     | 5               | 112,775       |
| N of US34 SB link     | 54,890        | 58     | 1               | N of US34 NB link     | 54,328        | 57     | 1               | 109,218       |
| N of SH402 SB link    | 60,180        | 52     | 7.5             | N of SH402 NB link    | 60,078        | 49     | 5.5             | 120,258       |
| N of SH60 SB link     | 57,684        | 53     | 5               | N of SH60 NB link     | 58,968        | 50     | 9               | 116,652       |
| N of SH56 SB link     | 55,066        | 56     | 4               | N of SH56 NB link     | 55,081        | 55     | 4               | 110,147       |
| N of CR34 SB link     | 51,146        | 59     | 2               | N of CR34 NB link     | 51,013        | 59     | 1               | 102,159       |
| N of SH66 SB link     | 47,699        | 62     | 1               | N of SH66 NB link     | 46,924        | 62     | 0               | 94,623        |
| N of SH119 SB link    | 51,696        | 73     | 0               | N of SH119 NB link    | 50,218        | 73     | 0               | 101,914       |
| N of SH52 SB link     | 58,129        | 64     | 0               | N of SH52 NB link     | 56,892        | 64     | 0               | 114,821       |
| N of CR8 SB link      | 70,066        | 57     | 1               | N of CR8 NB link      | 68,599        | 60     | 1               | 138,665       |
| N of SH7 SB link      | 76,276        | 51     | 3.5             | N of SH7 NB link      | 75,924        | 55     | 3               | 152,200       |
| N of E470 SB link     | 83,123        | 42     | 9               | N of E470 NB link     | 82,251        | 46     | 5               | 165,374       |
| N of 144th SB link    | 79,370        | 48     | 3.5             | N of 144th NB link    | 75,014        | 56     | 3               | 154,384       |
| N of 136th SB link    | 85,585        | 50     | 9               | N of 136th NB link    | 83,423        | 53     | 4               | 169,008       |
| N of 120th SB link    | 85,457        | 46     | 9               | N of 120 NB link      | 82,444        | 49     | 4               | 167,901       |
| N of 104th SB link    | 90,636        | 41     | 10              | N of 104th NB link    | 89,036        | 44     | 8.5             | 179,672       |
| N of Thmtn SB link    | 95,634        | 34     | 12.5            | N of Thmtn NB link    | 91,410        | 33     | 8.5             | 187,044       |
| N of 84th SB link     | 105,269       | 40     | 2.5             | N of 84th NB link     | 102,078       | 44     | 4               | 207,347       |
| N of US36&270 SB link | 119,855       | 30     | 9               | N of US36&270 NB link | 115,471       | 37     | 7.5             | 235,326       |
| N of 56th SB link     | 108,457       | 16     | 12.5            | N of 56th NB link     | 125,965       | 46     | 4               | 234,422       |
| N of 48th SB link     | 115,457       | 42     | 10              | N of 48th NB link     | 130,326       | 46     | 7.5             | 245,783       |
| N of 38th SB link     | 104,512       | 44     | 7.5             | N of 38th NB link     | 129,678       | 31     | 12.5            | 234,190       |
| N of 20th SB link     | 110,770       | 53     | 0               | N of 20th NB link     | 130,749       | 54     | 0               | 241,519       |

| Screenline1   |         |
|---------------|---------|
| LOCATION      | VOLUMES |
| sc1pt1        | 5,425   |
| sc1pt3_US287  | 42,435  |
| sc1pt4        | 1,312   |
| sc1pt5        | 5,673   |
| sc1pt6_i25_FR | 94,635  |
| sc1pt11       | 198     |
| sc1pt7        | 1,291   |
| sc1pt8        | 592     |
| sc1pt9        | 86      |
| sc1pt10_US85  | 49,574  |
|               | 201,221 |

2030 Tr\_NoActionD Step5a5b (From Level 2B)

|                       |               |        |                 |                       |               |        |                 | Level 2B and DEIS difference |                              |
|-----------------------|---------------|--------|-----------------|-----------------------|---------------|--------|-----------------|------------------------------|------------------------------|
| LOCATION              | Daily VOLUMES | SPEEDS | CONGESTED HOURS | LOCATION              | Daily VOLUMES | SPEEDS | CONGESTED HOURS | Daily VOLUMES                | Level 2B and DEIS difference |
| end of st In SB link  | 15,461        | 75     | 0               | end of st In NB link  | 15,461        | 75     | 0               | 30,922                       | 0.0%                         |
| N of SH1 SB link      | 16,213        | 64     | 0               | N of SH1 NB link      | 16,202        | 66     | 0               | 32,415                       | 0.5%                         |
| N of CR50 SB link     | 20,681        | 66     | 0               | N of CR50 NB link     | 20,624        | 66     | 0               | 41,305                       | 29.6%                        |
| N of SH14 SB link     | 33,586        | 63     | 0               | N of SH14 NB link     | 31,577        | 64     | 0               | 65,163                       | 17.1%                        |
| N of Prospect SB link | 49,589        | 59     | 0               | N of Prospect NB link | 50,369        | 60     | 0               | 99,958                       | -11.7%                       |
| N of Harmony SB link  | 52,643        | 56     | 1               | N of Harmony NB link  | 54,005        | 55     | 2               | 106,648                      | 3.5%                         |
| N of SH392 SB link    | 61,595        | 45     | 8.5             | N of SH392 NB link    | 63,764        | 39     | 9               | 125,359                      | 0.1%                         |
| N of CrossRds SB link | 59,544        | 49     | 7.5             | N of CrossRds NB link | 59,650        | 51     | 7               | 119,194                      | -5.4%                        |
| N of US34 SB link     | 65,114        | 39     | 8.5             | N of US34 NB link     | 68,429        | 32     | 11.5            | 133,543                      | -18.2%                       |
| N of SH402 SB link    | 65,256        | 41     | 10              | N of SH402 NB link    | 68,134        | 34     | 11.5            | 133,390                      | -9.8%                        |
| N of SH60 SB link     | 60,763        | 50     | 7.5             | N of SH60 NB link     | 62,141        | 46     | 9               | 122,904                      | -5.1%                        |
| N of SH56 SB link     | 58,512        | 53     | 7.5             | N of SH56 NB link     | 58,172        | 53     | 6.5             | 116,684                      | -5.6%                        |
| N of CR34 SB link     | 54,366        | 57     | 2               | N of CR34 NB link     | 53,934        | 57     | 1               | 108,300                      | -5.7%                        |
| N of SH66 SB link     | 51,593        | 59     | 1               | N of SH66 NB link     | 51,094        | 59     | 1               | 102,687                      | -7.9%                        |
| N of SH119 SB link    | 51,995        | 73     | 0               | N of SH119 NB link    | 50,800        | 73     | 0               | 102,795                      | -0.9%                        |
| N of SH52 SB link     | 59,488        | 64     | 0               | N of SH52 NB link     | 57,247        | 65     | 0               | 116,735                      | -1.6%                        |
| N of CR8 SB link      | 70,136        | 59     | 1               | N of CR8 NB link      | 67,214        | 61     | 1               | 137,350                      | 1.0%                         |
| N of SH7 SB link      | 78,928        | 52     | 2               | N of SH7 NB link      | 75,953        | 55     | 3               | 154,881                      | -1.7%                        |
| N of E470 SB link     | 86,310        | 42     | 7.5             | N of E470 NB link     | 86,759        | 41     | 8.5             | 173,069                      | -4.4%                        |
| N of 144th SB link    | 78,161        | 50     | 4               | N of 144th NB link    | 77,016        | 52     | 4               | 155,177                      | -0.5%                        |
| N of 136th SB link    | 82,069        | 52     | 5.5             | N of 136th NB link    | 80,078        | 55     | 5.5             | 162,147                      | 4.2%                         |
| N of 120th SB link    | 82,561        | 49     | 7               | N of 120 NB link      | 79,571        | 52     | 4               | 162,132                      | 3.6%                         |
| N of 104th SB link    | 86,866        | 44     | 9               | N of 104th NB link    | 84,828        | 47     | 8.5             | 171,694                      | 4.6%                         |
| N of Thmtn SB link    | 91,853        | 36     | 11.5            | N of Thmtn NB link    | 87,634        | 35     | 8.5             | 179,487                      | 4.2%                         |
| N of 84th SB link     | 92,080        | 30     | 11.5            | N of 84th NB link     | 89,531        | 34     | 7.5             | 181,611                      | 14.2%                        |
| N of US36&270 SB link | 105,543       | 20     | 12.5            | N of US36&270 NB link | 100,056       | 28     | 11              | 205,599                      | 14.5%                        |
| N of 56th SB link     | 123,624       | 52     | 2.5             | N of 56th NB link     | 124,095       | 50     | 7.5             | 247,719                      | -5.4%                        |
| N of 48th SB link     | 128,737       | 50     | 7               | N of 48th NB link     | 126,788       | 48     | 7.5             | 255,525                      | -3.8%                        |
| N of 38th SB link     | 110,345       | 41     | 7.5             | N of 38th NB link     | 129,543       | 33     | 11              | 239,888                      | -2.4%                        |
| N of 20th SB link     | 116,640       | 51     | 2               | N of 20th NB link     | 131,416       | 55     | 0               | 248,056                      | -2.6%                        |

|               |         |
|---------------|---------|
| sc1pt1        | 6,908   |
| sc1pt3_US287  | 39,064  |
| sc1pt4        | 2,442   |
| sc1pt5        | 4,477   |
| sc1pt6_i25_FR | 102,801 |
| sc1pt11       | 0       |
| sc1pt7        | 1,686   |
| sc1pt8        | 4       |
| sc1pt9        | 347     |
| sc1pt10_US85  | 42,104  |
|               | 199,833 |





## Comparison of Traffic Assignment Routines NFRMPO and DRCOG Models

### Link Capacities

#### NFRMPO – Link Capacities (vehicles/hour/lane)

|               |             | 5-Other<br>CBD | 4-Ft.C CBD | 3-Urban | 2-Suburban | 1-Rural |
|---------------|-------------|----------------|------------|---------|------------|---------|
| Facility Type | 1- Fwy      | n/a            | n/a        | 1500    | 1500       | 1500    |
|               | 2- Expwy    | 800            | 800        | 1000    | 1100       | 1200    |
|               | 3- Prin Art | 700            | 700        | 800     | 800        | 800     |
|               | 4- Min Art  | 435            | 435        | 550     | 550        | 550     |
|               | 5- Coll     | 435            | 435        | 400     | 400        | 400     |
|               | 6- Ramp     | 800            | 800        | 800     | 800        | 800     |
|               | 7- Ftg      | 550            | 550        | 550     | 550        | 550     |
|               | 8- Conn     | n/a            | n/a        | n/a     | n/a        | n/a     |

#### DRCOG – Link Capacities (vehicles/hour/lane)

|               |             | 1 -CBD | 2-Fringe | 3-Urban | 4-Suburban | 5-Rural |
|---------------|-------------|--------|----------|---------|------------|---------|
| Facility Type | 1- Fwy      | 2000   | 2000     | 2000    | 2000       | 2000    |
|               | 2- Expwy    | 800    | 1000     | 1250    | 1350       | 1400    |
|               | 3- Prin Art | 600    | 850      | 950     | 950        | 1100    |
|               | 4- Min Art  | 450    | 550      | 600     | 750        | 800     |
|               | 5- Coll     | 400    | 450      | 500     | 550        | 600     |
|               | 6- Ramp     | 700    | 900      | 1100    | 1100       | 1100    |
|               | 7- Ftg      |        |          |         |            |         |
|               | 8- Conn     | n/a    | n/a      | n/a     | n/a        | n/a     |

- The NFRMPO model uses LOS “C” capacities; while the DRCOG model uses LOS “E” capacities.
- In general, the higher freeway capacity of the DRCOG model will allow more trips onto the freeway than the NFRMPO model.
- The relative capacities between the freeway and the expressway category differ between the models:
  - For example, US-85 (a rural expressway) will attract more trips with the NFRMPO model assumptions than the DRCOG model because in the rural category, the capacity in the NFRMPO model of an expressway is 80% of the freeway capacity. In contrast, the corresponding percentage in the DRCOG model is 70%.

9/10/2007

## Free-Flow Speeds

### NFRMPO

|               |             | 5-Other CBD | 4-Ft.C CBD | 3-Urban | 2-Suburban | 1-Rural |
|---------------|-------------|-------------|------------|---------|------------|---------|
| Facility Type | 1- Fwy      | n/a         | n/a        | n/a     | n/a        | 75      |
|               | 2- Expwy    | 40          | 40         | 45      | 55         | 60      |
|               | 3- Prin Art | 26          | 26         | 34      | 46         | 57      |
|               | 4- Min Art  | 17          | 17         | 35      | 42         | 48      |
|               | 5- Coll     | 15          | 15         | 25      | 30         | 35      |
|               | 6- Ramp     | 30          | 30         | 30      | 30         | 30      |
|               | 7- Ftg      | 32          | 32         | 32      | 32         | 32      |
|               | 8- Conn     | 16          | 16         | 16      | 21         | 25      |

### DRCOG

|               |             | 1-CBD | 2-Fringe | 3-Urban | 4-Suburban | 5-Rural |
|---------------|-------------|-------|----------|---------|------------|---------|
| Facility Type | 1- Fwy      | 62    | 62       | 64      | 66         | 75      |
|               | 2- Expwy    | 45    | 45       | 51      | 51         | 61      |
|               | 3- Prin Art | 26    | 26       | 36      | 42         | 61      |
|               | 4- Min Art  | 26    | 26       | 31      | 35         | 47      |
|               | 5- Coll     | 20    | 20       | 22      | 25         | 36      |
|               | 6- Ramp     | 39    | 39       | 39      | 39         | 39      |
|               | 7- Ftg      | 39    | 39       | 39      | 39         | 39      |
|               | 8- Conn     | 11    | 13       | 16      | 20         | 28      |

- Free-flow speeds are the same in both models for rural freeways (the only freeway in the NFR area is I-25 in the rural area type)
- Free-flow speeds are the practically the same in both models for rural expressways (US-85)
- Free-flow speeds are slightly slower in the NFRMPO model for rural principal arterials, but slightly faster for suburban principal arterials (US-287 in the NFR area is in both rural and suburban areas)

## Volume-Delay Functions

### NFRMPO

$$t = t_f * [1 + \alpha v / c]^\beta$$

t = congested link travel time  
 t<sub>f</sub> = initial free-flow link travel time  
 v = link volume  
 c = time-of-day link capacity

α, β = calibration parameters

|             | α   | β   |
|-------------|-----|-----|
| 1- Fwy      | 0.9 | 6.0 |
| 2- Expwy    | 0.6 | 4.0 |
| 3- Prin Art | 0.5 | 4.0 |
| 4- Min Art  | 0.5 | 4.0 |
| 5- Coll     | 0.5 | 4.0 |
| 6- Ramp     | 0.5 | 4.0 |
| 7- Ftg      | 0.5 | 4.0 |

### DRCOG

$$gc = VOT * t_f * [1 + \alpha (v/c)^\beta] + VOD * Dist + Toll + K$$

gc = generalized congested link cost  
 VOT = value of time  
 t<sub>f</sub> = initial free-flow link travel time  
 v = link volume  
 c = time-of-day link capacity  
 VOD = value of distance  
 Dist = link length  
 Toll = link cost of toll  
 K = fixed penalties

$\alpha, \beta$  = calibration parameters

|             | $\alpha$ |        |         |       | $\beta$ |        |         |       |
|-------------|----------|--------|---------|-------|---------|--------|---------|-------|
|             | CBD      | Fringe | Urb/Sub | Rural | CBD     | Fringe | Urb/Sub | Rural |
| 1- Fwy      | 0.7      | 0.7    | 0.4     | 0.4   | 5.5     | 5.5    | 7.5     | 5.0   |
| 2- Expwy    | 0.1      | 0.1    | 0.25    | 0.4   | 7.5     | 7.5    | 7.5     | 5.0   |
| 3- Prin Art | 0.2      | 0.3    | 0.4     | 0.4   | 5.0     | 5.0    | 5.5     | 5.0   |
| 4- Min Art  | 0.2      | 0.3    | 0.4     | 0.4   | 5.0     | 5.0    | 5.5     | 5.0   |
| 5- Coll     | 0.2      | 0.3    | 0.4     | 0.4   | 5.0     | 5.0    | 5.5     | 5.0   |
| 6- Ramp     | 0.15     | 0.15   | 0.15    | 0.15  | 4.0     | 4.0    | 4.0     | 4.0   |

- The DRCOG vdf function has the same equation structure as the NFR model, but expresses link impedance in terms of cost using value of time, and introduces value of distance. The DRCOG vdf functions have varying parameters for different facility types and area types.
- Freeway VOD varies from \$0.12 to \$0.20 per mile depending on the amount of congestion (greater VOD with higher v/c). Expressways and arterials have \$0.17 and \$0.15 per mile.

## Comparison Summary

- The DRCOG model should attract more freeway volume than the NFRMPO model due to
  - 1) higher freeway capacities
  - 2) lower expressway capacities
  - 3) lower principal arterial rural free-flow speeds, but this effect is offset because of higher principal arterial suburban free-flow speeds.
  - 4) higher value of distance on congested freeways. Whether the cost is high enough for certain IJ pairs to push traffic to a lower parallel facility is unknown.

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**Primus, Chris J.**

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**From:** Cryer, Lee [Lee.Cryer@rtd-fastracks.com]  
**Sent:** Wednesday, July 12, 2006 12:14 PM  
**To:** Primus, Chris J.  
**Subject:** RE: North I-25 Combined Model Report

This all looks fine to me. Thanks.

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**From:** Primus, Chris J. [mailto:Chris.Primus@c-b.com]  
**Sent:** Wednesday, July 12, 2006 8:52 AM  
**To:** Erik Sabina; Cryer, Lee  
**Cc:** Elliot.Sulsky@FHUENG.COM; Smith Myung  
**Subject:** North I-25 Combined Model Report

Erik and Lee,

Thanks for sharing your thoughts and observations the other day. As suggested, we have looked into the I-25 volumes and here's what we found:

- Traffic counts: Erik, as you wondered, we checked into the AWDT status of the counts, and found that the project field counts were not properly factored to AWDT. This has been fixed, but the numbers changed only slightly.
- As seen before, the updated I-25 volume comparison sheet ("highway vols and counts.xls") shows the combined model is generally similar to but slightly higher than the NFR model, and the NFR model (and the combined model) are high compared to counts on I-25.
- The differences in NFR vs. DRCOG model procedures for traffic assignment are summarized in the attached "assignment comparison.doc". Overall, it indicates that with different assumptions in link capacities, free-flow speeds, and volume-delay functions, the DRCOG model theoretically should load more volume onto freeways than the NFR model.
- The screenline analysis ("seven screenline validation.xls", "screenlinegraphic.jpg") shows several things:
  - The combined model loads slightly more volume on I-25, US-85 and US-287, but less on lower class facilities, than the NFRMPO model.
  - On the southern E-W screenlines (31, #2, #3), the combined model forecasts more traffic than the NFR model. This effect dissipates at the northern E-W screenlines (#4, #5). This is due to the combined model's bi-regional trip table. The bi-regional trip table includes more trips than the NFRMPO model but the NFRMPO model volumes in this vicinity are less than the count data. The bi-regional trip table also accounts for trips on small county roads not included in the MPO model networks.
  - On the N-S screenlines (#6, #7), the combined model is within 10% of the NFR model
  - The NFRMPO model compares well with the counts (for those links with counts (shown in green on the spreadsheet))
  - The difference between the combined model vs. counts varies from 2% to 15% across the screenlines
  - The screenline analysis shows the combined model matches the counts more closely than just focusing on I-25

In conclusion, based on comparisons with the NFR model and counts, the combined model is valid but needs adjustment for highway forecasts. We plan to apply year 2000 error adjustments to highway forecasts per NCHRP 255. Please let us know if you would like to discuss any of these findings further,

Thanks  
Chris & Smith

Christopher Primus | **Carter::Burgess** | 707 17th Street, Suite 2300, Denver, CO 80202  
☎ office: 303.820.4875 | 📱 mobile: 720.334.8797 | 📠 fax: 303.820.2402 | ✉ email: Chris.Primus@c-b.com

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Comparison of I-25 Volumes

| Roadway Location         |                          | Traffic Counts  |                                                  |                      | Model Volumes and Error                    |                         |                           |                                       |                         |                           |                    |                      |
|--------------------------|--------------------------|-----------------|--------------------------------------------------|----------------------|--------------------------------------------|-------------------------|---------------------------|---------------------------------------|-------------------------|---------------------------|--------------------|----------------------|
| Highway Segment          |                          | MPO Link Counts | Project Field Counts                             |                      | Original NFRMPO / DRCOG 2000 / 2001 Models |                         |                           | DEIS Combined Model 2000 / 2001 - #41 |                         |                           |                    |                      |
| south segment end        | north segment end        | Year 2000       | 2000 AWDT (counts adjusted for year and season)* | Year 2004 Raw Counts | MPO Model Volume                           | Error vs project counts | % Error vs project counts | Model Volume                          | Error vs project counts | % Error vs project counts | Error vs MPO Model | % Error vs MPO Model |
| north of SH-1            | state line               | 14,000          |                                                  |                      | 14,964                                     |                         |                           | 15,463                                |                         |                           | 499                | 3.3%                 |
| SH-1 (Wellington )       | north of SH-1            | 16,000          | 11,735                                           | 13,470               | 16,134                                     | 4,399                   | 37.5%                     | 16,615                                | 4,880                   | 41.6%                     | 481                | 3.0%                 |
| CR-50                    | SH-1 (Wellington )       | 18,468          | 16,622                                           | 19,080               | 23,399                                     | 6,777                   | 40.8%                     | 21,110                                | 4,488                   | 27.0%                     | (2,289)            | -9.8%                |
| SH-14 (Ft Collins)       | CR-50                    |                 | 21,544                                           | 24,730               | 27,661                                     | 6,117                   | 28.4%                     | 24,314                                | 2,770                   | 12.9%                     | (3,347)            | -12.1%               |
| Prospect                 | SH-14 (Ft Collins)       | 42,722          | 35,579                                           | 40,840               | 37,807                                     | 2,228                   | 6.3%                      | 38,547                                | 2,968                   | 8.3%                      | 740                | 2.0%                 |
| Harmony                  | Prospect                 |                 | 40,327                                           | 46,290               | 47,729                                     | 7,402                   | 18.4%                     | 47,807                                | 7,480                   | 18.5%                     | 78                 | 0.2%                 |
| 392 (Windsor)            | Harmony                  | 54,500          | 53,342                                           | 61,230               | 62,996                                     | 9,654                   | 18.1%                     | 69,423                                | 16,081                  | 30.1%                     | 6,427              | 10.2%                |
| Crossroads               | 392 (Windsor)            |                 | 50,730                                           | 57,660               | 62,494                                     | 11,764                  | 23.2%                     | 65,249                                | 14,519                  | 28.6%                     | 2,755              | 4.4%                 |
| US-34 (Loveland/Greeley) | Crossroads               |                 | 56,246                                           | 63,930               | 68,555                                     | 12,309                  | 21.9%                     | 72,231                                | 15,985                  | 28.4%                     | 3,676              | 5.4%                 |
| SH-402                   | US-34 (Loveland/Greeley) | 51,268          | 56,659                                           | 64,400               | 68,176                                     | 11,517                  | 20.3%                     | 69,915                                | 13,256                  | 23.4%                     | 1,739              | 2.6%                 |
| CR-16                    | SH-402                   |                 | 56,140                                           | 63,810               | 64,616                                     | 8,476                   | 15.1%                     | 66,189                                | 10,049                  | 17.9%                     | 1,573              | 2.4%                 |
| SH-60 (Johnstown)        | CR-16                    | 52,000          | 56,140                                           | 63,810               | 64,756                                     | 8,616                   | 15.3%                     | 65,626                                | 9,486                   | 16.9%                     | 870                | 1.3%                 |
| SH-56 (Berthoud)         | SH-60 (Johnstown)        | 54,000          | 57,258                                           | 65,080               | 61,380                                     | 4,122                   | 7.2%                      | 61,794                                | 4,536                   | 7.9%                      | 414                | 0.7%                 |
| CR-34 (Mead)             | SH-56 (Berthoud)         | 55,000          | 57,170                                           | 64,980               | 52,310                                     | (4,860)                 | -8.5%                     | 58,311                                | 1,141                   | 2.0%                      | 6,001              | 11.5%                |
| SH-66                    | CR-34 (Mead)             | NFR             | 57,258                                           | 65,080               | 51,805                                     | (5,453)                 | -9.5%                     | 53,414                                | (3,844)                 | -6.7%                     | 1,609              | 3.1%                 |
| SH-119                   | SH-66                    | DRCOG           | 60,363                                           | 68,610               | 56,054                                     | (4,309)                 | -7.1%                     | 57,502                                | (2,861)                 | -4.7%                     | 1,448              | 2.6%                 |
| SH-52                    | SH-119                   |                 | 63,740                                           | 77,010               | 71,083                                     | 7,343                   | 11.5%                     | 62,452                                | (1,288)                 | -2.0%                     | (8,631)            | -12.1%               |
| CR-8                     | SH-52                    |                 | 71,818                                           | 86,770               | 77,381                                     | 5,563                   | 7.7%                      | 71,565                                | (253)                   | -0.4%                     | (5,816)            | -7.5%                |
| SH-7                     | CR-8                     |                 | 73,688                                           | 89,030               | 80,194                                     | 6,506                   | 8.8%                      | 74,703                                | 1,015                   | 1.4%                      | (5,491)            | -6.8%                |
| s/o SH-7                 | SH-7                     | 62,250          | 80,004                                           | 96,660               | 75,809                                     | (4,195)                 | -5.2%                     | 71,540                                | (8,464)                 | -10.6%                    | (4,269)            | -5.6%                |
| SUM                      |                          | 420,208         | 976,363                                          | 1,132,470            | 1,070,339                                  | 93,976                  | 9.6%                      | 1,068,307                             | 91,944                  | 9.4%                      | (2,032)            | -0.2%                |

\*Notes: 1 - A 1.9 percent annual growth rate - an average of the annual growth seen at permanent CDOT count locations along I-25 at SH-1, US-34, and SH-7 between 2000 and 2005 - was applied to 2004 counts.

2 - An annualization adjustment has been applied to the project observed counts to account for day of week and month of year.

Sources: North I-25 Run #41, June 2006; NFRMPO Original 2000 Model (D-Drive\NFR\_NI25\_Runs\2000 NFR Test Run\_102104); DRCOG Original 2001 Model; Project Counts

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North I-25 EIS

Development of Combined Travel Model

Model Validation Statistics

NFRMPO Original 2000 Model

NFRMPO Model Volumes Compared to Observed Traffic Counts

| Code | Facility Type  | Number of Observations | Daily Volume   |                | Total Difference |          | Average Absolute Difference | PRMSE |
|------|----------------|------------------------|----------------|----------------|------------------|----------|-----------------------------|-------|
|      |                |                        | Observed Count | Model Estimate | Absolute         | Relative |                             |       |
| 1    | Freeway        | 18                     | 357,958        | 401,933        | 43,975           | 12.3%    | 3,288                       | 21.7% |
| 2    | Expressway     | 53                     | 837,351        | 839,492        | 2,141            | 0.3%     | 3,160                       | 25.5% |
| 3    | Major Arterial | 247                    | 4,190,650      | 4,189,617      | (1,033)          | 0.0%     | 3,069                       | 23.9% |
| 4    | Minor Arterial | 227                    | 1,423,088      | 1,389,869      | (33,219)         | -2.3%    | 1,730                       | 39.7% |
|      | All            | 545                    | 6,809,047      | 6,820,911      | 11,864           | 0.2%     | 2,527                       | 27.9% |

| Code | Screenline Name | Number of Observations | Daily Volume   |                | Total Difference |          | Average Absolute Difference | PRMSE |
|------|-----------------|------------------------|----------------|----------------|------------------|----------|-----------------------------|-------|
|      |                 |                        | Observed Count | Model Estimate | Absolute         | Relative |                             |       |
| 1    |                 | 8                      | 26,926         | 25,481         | (1,445)          | -5.4%    | 397                         | 19.8% |
| 2    |                 | 12                     | 50,736         | 46,085         | (4,651)          | -9.2%    | 1,528                       | 50.9% |
| 3    |                 | 12                     | 86,523         | 81,156         | (5,367)          | -6.2%    | 2,023                       | 39.9% |
| 4    |                 | 9                      | 120,984        | 127,212        | 6,228            | 5.1%     | 2,451                       | 24.0% |
| 5    |                 | 8                      | 59,315         | 59,616         | 301              | 0.5%     | 663                         | 12.2% |
| 6    |                 | 12                     | 81,206         | 91,403         | 10,197           | 12.6%    | 1,768                       | 43.2% |
| 7    |                 | 12                     | 72,289         | 69,746         | (2,543)          | -3.5%    | 1,045                       | 27.2% |
| 8    |                 | 10                     | 29,300         | 29,881         | 581              | 2.0%     | 901                         | 58.1% |
| 9    |                 | 11                     | 62,101         | 53,763         | (8,338)          | -13.4%   | 1,984                       | 58.4% |
| 10   |                 | 9                      | 76,585         | 88,259         | 11,674           | 15.2%    | 1,740                       | 29.3% |
| 11   |                 | 10                     | 91,092         | 90,780         | (312)            | -0.3%    | 1,087                       | 19.1% |

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**North I-25 EIS**

Development of Combined Travel Model

**2**

**Model Validation Statistics**

DRCOG Original 2001 Model

DRCOG Model Volumes Compared to Observed Traffic Counts

| Code | Facility Type  | Number of Observations | Daily Volume   |                | Total Difference |          | Average Absolute Difference | PRMSE |
|------|----------------|------------------------|----------------|----------------|------------------|----------|-----------------------------|-------|
|      |                |                        | Observed Count | Model Estimate | Absolute         | Relative |                             |       |
| 1    | Freeway        | 277                    | 13,720,459     | 14,677,887     | 957,428          | 7.0%     | 9,870                       | 26.2% |
| 2    | Expressway     | 38                     | 1,453,636      | 1,535,844      | 82,208           | 5.7%     | 9,490                       | 37.8% |
| 3    | Major Arterial | 572                    | 18,226,226     | 17,711,250     | (514,976)        | -2.8%    | 7,718                       | 31.6% |
| 4    | Minor Arterial | 250                    | 3,624,616      | 2,734,346      | (890,270)        | -24.6%   | 6,272                       | 73.2% |
|      | All            | 1137                   | 37,024,937     | 36,659,327     | (365,610)        | -1.0%    | 7,983                       | 34.1% |

DRCOG 2001 Base Cycle 14 Compass Version 94

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Model Validation Statistics

Combined 2001 Model

Combined Model Volumes Compared to Original NFR MPO Model Volumes

| Facility Code | Facility Type  | Number of Links | Daily Volume |                | Total Difference |          | Average Absolute Difference | PRMSE |
|---------------|----------------|-----------------|--------------|----------------|------------------|----------|-----------------------------|-------|
|               |                |                 | NFR Model    | Combined Model | Absolute         | Relative |                             |       |
| 1             | Freeway        | 100             | 2,196,237    | 2,256,677      | 60,440           | 2.8%     | 1,097                       | 7.0%  |
| 2             | Expressway     | 122             | 2,063,013    | 2,147,143      | 84,130           | 4.1%     | 2,427                       | 21.2% |
| 3             | Major Arterial | 615             | 10,693,156   | 10,893,494     | 200,338          | 1.9%     | 2,566                       | 20.4% |
| 4             | Minor Arterial | 637             | 3,735,485    | 3,484,589      | (250,896)        | -6.7%    | 1,662                       | 42.6% |
|               | All            | 1474            | 18,687,891   | 18,781,902     | 94,011           | 0.5%     | 2,064                       | 23.5% |

| Screenline Code | Screenline Name | Number of Links | Daily Volume |                | Total Difference |          | Average Absolute Difference | PRMSE |
|-----------------|-----------------|-----------------|--------------|----------------|------------------|----------|-----------------------------|-------|
|                 |                 |                 | NFR Model    | Combined Model | Absolute         | Relative |                             |       |
| 1               |                 | 8               | 25,481       | 26,051         | 570              | 2.2%     | 81                          | 4.2%  |
| 2               |                 | 12              | 46,024       | 44,589         | (1,435)          | -3.1%    | 762                         | 25.9% |
| 3               |                 | 12              | 80,131       | 83,172         | 3,041            | 3.8%     | 1,124                       | 26.5% |
| 4               |                 | 9               | 127,519      | 131,569        | 4,050            | 3.2%     | 1,491                       | 15.3% |
| 5               |                 | 8               | 59,707       | 57,543         | (2,164)          | -3.6%    | 918                         | 15.9% |
| 6               |                 | 12              | 91,420       | 97,677         | 6,257            | 6.8%     | 608                         | 13.0% |
| 7               |                 | 12              | 69,129       | 59,538         | (9,591)          | -13.9%   | 1,002                       | 32.9% |
| 8               |                 | 10              | 30,549       | 29,264         | (1,285)          | -4.2%    | 227                         | 11.0% |
| 9               |                 | 11              | 54,682       | 51,548         | (3,134)          | -5.7%    | 680                         | 20.1% |
| 10              |                 | 9               | 88,207       | 91,834         | 3,627            | 4.1%     | 1,086                       | 24.0% |
| 11              |                 | 10              | 90,783       | 99,071         | 8,288            | 9.1%     | 1,552                       | 25.1% |

NFR 2000 Original and Combined Run #41

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**North I-25 EIS**  
**Development of Combined Travel Model**

**4**

**Model Validation Statistics**

Combined 2001 Model

Combined Model Volumes Compared to Original DRCOG MPO Model Volumes

| Code | Facility Type  | Number of Links | Daily Volume   |                | Total Difference |          | Average Absolute Difference | PRMSE |
|------|----------------|-----------------|----------------|----------------|------------------|----------|-----------------------------|-------|
|      |                |                 | Original Model | Combined Model | Absolute         | Relative |                             |       |
| 1    | Freeway        | 913             | 38,144,922     | 38,001,902     | (143,021)        | -0.4%    | 586                         | 3.0%  |
| 2    | Expressway     | 262             | 7,090,428      | 7,086,868      | (3,560)          | -0.1%    | 627                         | 4.4%  |
| 3    | Major Arterial | 2,884           | 87,305,511     | 87,239,793     | (65,718)         | -0.1%    | 345                         | 2.3%  |
| 4    | Minor Arterial | 3,017           | 30,866,966     | 30,842,184     | (24,782)         | -0.1%    | 143                         | 3.6%  |
|      | All            | 7,076           | 163,407,828    | 163,170,747    | (237,081)        | -0.1%    | 300                         | 3.1%  |

DRCOG 2001 Base Model Cycle 14 Compass Version 94 and Combined Model Run #41

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Model Validation Statistics

Combined 2001 Model

Combined Model Volumes Compared to Observed Traffic counts in NFR Area

| Facility Type Code | Facility Type  | Number of Observations | Daily Volume   |                | Total Difference |          | Average Absolute Difference | PRMSE |
|--------------------|----------------|------------------------|----------------|----------------|------------------|----------|-----------------------------|-------|
|                    |                |                        | Observed Count | Model Estimate | Absolute         | Relative |                             |       |
| 1                  | Freeway        | 18                     | 357,958        | 416,806        | 58,848           | 16.4%    | 3,733                       | 25.3% |
| 2                  | Expressway     | 52                     | 821,907        | 913,140        | 91,233           | 11.1%    | 4,980                       | 36.8% |
| 3                  | Major Arterial | 245                    | 4,179,096      | 4,273,025      | 93,929           | 2.2%     | 3,596                       | 28.2% |
| 4                  | Minor Arterial | 232                    | 1,440,772      | 1,219,508      | (221,264)        | -15.4%   | 2,430                       | 45.8% |
|                    | All            | 547                    | 6,799,733      | 6,822,479      | 22,746           | 0.3%     | 3,107                       | 34.6% |

| Screenline Code | Screenline Name | Number of Observations | Daily Volume   |                | Total Difference |          | Average Absolute Difference | PRMSE |
|-----------------|-----------------|------------------------|----------------|----------------|------------------|----------|-----------------------------|-------|
|                 |                 |                        | Observed Count | Model Estimate | Absolute         | Relative |                             |       |
| 1               |                 | 8                      | 26,926         | 26,051         | (875)            | -3.2%    | 447                         | 20.0% |
| 2               |                 | 12                     | 50,736         | 44,589         | (6,147)          | -12.1%   | 2,974                       | 34.8% |
| 3               |                 | 12                     | 86,523         | 83,172         | (3,351)          | -3.9%    | 2,191                       | 36.9% |
| 4               |                 | 9                      | 120,984        | 131,569        | 10,585           | 8.7%     | 1,419                       | 38.6% |
| 5               |                 | 8                      | 59,315         | 57,543         | (1,772)          | -3.0%    | 2,535                       | 26.0% |
| 6               |                 | 12                     | 81,206         | 97,677         | 16,471           | 20.3%    | 826                         | 50.4% |
| 7               |                 | 12                     | 72,289         | 59,538         | (12,751)         | -17.6%   | 1,865                       | 51.7% |
| 8               |                 | 10                     | 29,300         | 29,264         | (36)             | -0.1%    | 2,012                       | 59.0% |
| 9               |                 | 11                     | 62,101         | 51,548         | (10,553)         | -17.0%   | 1,714                       | 62.4% |
| 10              |                 | 9                      | 76,585         | 91,834         | 15,249           | 19.9%    | 1,250                       | 48.0% |
| 11              |                 | 10                     | 91,092         | 99,071         | 7,979            | 8.8%     | 1,880                       | 35.3% |

Combined Run #41

R:\transportation\071609\Model Development\model development\Cycle\_14\_Validation\_DEIS\_Run41\volumecomp\_Combined.xls\vs NFR Counts

**North I-25 EIS**  
**Development of Combined Travel Model**

**6**

**Model Validation Statistics**

Combined 2001 Model

Combined Model Volumes Compared to Observed Traffic Counts in DRCOG MPO Area

| Code | Facility Type  | Number of Observations | Daily Volume   |                | Total Difference |          | Average Absolute Difference | PRMSE |
|------|----------------|------------------------|----------------|----------------|------------------|----------|-----------------------------|-------|
|      |                |                        | Observed Count | Model Estimate | Absolute         | Relative |                             |       |
| 1    | Freeway        | 277                    | 13,720,459     | 14,630,782     | 910,323          | 6.6%     | 9,836                       | 26.2% |
| 2    | Expressway     | 38                     | 1,453,636      | 1,544,425      | 90,789           | 6.2%     | 9,227                       | 35.6% |
| 3    | Major Arterial | 572                    | 18,226,226     | 17,680,981     | (545,245)        | -3.0%    | 7,771                       | 31.8% |
| 4    | Minor Arterial | 250                    | 3,624,616      | 2,727,696      | (896,920)        | -24.7%   | 6,248                       | 72.9% |
|      | All            | 1137                   | 37,024,937     | 36,583,884     | (441,053)        | -1.2%    | 7,988                       | 34.1% |

Combined Run #41

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**North I-25 EIS**

Development of Combined Travel Model

7

**Model Validation Statistics**

Combined 2001 Model

Combined Model Volumes Compared to Observed Traffic Counts in Both MPO areas

| Facility Code | Facility Type  | Number of Observations | Daily Volume   |                | Total Difference |          | Average Absolute Difference | PRMSE |
|---------------|----------------|------------------------|----------------|----------------|------------------|----------|-----------------------------|-------|
|               |                |                        | Observed Count | Model Estimate | Absolute         | Relative |                             |       |
| 1             | Freeway        | 295                    | 14,078,417     | 15,047,588     | 969,171          | 6.9%     | 9,464                       | 26.5% |
| 2             | Expressway     | 90                     | 2,275,543      | 2,457,565      | 182,022          | 8.0%     | 6,725                       | 38.7% |
| 3             | Major Arterial | 817                    | 22,405,322     | 21,954,006     | (451,316)        | -2.0%    | 6,390                       | 31.7% |
| 4             | Minor Arterial | 482                    | 5,065,388      | 3,947,204      | (1,118,184)      | -22.1%   | 4,490                       | 76.6% |
|               | All            | 1,684                  | 43,824,670     | 43,406,362     | (418,308)        | -1.0%    | 6,403                       | 36.3% |

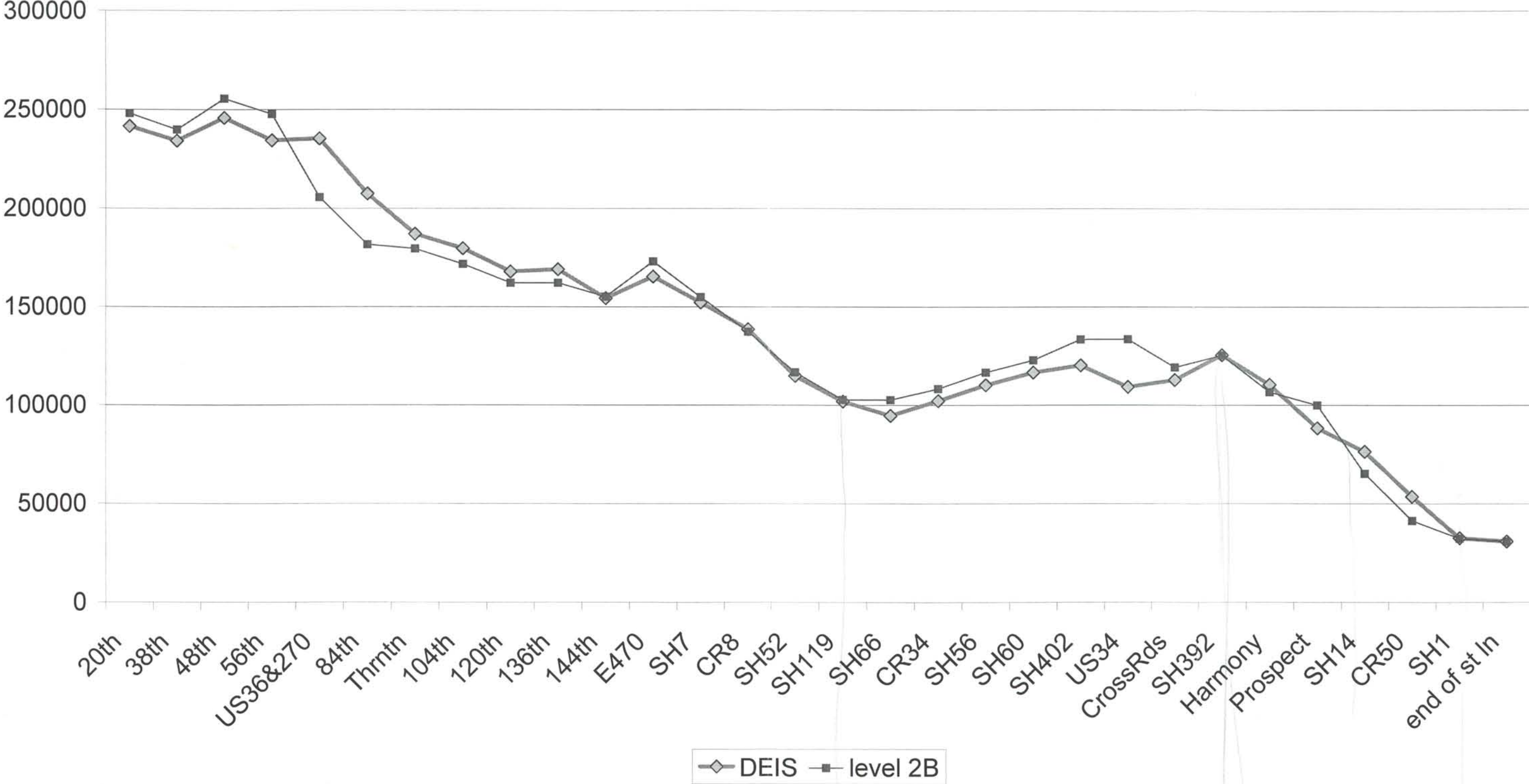
Combined Run #41

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vs all Counts

6/19/2006

### I-25 Daily Volumes



Comparison of I-25 Volumes

| Roadway Location         | Traffic Counts  |                                              | Model Volumes and Error                       |           |                                          |                                 |           |                               |                                 |
|--------------------------|-----------------|----------------------------------------------|-----------------------------------------------|-----------|------------------------------------------|---------------------------------|-----------|-------------------------------|---------------------------------|
|                          | NFR Link Counts | Project Field Counts                         | Original NFRMPO / DRCOG<br>2000 / 2001 Models |           | DEIS Combined Model<br>2000 / 2001 - #41 |                                 |           |                               |                                 |
| Highway Segment          | Year 2000       | Year 2000<br>(assume 1.9%<br>annual growth)* | Year 2004<br>Counts                           | Volume    | Error vs<br>project<br>counts            | % Error vs<br>project<br>counts | Volume    | Error vs<br>project<br>counts | % Error vs<br>project<br>counts |
| south segment end        |                 |                                              |                                               |           |                                          |                                 |           |                               |                                 |
| north segment end        |                 |                                              |                                               |           |                                          |                                 |           |                               |                                 |
| north of SH-1            | 14,000          |                                              |                                               | 14,964    |                                          |                                 | 15,463    |                               |                                 |
| SH-1 (Wellington)        | 16,000          | 11,744                                       | 13,470                                        | 16,134    | 4,390                                    | 37.4%                           | 16,615    | 4,871                         | 41.5%                           |
| CR-50                    | 18,468          | 16,634                                       | 19,080                                        | 23,399    | 6,765                                    | 40.7%                           | 21,110    | 4,476                         | 26.9%                           |
| SH-14 (Ft Collins)       |                 | 21,560                                       | 24,730                                        | 27,661    | 6,101                                    | 28.3%                           | 24,314    | 2,754                         | 12.8%                           |
| Prospect                 | 42,722          | 35,605                                       | 40,840                                        | 37,807    | 2,202                                    | 6.2%                            | 38,547    | 2,942                         | 8.3%                            |
| Harmory                  |                 | 40,357                                       | 46,290                                        | 47,729    | 7,372                                    | 18.3%                           | 47,807    | 7,450                         | 18.5%                           |
| 392 (Windor)             | 54,500          | 53,382                                       | 61,230                                        | 62,996    | 9,614                                    | 18.0%                           | 69,423    | 16,041                        | 30.0%                           |
| Crossroads               |                 | 50,270                                       | 57,660                                        | 62,494    | 12,224                                   | 24.3%                           | 65,249    | 14,979                        | 29.8%                           |
| US-34 (Loveland/Greeley) |                 | 55,736                                       | 63,930                                        | 68,555    | 12,819                                   | 23.0%                           | 72,231    | 16,495                        | 29.6%                           |
| SH-402                   | 51,268          | 56,146                                       | 64,400                                        | 68,176    | 12,030                                   | 21.4%                           | 69,915    | 13,769                        | 24.5%                           |
| CR-16                    |                 | 55,631                                       | 63,810                                        | 64,616    | 8,985                                    | 16.2%                           | 66,189    | 10,558                        | 19.0%                           |
| SH-60 (Johnstown)        | 52,000          | 55,631                                       | 63,810                                        | 64,756    | 9,125                                    | 16.4%                           | 65,626    | 9,995                         | 18.0%                           |
| SH-56 (Berthoud)         | 54,000          | 56,739                                       | 65,080                                        | 61,380    | 4,641                                    | 8.2%                            | 61,794    | 5,055                         | 8.9%                            |
| CR-34 (Mead)             | 55,000          | 56,651                                       | 64,980                                        | 52,310    | (4,341)                                  | -7.7%                           | 58,311    | 1,660                         | 2.9%                            |
| SH-66                    |                 | 56,739                                       | 65,080                                        | 51,805    | (4,934)                                  | -8.7%                           | 53,414    | (3,325)                       | -5.9%                           |
| SH-119                   | NFR             | 59,816                                       | 68,610                                        | 56,054    | (3,762)                                  | -6.3%                           | 57,502    | (2,314)                       | -3.9%                           |
| SH-52                    | DRCOG           | 67,140                                       | 77,010                                        | 71,083    | 3,943                                    | 5.9%                            | 62,452    | (4,688)                       | -7.0%                           |
| CR-8                     |                 | 75,649                                       | 86,770                                        | 77,381    | 1,732                                    | 2.3%                            | 71,565    | (4,084)                       | -5.4%                           |
| SH-7                     |                 | 77,619                                       | 89,030                                        | 80,194    | 2,575                                    | 3.3%                            | 74,703    | (2,916)                       | -3.8%                           |
| s/o SH-7                 | 62,250          | 84,271                                       | 96,660                                        | 75,809    | (8,462)                                  | -10.0%                          | 71,540    | (12,731)                      | -15.1%                          |
| SUM                      | 420,208         | 987,320                                      | 1,132,470                                     | 1,070,339 | 83,019                                   | 8.4%                            | 1,068,307 | 80,987                        | 8.2%                            |

\*Notes: 1 - 1.9 percent annual growth rate is an average of the annual growth seen at permanent CDOT count locations along I-25 at SH-1, US-34, and SH-7 between 2000 and 2005.  
2 - A seasonal adjustment has been applied to the project counts.

Sources: North I-25 Run #41, June 2006; NFRMPO Original 2000 Model (D-Drive\NFR\_NI25\_Runs\2000 NFR Test Run\_102104); DRCOG Original 2001 Model; Project Counts

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NFR selection area VMT, VHT & Lane Miles comparison

NEW No-Action

| TIMEPERIOD | FT1       | FT2     | FT3       | FT4       | FT5     | FT6     | TOTAL      |
|------------|-----------|---------|-----------|-----------|---------|---------|------------|
| Daily VMT  | 5,087,912 | 794,429 | 2,666,708 | 1,799,268 | 645,952 | 124,424 | 11,118,693 |
| Daily VHT  | 89,245    | 17,871  | 82,703    | 61,686    | 30,795  | 3,495   | 285,796    |
| LaneMiles  | 236       | 27      | 177       | 278       | 324     | 16      | 1,057      |
| AM2 VMT    | 383,479   | 68,526  | 246,711   | 193,672   | 96,157  | 9,728   | 998,272    |
| AM2 VHT    | 8,741     | 2,125   | 9,951     | 9,219     | 5,921   | 305     | 36,262     |
| PM2 VMT    | 384,986   | 65,437  | 243,149   | 185,521   | 76,069  | 9,222   | 964,383    |
| PM2 VHT    | 8,117     | 1,756   | 8,691     | 7,398     | 3,877   | 273     | 30,111     |

Performed on Wed Jul 26 08:53:44 2006

OLD No-Action

| TIMEPERIOD | FT1       | FT2     | FT3       | FT4       | FT5       | FT6     | TOTAL      |
|------------|-----------|---------|-----------|-----------|-----------|---------|------------|
| Daily VMT  | 5,213,389 | 975,347 | 1,740,884 | 1,948,589 | 1,105,416 | 127,110 | 11,110,735 |
| Daily VHT  | 96,751    | 23,959  | 83,034    | 80,171    | 80,224    | 3,895   | 368,034    |
| LaneMiles  | 236       | 28      | 90        | 206       | 337       | 14      | 911        |
| AM2 VMT    | 379,628   | 76,911  | 155,431   | 211,213   | 163,456   | 9,864   | 996,502    |
| AM2 VHT    | 10,208    | 2,924   | 14,152    | 14,322    | 18,569    | 358     | 60,533     |
| PM2 VMT    | 382,545   | 76,005  | 151,370   | 202,313   | 141,942   | 9,457   | 963,631    |
| PM2 VHT    | 8,722     | 2,481   | 10,574    | 10,505    | 12,962    | 323     | 45,568     |

Performed on Wed Jul 26 08:56:53 2006

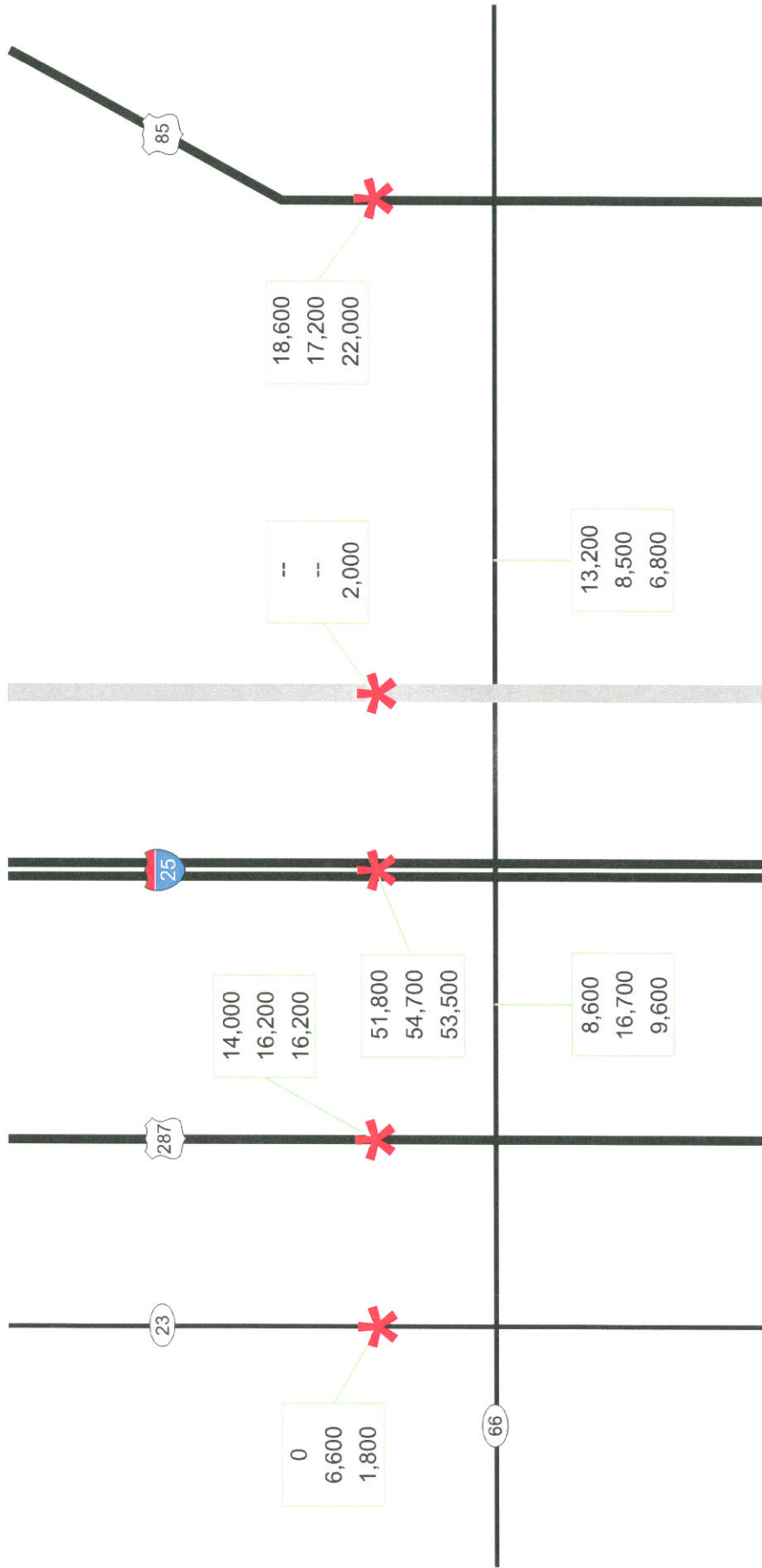
Difference

|           |          |          |         |          |          |        |         |
|-----------|----------|----------|---------|----------|----------|--------|---------|
| Daily VMT | -125,477 | -180,918 | 925,824 | -149,321 | -459,464 | -2,686 | 7,958   |
| Daily VHT | -7,505   | -6,088   | -331    | -18,485  | -49,429  | -400   | -82,238 |
| LaneMiles | 0        | -1       | 87      | 71       | -14      | 2      | 146     |
| AM2 VMT   | 3,851    | -8,385   | 91,280  | -17,542  | -67,298  | -136   | 1,770   |
| AM2 VHT   | -1,468   | -799     | -4,201  | -5,103   | -12,648  | -53    | -24,271 |
| PM2 VMT   | 2,441    | -10,568  | 91,779  | -16,792  | -65,873  | -235   | 753     |
| PM2 VHT   | -605     | -725     | -1,883  | -3,107   | -9,086   | -50    | -15,456 |

% Difference

|           |        |        |        |        |        |        |        |
|-----------|--------|--------|--------|--------|--------|--------|--------|
| Daily VMT | -2.4%  | -18.5% | 53.2%  | -7.7%  | -41.6% | -2.1%  | 0.1%   |
| Daily VHT | -7.8%  | -25.4% | -0.4%  | -23.1% | -61.6% | -10.3% | -22.3% |
| LaneMiles | 0.0%   | -3.2%  | 96.7%  | 34.6%  | -4.1%  | 16.3%  | 16.0%  |
| AM2 VMT   | 1.0%   | -10.9% | 58.7%  | -8.3%  | -41.2% | -1.4%  | 0.2%   |
| AM2 VHT   | -14.4% | -27.3% | -29.7% | -35.6% | -68.1% | -14.7% | -40.1% |
| PM2 VMT   | 0.6%   | -13.9% | 60.6%  | -8.3%  | -46.4% | -2.5%  | 0.1%   |
| PM2 VHT   | -6.9%  | -29.2% | -17.8% | -29.6% | -70.1% | -15.4% | -33.9% |

# Daily Volumes at MPO Border



## Legend

| Daily Volume |                           |
|--------------|---------------------------|
| XX           | NFR Original 2000 Model   |
| XX           | DRCOG Original 2001 Model |
| XX           | Combined Model            |

| * Screenline Sum          |        |
|---------------------------|--------|
| NFR Original 2000 Model   | 84,400 |
| DRCOG Original 2001 Model | 94,700 |
| Combined Model            | 95,500 |

NFR Original 2000  
DRCOG 2001 Cycle 14  
Combined Run #41  
6/27/2006

# SCREENLINES GRAPHIC



07/06/2006

**North I-25 EIS**

Development of Combined Travel Model

**Comparison of Daily VMT & VHT**

|                      | <b>Original NFR Model</b> | <b>Original DRCOG Model</b> | <b>Sum of Original DRCOG + NFR Models</b> | <b>Combined Model #41</b> |
|----------------------|---------------------------|-----------------------------|-------------------------------------------|---------------------------|
| <b>Facility Type</b> | <b>Daily VMT</b>          | <b>Daily VMT</b>            | <b>Daily VMT</b>                          | <b>Daily VMT</b>          |
| 1                    | 2,525,435                 | 23,342,838                  | 25,868,273                                | 24,687,216                |
| 2                    | 1,157,681                 | 3,477,618                   | 4,635,299                                 | 4,454,254                 |
| 3                    | 2,906,157                 | 19,508,011                  | 22,414,168                                | 22,328,894                |
| 4                    | 1,418,352                 | 7,125,530                   | 8,543,882                                 | 8,465,910                 |
| Other                | 1,650,790                 | 8,911,433                   | 10,562,223                                | 10,283,527                |
| <b>TOTAL</b>         | <b>9,658,415</b>          | <b>62,365,430</b>           | <b>72,023,845</b>                         | <b>70,219,801</b>         |

| <b>Facility Type</b> | <b>Daily VHT</b> | <b>Daily VHT</b> | <b>Daily VHT</b> | <b>Daily VHT</b> |
|----------------------|------------------|------------------|------------------|------------------|
| 1                    | 36,133           | 411,295          | 447,428          | 428,740          |
| 2                    | 21,033           | 77,203           | 98,236           | 95,833           |
| 3                    | 81,364           | 600,332          | 681,696          | 688,452          |
| 4                    | 37,784           | 238,171          | 275,955          | 278,671          |
| Other                | 71,301           | 431,852          | 503,153          | 506,691          |
| <b>TOTAL</b>         | <b>247,615</b>   | <b>1,758,853</b> | <b>2,006,468</b> | <b>1,998,387</b> |

| <b>Facility Type</b> | <b>Daily Avg. Speed</b> | <b>Daily Avg. Speed</b> | <b>Daily Avg. Speed</b> | <b>Daily Avg. Speed</b> |
|----------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| 1                    | 69.9                    | 56.8                    | 57.8                    | 57.6                    |
| 2                    | 55.0                    | 45.0                    | 47.2                    | 46.5                    |
| 3                    | 35.7                    | 32.5                    | 32.9                    | 32.4                    |
| 4                    | 37.5                    | 29.9                    | 31.0                    | 30.4                    |
| Other                | 23.2                    | 20.6                    | 21.0                    | 20.3                    |
| <b>TOTAL</b>         | <b>39.0</b>             | <b>35.5</b>             | <b>35.9</b>             | <b>35.1</b>             |

NFR Original 2000; DRCOG Original 2001 Cycle 12; Combined Run #38, Combined Run #41

Sources: DRCOG -- allday.bin    NFR -- flow.bin    COMBINED -- allday.bin

North I-25  
RSA to RSA Trip Comparison

Top 10 RSA to RSA interchanges (survey source)  
Top 10 RSA to RSA interchanges (biregional trip table)

|        |             | HBW      |          |            |
|--------|-------------|----------|----------|------------|
| Origin | Destination | Roadside | Roadside | Roadside   |
| RSA    | RSA         | CTPP     | Survey   | Trip Table |
| 6      | 104         | 1736     | 299      | 1195       |
| 8      | 104         | 1160     | 46       | 798        |
| 5      | 104         | 1108     | 488      | 763        |
| 6      | 102         | 910      | 87       | 626        |
| 11     | 802         | 902      | 272      | 621        |
| 6      | 108         | 724      | 131      | 498        |
| 6      | 103         | 560      | 187      | 386        |
| 5      | 103         | 541      | 248      | 373        |
| 5      | 102         | 522      | 151      | 360        |
| 802    | 11          | 521      | 309      | 359        |
| 8      | 102         | 518      | 81       | 357        |
| 8      | 802         | 459      | 57       | 316        |
| 8      | 103         | 458      | 46       | 315        |
| 10     | 802         | 436      | 19       | 300        |
| 5      | 108         | 383      | 58       | 264        |
| 803    | 11          | 374      | 35       | 102        |
| 103    | 8           | 371      | 123      | 255        |
| 3      | 104         | 339      | 97       | 233        |
| 8      | 108         | 333      | 19       | 229        |
| 11     | 412         | 312      | 12       | 215        |
| 9      | 802         | 289      |          | 199        |
| 5      | 802         | 288      | 224      | 198        |
| 11     | 104         | 266      | 251      | 183        |
| 5      | 412         | 266      | 29       | 183        |
| 104    | 8           | 262      | 67       | 180        |
| 802    | 8           | 255      | 124      | 176        |
| 4      | 104         | 247      | 260      | 170        |
| 104    | 5           | 235      | 498      | 162        |
| 12     | 802         | 234      |          | 161        |
| 104    | 4           | 212      | 327      | 146        |
| 6      | 107         | 212      | 75       | 146        |
| 4      | 412         | 198      | 19       | 137        |
| 3      | 412         | 192      |          | 132        |
| 11     | 803         | 178      | 11       | 41         |
| 11     | 311         | 174      | 85       | 120        |
| 4      | 102         | 167      | 233      | 115        |
| 103    | 5           | 166      | 465      | 114        |
| 5      | 107         | 161      | 44       | 111        |
| 6      | 704         | 161      | 31       | 111        |
| 6      | 802         | 158      | 88       | 109        |
| 14     | 802         | 154      | 66       | 97         |
| 11     | 103         | 151      | 111      | 104        |
| 6      | 105         | 150      | 54       | 103        |
| 802    | 10          | 150      | 16       | 103        |
| 104    | 11          | 149      | 59       | 102        |
| 8      | 412         | 149      |          | 102        |

|        |             | HBO      |            |            |
|--------|-------------|----------|------------|------------|
| Origin | Destination | Roadside | Roadside   | Roadside   |
| RSA    | RSA         | Survey   | Trip Table | Trip Table |
| 6      | 104         | 917      |            | 1118       |
| 104    | 5           | 823      |            | 1004       |
| 103    | 5           | 709      |            | 865        |
| 103    | 6           | 648      |            | 790        |
| 802    | 11          | 594      |            | 725        |
| 6      | 103         | 554      |            | 675        |
| 5      | 104         | 540      |            | 659        |
| 104    | 6           | 531      |            | 647        |
| 4      | 104         | 420      |            | 513        |
| 11     | 802         | 409      |            | 499        |
| 4      | 103         | 390      |            | 475        |
| 413    | 4           | 379      |            | 462        |
| 104    | 4           | 359      |            | 438        |
| 5      | 802         | 316      |            | 386        |
| 802    | 5           | 313      |            | 382        |
| 5      | 103         | 309      |            | 377        |
| 413    | 11          | 279      |            | 340        |
| 104    | 11          | 253      |            | 309        |
| 103    | 4           | 248      |            | 302        |
| 4      | 802         | 231      |            | 282        |
| 11     | 104         | 217      |            | 265        |
| 11     | 306         | 213      |            | 260        |
| 5      | 102         | 210      |            | 256        |
| 413    | 5           | 205      |            | 250        |
| 4      | 102         | 198      |            | 242        |
| 11     | 413         | 194      |            | 237        |
| 4      | 108         | 193      |            | 235        |
| 107    | 8           | 189      |            | 230        |
| 4      | 402         | 187      |            | 228        |
| 11     | 402         | 184      |            | 224        |
| 4      | 210         | 184      |            | 224        |
| 306    | 5           | 180      |            | 220        |
| 6      | 102         | 178      |            | 217        |
| 102    | 8           | 171      |            | 209        |
| 303    | 11          | 171      |            | 208        |
| 11     | 304         | 170      |            | 207        |
| 4      | 413         | 168      |            | 205        |
| 4      | 406         | 164      |            | 200        |
| 14     | 802         | 163      |            | 199        |
| 108    | 4           | 162      |            | 198        |
| 11     | 412         | 161      |            | 196        |
| 802    | 8           | 155      |            | 189        |
| 11     | 803         | 153      |            | 187        |
| 103    | 11          | 151      |            | 184        |
| 402    | 3           | 150      |            | 183        |
| 108    | 5           | 149      |            | 181        |

|        |             | NHB      |            |            |
|--------|-------------|----------|------------|------------|
| Origin | Destination | Roadside | Roadside   | Roadside   |
| RSA    | RSA         | Survey   | Trip Table | Trip Table |
| 802    | 11          | 450      |            | 510        |
| 11     | 402         | 450      |            | 299        |
| 104    | 5           | 413      |            | 435        |
| 11     | 802         | 389      |            | 510        |
| 104    | 6           | 384      |            | 359        |
| 4      | 102         | 368      |            | 270        |
| 104    | 4           | 341      |            | 287        |
| 103    | 5           | 327      |            | 302        |
| 5      | 104         | 302      |            | 435        |
| 103    | 6           | 299      |            | 251        |
| 5      | 802         | 251      |            | 222        |
| 413    | 4           | 241      |            | 287        |
| 4      | 413         | 231      |            | 287        |
| 413    | 11          | 216      |            | 233        |
| 103    | 4           | 209      |            | 201        |
| 6      | 104         | 206      |            | 359        |
| 5      | 103         | 170      |            | 302        |
| 802    | 8           | 167      |            | 101        |
| 11     | 413         | 167      |            | 233        |
| 108    | 4           | 155      |            | 144        |
| 103    | 11          | 150      |            | 152        |
| 304    | 11          | 145      |            | 95         |
| 4      | 402         | 142      |            | 122        |
| 802    | 4           | 142      |            | 144        |
| 11     | 303         | 140      |            | 154        |
| 4      | 412         | 133      |            | 116        |
| 4      | 104         | 132      |            | 287        |
| 104    | 11          | 131      |            | 155        |
| 11     | 104         | 124      |            | 155        |
| 14     | 802         | 122      |            | 83         |
| 4      | 103         | 122      |            | 201        |
| 403    | 4           | 117      |            | 71         |
| 802    | 5           | 114      |            | 222        |
| 303    | 11          | 113      |            | 154        |
| 6      | 103         | 113      |            | 251        |
| 307    | 5           | 107      |            | 65         |
| 5      | 108         | 107      |            | 103        |
| 4      | 107         | 107      |            | 106        |
| 306    | 4           | 101      |            | 62         |
| 11     | 103         | 100      |            | 152        |
| 301    | 11          | 99       |            | 60         |
| 401    | 11          | 97       |            | 92         |
| 107    | 5           | 96       |            | 74         |
| 4      | 802         | 95       |            | 144        |
| 405    | 5           | 94       |            | 57         |
| 5      | 102         | 94       |            | 91         |

|        |             | COM      |            |            |
|--------|-------------|----------|------------|------------|
| Origin | Destination | Roadside | Roadside   | Roadside   |
| RSA    | RSA         | Survey   | Trip Table | Trip Table |
| 4      | 310         | 147      |            | 158        |
| 310    | 4           | 147      |            | 158        |
| 6      | 103         | 106      |            | 114        |
| 103    | 6           | 106      |            | 114        |
| 4      | 311         | 80       |            | 86         |
| 311    | 4           | 80       |            | 86         |
| 6      | 104         | 78       |            | 84         |
| 104    | 6           | 78       |            | 84         |
| 4      | 403         | 72       |            | 78         |
| 403    | 4           | 72       |            | 78         |
| 5      | 104         | 66       |            | 71         |
| 104    | 5           | 66       |            | 71         |
| 11     | 802         | 64       |            | 69         |
| 802    | 11          | 64       |            | 69         |
| 4      | 102         | 59       |            | 63         |
| 103    | 4           | 59       |            | 63         |
| 4      | 103         | 59       |            | 63         |
| 102    | 4           | 59       |            | 63         |
| 4      | 802         | 48       |            | 52         |
| 802    | 4           | 48       |            | 52         |
| 6      | 102         | 39       |            | 42         |
| 5      | 108         | 39       |            | 42         |
| 5      | 802         | 39       |            | 42         |
| 11     | 102         | 39       |            | 42         |
| 802    | 5           | 39       |            | 42         |
| 102    | 11          | 39       |            | 42         |
| 108    | 5           | 39       |            | 42         |
| 102    | 6           | 39       |            | 42         |
| 506    | 11          | 39       |            | 42         |
| 301    | 11          | 39       |            | 42         |
| 11     | 301         | 39       |            | 42         |
| 11     | 506         | 39       |            | 42         |
| 5      | 103         | 39       |            | 42         |
| 103    | 5           | 39       |            | 42         |
| 5      | 107         | 39       |            | 42         |
| 107    | 5           | 39       |            | 42         |
| 308    | 4           | 38       |            | 41         |
| 4      | 308         | 38       |            | 41         |
| 11     | 311         | 34       |            | 36         |
| 311    | 11          | 34       |            | 36         |
| 401    | 11          | 28       |            | 30         |
| 11     | 401         | 28       |            | 30         |
| 11     | 409         | 28       |            | 30         |
| 409    | 11          | 28       |            | 30         |
| 4      | 104         | 21       |            | 23         |
| 104    | 4           | 21       |            | 23         |

North I-25  
RSA to RSA Trip Comparison

|     |     |     |     |     |
|-----|-----|-----|-----|-----|
| 103 | 4   | 146 | 212 | 100 |
| 802 | 9   | 144 | 16  | 99  |
| 303 | 11  | 140 |     | 97  |
| 3   | 802 | 140 | 54  | 97  |
| 11  | 402 | 138 | 57  | 95  |
| 3   | 102 | 136 | 27  | 94  |
| 8   | 105 | 130 |     | 89  |
| 14  | 803 | 122 |     | 86  |
| 803 | 8   | 122 |     | 33  |
| 8   | 704 | 120 | 19  | 83  |
| 4   | 108 | 119 | 107 | 82  |
| 4   | 802 | 117 | 140 | 81  |
| 3   | 310 | 117 | 38  | 81  |
| 5   | 704 | 115 |     | 79  |
| 5   | 311 | 112 | 36  | 77  |
| 12  | 803 | 108 |     | 25  |
| 802 | 12  | 108 | 51  | 74  |
| 11  | 405 | 107 | 74  | 73  |
| 11  | 303 | 107 | 58  | 73  |
| 3   | 508 | 107 |     | 73  |
| 3   | 108 | 105 | 19  | 72  |
| 103 | 6   | 99  | 362 | 68  |
| 6   | 412 | 99  | 51  | 68  |
| 306 | 5   | 99  | 85  | 68  |
| 11  | 502 | 99  | 0   | 68  |
| 6   | 202 | 99  | 18  | 68  |
| 11  | 108 | 97  | 12  | 67  |
| 202 | 11  | 95  | 34  | 65  |
| 8   | 107 | 95  | 14  | 65  |
| 13  | 802 | 93  | 14  | 64  |
| 14  | 102 | 90  | 22  | 46  |
| 11  | 310 | 89  | 48  | 61  |
| 802 | 13  | 89  | 17  | 61  |
| 3   | 402 | 88  | 19  | 60  |
| 3   | 210 | 88  |     | 60  |
| 102 | 5   | 86  | 174 | 59  |
| 5   | 310 | 86  | 19  | 59  |
| 6   | 306 | 86  | 19  | 59  |
| 3   | 107 | 86  |     | 59  |
| 5   | 303 | 85  |     | 59  |
| 10  | 102 | 85  | 27  | 59  |
| 104 | 6   | 84  | 204 | 58  |
| 11  | 102 | 82  | 99  | 57  |
| 306 | 4   | 82  |     | 57  |
| 8   | 402 | 82  |     | 57  |
| 302 | 4   | 81  |     | 56  |
| 10  | 803 | 81  |     | 19  |
| 802 | 4   | 80  | 120 | 55  |
| 5   | 405 | 80  |     | 55  |
| 102 | 8   | 80  | 88  | 55  |
| 10  | 103 | 80  |     | 55  |
| 803 | 10  | 80  |     | 22  |

|     |     |     |     |
|-----|-----|-----|-----|
| 607 | 4   | 146 | 178 |
| 104 | 8   | 145 | 177 |
| 404 | 4   | 143 | 174 |
| 701 | 11  | 138 |     |
| 103 | 8   | 136 | 165 |
| 11  | 103 | 127 | 154 |
| 11  | 202 | 125 | 153 |
| 402 | 11  | 125 | 153 |
| 306 | 11  | 124 | 151 |
| 5   | 108 | 120 | 147 |
| 5   | 105 | 119 | 145 |
| 4   | 209 | 118 | 143 |
| 309 | 5   | 116 | 142 |
| 102 | 4   | 112 | 137 |
| 402 | 5   | 112 | 136 |
| 105 | 4   | 110 | 135 |
| 406 | 4   | 108 | 132 |
| 11  | 508 | 108 | 132 |
| 508 | 5   | 107 | 130 |
| 3   | 802 | 107 | 130 |
| 4   | 107 | 104 | 126 |
| 4   | 207 | 102 | 124 |
| 11  | 102 | 100 | 122 |
| 4   | 508 | 97  | 118 |
| 302 | 4   | 95  | 116 |
| 11  | 606 | 95  | 116 |
| 206 | 11  | 95  | 116 |
| 108 | 11  | 94  | 115 |
| 802 | 4   | 94  | 115 |
| 102 | 5   | 93  | 113 |
| 105 | 5   | 92  | 112 |
| 4   | 509 | 90  | 110 |
| 4   | 401 | 90  | 109 |
| 306 | 4   | 89  | 108 |
| 409 | 4   | 88  | 107 |
| 5   | 413 | 88  | 107 |
| 311 | 4   | 88  | 107 |
| 11  | 308 | 87  | 107 |
| 413 | 3   | 87  | 107 |
| 107 | 11  | 87  | 106 |
| 409 | 11  | 86  | 105 |
| 6   | 108 | 86  | 105 |
| 5   | 302 | 83  | 102 |
| 11  | 401 | 81  | 99  |
| 205 | 4   | 80  | 98  |
| 11  | 205 | 80  | 97  |
| 11  | 210 | 80  | 97  |
| 803 | 4   | 80  | 97  |
| 5   | 309 | 79  | 97  |
| 5   | 207 | 79  | 96  |
| 512 | 3   | 79  | 96  |
| 3   | 511 | 77  | 94  |

|     |     |    |     |
|-----|-----|----|-----|
| 104 | 8   | 91 | 67  |
| 310 | 4   | 90 | 97  |
| 409 | 4   | 90 | 77  |
| 704 | 8   | 86 | 53  |
| 102 | 11  | 84 | 87  |
| 108 | 8   | 83 | 50  |
| 307 | 4   | 83 | 71  |
| 508 | 5   | 82 | 50  |
| 4   | 108 | 82 | 144 |
| 304 | 14  | 81 | 56  |
| 11  | 214 | 79 | 48  |
| 405 | 4   | 79 | 76  |
| 704 | 5   | 77 | 47  |
| 102 | 4   | 77 | 270 |
| 403 | 5   | 76 | 46  |
| 4   | 404 | 76 | 80  |
| 704 | 4   | 75 | 71  |
| 301 | 5   | 74 | 55  |
| 6   | 802 | 73 | 73  |
| 11  | 412 | 73 | 87  |
| 311 | 5   | 71 | 71  |
| 412 | 11  | 70 | 87  |
| 309 | 4   | 69 | 63  |
| 8   | 102 | 69 | 42  |
| 4   | 310 | 69 | 97  |
| 107 | 4   | 68 | 106 |
| 5   | 310 | 66 | 61  |
| 11  | 203 | 65 | 69  |
| 4   | 105 | 64 | 59  |
| 5   | 701 | 64 |     |
| 108 | 5   | 63 | 103 |
| 4   | 206 | 63 | 71  |
| 11  | 102 | 59 | 87  |
| 402 | 4   | 59 | 122 |
| 209 | 11  | 59 | 71  |
| 4   | 401 | 58 | 59  |
| 11  | 209 | 58 | 71  |
| 412 | 4   | 58 | 116 |
| 5   | 407 | 57 | 35  |
| 1   | 406 | 57 | 35  |
| 6   | 108 | 56 | 45  |
| 102 | 5   | 55 | 91  |
| 404 | 4   | 55 | 80  |
| 11  | 108 | 55 | 44  |
| 4   | 101 | 55 | 45  |
| 11  | 401 | 54 | 92  |
| 406 | 4   | 54 | 33  |
| 206 | 4   | 54 | 71  |
| 105 | 5   | 53 | 32  |
| 4   | 411 | 53 | 32  |
| 4   | 312 | 52 | 32  |
| 11  | 208 | 51 | 31  |

|     |     |    |    |
|-----|-----|----|----|
| 302 | 4   | 21 | 23 |
| 312 | 4   | 21 | 23 |
| 5   | 403 | 21 | 23 |
| 4   | 312 | 21 | 23 |
| 4   | 313 | 21 | 23 |
| 403 | 5   | 21 | 23 |
| 4   | 302 | 21 | 23 |
| 313 | 4   | 21 | 23 |
| 1   | 304 | 21 | 23 |
| 304 | 1   | 21 | 23 |
| 6   | 802 | 19 | 21 |
| 6   | 311 | 19 | 21 |
| 11  | 508 | 19 | 21 |
| 802 | 6   | 19 | 21 |
| 302 | 11  | 19 | 21 |
| 14  | 304 | 19 | 21 |
| 508 | 11  | 19 | 21 |
| 11  | 302 | 19 | 21 |
| 304 | 14  | 19 | 21 |
| 311 | 6   | 19 | 21 |
| 5   | 102 | 9  | 9  |
| 11  | 402 | 9  | 9  |
| 4   | 108 | 9  | 9  |
| 5   | 311 | 9  | 9  |
| 102 | 5   | 9  | 9  |
| 5   | 202 | 9  | 9  |
| 108 | 4   | 9  | 9  |
| 4   | 407 | 9  | 9  |
| 202 | 5   | 9  | 9  |
| 402 | 11  | 9  | 9  |
| 101 | 6   | 9  | 9  |
| 311 | 5   | 9  | 9  |
| 13  | 404 | 9  | 9  |
| 404 | 13  | 9  | 9  |
| 407 | 4   | 9  | 9  |
| 6   | 101 | 9  | 9  |
| 803 | 11  | 8  | 9  |
| 11  | 803 | 8  | 9  |
| 11  | 405 | 8  | 9  |
| 410 | 11  | 8  | 9  |
| 407 | 11  | 8  | 9  |
| 11  | 312 | 8  | 9  |
| 11  | 410 | 8  | 9  |
| 13  | 311 | 8  | 9  |
| 405 | 11  | 8  | 9  |
| 11  | 407 | 8  | 9  |
| 311 | 13  | 8  | 9  |
| 312 | 11  | 8  | 9  |
| 8   | 104 | 0  | 0  |
| 6   | 108 | 0  | 0  |
| 8   | 102 | 0  | 0  |
| 8   | 802 | 0  | 0  |

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RSA to RSA Trip Comparison

|     |     |    |     |    |
|-----|-----|----|-----|----|
| 6   | 402 | 78 |     | 54 |
| 4   | 202 | 77 | 95  | 53 |
| 3   | 512 | 77 |     | 53 |
| 5   | 402 | 77 | 31  | 53 |
| 802 | 5   | 76 | 305 | 52 |
| 802 | 14  | 74 | 58  | 33 |
| 803 | 14  | 74 | 9   | 13 |
| 10  | 310 | 74 |     | 51 |
| 6   | 411 | 73 |     | 50 |
| 5   | 202 | 68 | 64  | 46 |
| 301 | 8   | 68 |     | 46 |
| 10  | 108 | 68 | 27  | 46 |
| 10  | 303 | 68 |     | 46 |
| 306 | 3   | 66 | 17  | 46 |
| 5   | 409 | 66 |     | 46 |
| 10  | 412 | 66 |     | 46 |
| 104 | 10  | 66 |     | 46 |
| 103 | 11  | 65 | 180 | 45 |
| 704 | 4   | 65 | 18  | 45 |
| 307 | 5   | 65 | 73  | 45 |
| 11  | 404 | 65 | 39  | 45 |
| 3   | 511 | 65 |     | 45 |
| 410 | 11  | 63 | 13  | 44 |
| 307 | 4   | 61 | 17  | 42 |
| 209 | 4   | 61 | 29  | 42 |
| 6   | 106 | 61 |     | 42 |
| 14  | 303 | 61 |     | 40 |
| 10  | 404 | 61 |     | 42 |
| 4   | 413 | 59 | 48  | 41 |
| 5   | 413 | 59 |     | 41 |
| 9   | 103 | 59 | 19  | 41 |
| 7   | 412 | 59 |     | 41 |
| 6   | 307 | 59 |     | 41 |
| 10  | 104 | 59 | 20  | 41 |
| 3   | 208 | 59 | 19  | 41 |
| 8   | 401 | 58 |     | 40 |
| 9   | 104 | 58 |     | 40 |
| 8   | 303 | 58 |     | 40 |
| 3   | 704 | 58 |     | 40 |
| 6   | 311 | 57 |     | 39 |
| 8   | 202 | 57 |     | 39 |
| 14  | 104 | 57 | 48  | 36 |
| 4   | 103 | 55 | 323 | 38 |
| 4   | 402 | 55 | 57  | 38 |
| 11  | 508 | 54 | 8   | 37 |
| 803 | 9   | 54 |     | 15 |
| 9   | 803 | 54 |     | 12 |
| 7   | 104 | 54 |     | 37 |
| 3   | 501 | 54 |     | 37 |
| 6   | 513 | 54 |     | 37 |
| 311 | 11  | 53 | 30  | 36 |
| 11  | 304 | 53 | 40  | 36 |

|     |     |    |    |
|-----|-----|----|----|
| 6   | 802 | 76 | 92 |
| 803 | 14  | 75 | 91 |
| 7   | 103 | 75 | 91 |
| 13  | 103 | 74 | 90 |
| 210 | 5   | 73 | 89 |
| 11  | 213 | 73 | 89 |
| 11  | 704 | 72 | 88 |
| 5   | 704 | 72 | 88 |
| 402 | 4   | 71 | 87 |
| 11  | 204 | 71 | 87 |
| 307 | 4   | 71 | 87 |
| 509 | 4   | 70 | 85 |
| 704 | 8   | 69 | 84 |
| 202 | 6   | 69 | 84 |
| 202 | 12  | 69 | 84 |
| 5   | 107 | 68 | 83 |
| 310 | 4   | 68 | 83 |
| 307 | 8   | 67 | 82 |
| 304 | 11  | 67 | 82 |
| 11  | 408 | 66 | 81 |
| 14  | 303 | 65 | 80 |
| 5   | 402 | 65 | 80 |
| 5   | 202 | 65 | 79 |
| 4   | 408 | 65 | 79 |
| 8   | 802 | 64 | 78 |
| 412 | 4   | 64 | 78 |
| 302 | 11  | 64 | 78 |
| 404 | 5   | 63 | 77 |
| 4   | 309 | 63 | 77 |
| 11  | 310 | 62 | 76 |
| 107 | 5   | 60 | 74 |
| 102 | 11  | 60 | 74 |
| 11  | 507 | 60 | 73 |
| 209 | 12  | 59 | 72 |
| 11  | 303 | 59 | 72 |
| 409 | 8   | 58 | 71 |
| 507 | 4   | 58 | 71 |
| 307 | 11  | 58 | 71 |
| 5   | 206 | 58 | 71 |
| 14  | 606 | 58 | 71 |
| 402 | 13  | 58 | 70 |
| 4   | 511 | 57 | 69 |
| 107 | 6   | 56 | 68 |
| 11  | 701 | 56 |    |
| 1   | 410 | 56 | 68 |
| 701 | 4   | 55 |    |
| 3   | 406 | 54 | 66 |
| 4   | 602 | 54 | 66 |
| 4   | 312 | 53 | 65 |
| 4   | 208 | 53 | 65 |
| 11  | 602 | 53 | 64 |
| 13  | 802 | 53 | 64 |

|     |     |    |     |
|-----|-----|----|-----|
| 203 | 11  | 49 | 69  |
| 4   | 311 | 49 | 40  |
| 11  | 404 | 48 | 57  |
| 802 | 6   | 47 | 73  |
| 11  | 403 | 47 | 48  |
| 4   | 405 | 46 | 76  |
| 105 | 11  | 46 | 28  |
| 11  | 508 | 45 | 39  |
| 8   | 202 | 45 | 28  |
| 11  | 107 | 45 | 28  |
| 307 | 11  | 45 | 44  |
| 404 | 11  | 45 | 57  |
| 5   | 311 | 45 | 71  |
| 409 | 11  | 45 | 35  |
| 4   | 607 | 45 | 27  |
| 405 | 11  | 44 | 45  |
| 107 | 6   | 43 | 46  |
| 511 | 4   | 42 | 26  |
| 408 | 11  | 42 | 33  |
| 5   | 303 | 41 | 49  |
| 402 | 11  | 41 | 299 |
| 4   | 704 | 41 | 71  |
| 11  | 406 | 41 | 30  |
| 5   | 512 | 40 | 25  |
| 302 | 8   | 40 | 24  |
| 312 | 11  | 40 | 24  |
| 410 | 8   | 40 | 24  |
| 303 | 5   | 40 | 49  |
| 401 | 4   | 40 | 59  |
| 309 | 9   | 40 | 24  |
| 5   | 413 | 39 | 45  |
| 213 | 4   | 39 | 24  |
| 4   | 508 | 39 | 45  |
| 11  | 310 | 38 | 36  |
| 8   | 413 | 38 | 45  |
| 10  | 402 | 38 | 23  |
| 5   | 309 | 38 | 23  |
| 1   | 310 | 38 | 23  |
| 404 | 5   | 38 | 45  |
| 4   | 514 | 37 | 33  |
| 4   | 510 | 37 | 23  |
| 301 | 4   | 37 | 34  |
| 4   | 409 | 37 | 77  |
| 5   | 404 | 37 | 45  |
| 5   | 411 | 36 | 22  |
| 311 | 11  | 36 | 22  |
| 202 | 11  | 36 | 36  |
| 413 | 5   | 36 | 45  |
| 413 | 8   | 36 | 45  |
| 402 | 6   | 35 | 21  |
| 310 | 5   | 35 | 61  |
| 102 | 6   | 35 | 37  |

|     |     |   |   |
|-----|-----|---|---|
| 8   | 103 | 0 | 0 |
| 10  | 802 | 0 | 0 |
| 103 | 8   | 0 | 0 |
| 3   | 104 | 0 | 0 |
| 8   | 108 | 0 | 0 |
| 11  | 412 | 0 | 0 |
| 9   | 802 | 0 | 0 |
| 11  | 104 | 0 | 0 |
| 5   | 412 | 0 | 0 |
| 104 | 8   | 0 | 0 |
| 802 | 8   | 0 | 0 |
| 12  | 802 | 0 | 0 |
| 6   | 107 | 0 | 0 |
| 4   | 412 | 0 | 0 |
| 3   | 412 | 0 | 0 |
| 6   | 704 | 0 | 0 |
| 14  | 802 | 0 | 0 |
| 11  | 103 | 0 | 0 |
| 6   | 105 | 0 | 0 |
| 802 | 10  | 0 | 0 |
| 104 | 11  | 0 | 0 |
| 8   | 412 | 0 | 0 |
| 802 | 9   | 0 | 0 |
| 303 | 11  | 0 | 0 |
| 3   | 802 | 0 | 0 |
| 3   | 102 | 0 | 0 |
| 8   | 105 | 0 | 0 |
| 14  | 803 | 0 | 0 |
| 803 | 8   | 0 | 0 |
| 8   | 704 | 0 | 0 |
| 3   | 310 | 0 | 0 |
| 5   | 704 | 0 | 0 |
| 12  | 803 | 0 | 0 |
| 802 | 12  | 0 | 0 |
| 11  | 303 | 0 | 0 |
| 3   | 508 | 0 | 0 |
| 3   | 108 | 0 | 0 |
| 6   | 412 | 0 | 0 |
| 306 | 5   | 0 | 0 |
| 11  | 502 | 0 | 0 |
| 6   | 202 | 0 | 0 |
| 11  | 108 | 0 | 0 |
| 202 | 11  | 0 | 0 |
| 8   | 107 | 0 | 0 |
| 13  | 802 | 0 | 0 |
| 14  | 102 | 0 | 0 |
| 11  | 310 | 0 | 0 |
| 802 | 13  | 0 | 0 |
| 3   | 402 | 0 | 0 |
| 3   | 210 | 0 | 0 |
| 5   | 310 | 0 | 0 |
| 6   | 306 | 0 | 0 |

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RSA to RSA Trip Comparison

|     |     |    |     |    |
|-----|-----|----|-----|----|
| 11  | 105 | 53 | 70  | 36 |
| 506 | 4   | 53 | 77  | 36 |
| 107 | 6   | 51 | 16  | 35 |
| 5   | 105 | 51 | 56  | 35 |
| 14  | 103 | 51 |     | 26 |
| 12  | 311 | 51 |     | 35 |
| 102 | 11  | 50 | 114 | 34 |
| 408 | 11  | 50 | 25  | 34 |
| 3   | 509 | 50 |     | 34 |
| 11  | 413 | 47 | 43  | 33 |
| 8   | 413 | 47 |     | 33 |
| 301 | 4   | 47 | 37  | 33 |
| 302 | 5   | 47 |     | 33 |
| 1   | 802 | 47 |     | 33 |
| 11  | 513 | 47 | 0   | 33 |
| 103 | 10  | 47 |     | 33 |
| 212 | 10  | 47 |     | 33 |
| 4   | 501 | 47 |     | 33 |
| 9   | 404 | 47 |     | 33 |
| 4   | 704 | 46 |     | 32 |
| 105 | 4   | 46 | 15  | 32 |
| 5   | 512 | 46 |     | 32 |
| 302 | 8   | 46 |     | 32 |
| 402 | 8   | 46 | 15  | 32 |
| 11  | 205 | 46 |     | 32 |
| 307 | 8   | 46 | 69  | 32 |
| 5   | 401 | 46 | 43  | 32 |
| 6   | 512 | 46 |     | 32 |
| 3   | 205 | 46 |     | 32 |
| 6   | 208 | 46 |     | 32 |
| 9   | 102 | 46 |     | 32 |
| 11  | 701 | 46 |     |    |
| 312 | 4   | 45 |     | 31 |
| 407 | 11  | 45 | 55  | 31 |
| 11  | 312 | 45 |     | 31 |
| 3   | 307 | 45 |     | 31 |
| 401 | 11  | 43 |     | 30 |
| 11  | 401 | 43 | 42  | 30 |
| 4   | 307 | 43 | 66  | 30 |
| 11  | 309 | 43 | 56  | 30 |
| 8   | 310 | 43 |     | 30 |
| 9   | 412 | 43 |     | 30 |
| 705 | 11  | 43 |     | 30 |
| 4   | 205 | 42 | 93  | 29 |
| 11  | 410 | 41 | 40  | 28 |
| 107 | 4   | 41 | 14  | 28 |
| 10  | 402 | 41 |     | 28 |
| 803 | 13  | 41 |     | 11 |
| 10  | 410 | 41 |     | 28 |
| 3   | 209 | 41 |     | 28 |
| 311 | 8   | 41 |     | 28 |
| 105 | 3   | 41 |     | 28 |

|     |     |    |    |
|-----|-----|----|----|
| 211 | 4   | 52 | 64 |
| 3   | 103 | 52 | 63 |
| 202 | 4   | 52 | 63 |
| 11  | 302 | 51 | 62 |
| 1   | 103 | 51 | 62 |
| 11  | 515 | 50 | 61 |
| 405 | 2   | 49 | 60 |
| 11  | 404 | 49 | 59 |
| 4   | 302 | 49 | 59 |
| 301 | 11  | 48 | 59 |
| 203 | 4   | 48 | 59 |
| 202 | 11  | 48 | 58 |
| 5   | 508 | 48 | 58 |
| 11  | 410 | 47 | 58 |
| 6   | 408 | 47 | 57 |
| 5   | 404 | 46 | 56 |
| 803 | 13  | 46 | 56 |
| 4   | 307 | 46 | 56 |
| 402 | 14  | 45 | 55 |
| 401 | 3   | 45 | 54 |
| 102 | 6   | 44 | 54 |
| 11  | 107 | 44 | 54 |
| 108 | 6   | 43 | 53 |
| 13  | 306 | 43 | 52 |
| 802 | 6   | 42 | 52 |
| 803 | 11  | 42 | 51 |
| 802 | 7   | 42 | 51 |
| 11  | 206 | 42 | 51 |
| 4   | 404 | 41 | 50 |
| 408 | 11  | 41 | 50 |
| 409 | 6   | 41 | 50 |
| 403 | 11  | 41 | 50 |
| 505 | 11  | 41 | 49 |
| 407 | 14  | 41 | 49 |
| 105 | 11  | 40 | 49 |
| 12  | 407 | 40 | 49 |
| 704 | 5   | 40 | 49 |
| 13  | 209 | 39 | 48 |
| 512 | 4   | 39 | 48 |
| 6   | 412 | 39 | 47 |
| 2   | 802 | 39 | 47 |
| 5   | 307 | 38 | 47 |
| 404 | 11  | 38 | 46 |
| 204 | 11  | 38 | 46 |
| 5   | 407 | 37 | 45 |
| 3   | 701 | 37 |    |
| 4   | 607 | 37 | 45 |
| 4   | 502 | 37 | 45 |
| 10  | 308 | 37 | 45 |
| 101 | 4   | 37 | 45 |
| 205 | 3   | 37 | 45 |
| 306 | 9   | 37 | 45 |

|     |     |    |    |
|-----|-----|----|----|
| 508 | 4   | 34 | 45 |
| 1   | 102 | 34 | 21 |
| 308 | 11  | 34 | 21 |
| 4   | 307 | 34 | 71 |
| 5   | 312 | 34 | 21 |
| 4   | 309 | 34 | 63 |
| 803 | 9   | 33 | 20 |
| 3   | 102 | 33 | 20 |
| 6   | 107 | 33 | 46 |
| 406 | 5   | 33 | 20 |
| 5   | 308 | 33 | 20 |
| 403 | 11  | 33 | 48 |
| 105 | 4   | 32 | 59 |
| 6   | 412 | 32 | 20 |
| 11  | 405 | 30 | 45 |
| 209 | 4   | 30 | 33 |
| 4   | 408 | 30 | 18 |
| 11  | 512 | 30 | 29 |
| 504 | 11  | 30 | 26 |
| 311 | 6   | 29 | 30 |
| 407 | 11  | 29 | 18 |
| 3   | 401 | 29 | 18 |
| 511 | 8   | 29 | 18 |
| 106 | 8   | 29 | 18 |
| 509 | 11  | 28 | 17 |
| 7   | 802 | 28 | 17 |
| 1   | 306 | 28 | 17 |
| 11  | 309 | 28 | 17 |
| 3   | 104 | 27 | 27 |
| 402 | 8   | 27 | 17 |
| 4   | 211 | 27 | 16 |
| 13  | 410 | 27 | 16 |
| 9   | 103 | 27 | 16 |
| 5   | 209 | 27 | 16 |
| 11  | 605 | 27 | 22 |
| 6   | 508 | 27 | 16 |
| 7   | 508 | 27 | 16 |
| 13  | 802 | 27 | 22 |
| 3   | 304 | 27 | 16 |
| 11  | 307 | 27 | 44 |
| 4   | 208 | 27 | 16 |
| 14  | 102 | 27 | 21 |
| 14  | 706 | 26 | 16 |
| 6   | 102 | 26 | 37 |
| 5   | 107 | 26 | 74 |
| 5   | 207 | 26 | 27 |
| 5   | 214 | 24 | 15 |
| 103 | 13  | 24 | 15 |
| 11  | 202 | 24 | 36 |
| 6   | 409 | 24 | 14 |
| 4   | 209 | 24 | 33 |
| 11  | 510 | 24 | 21 |

|     |     |   |   |
|-----|-----|---|---|
| 3   | 107 | 0 | 0 |
| 5   | 303 | 0 | 0 |
| 10  | 102 | 0 | 0 |
| 306 | 4   | 0 | 0 |
| 8   | 402 | 0 | 0 |
| 10  | 803 | 0 | 0 |
| 5   | 405 | 0 | 0 |
| 102 | 8   | 0 | 0 |
| 10  | 103 | 0 | 0 |
| 803 | 10  | 0 | 0 |
| 6   | 402 | 0 | 0 |
| 4   | 202 | 0 | 0 |
| 3   | 512 | 0 | 0 |
| 5   | 402 | 0 | 0 |
| 802 | 14  | 0 | 0 |
| 803 | 14  | 0 | 0 |
| 10  | 310 | 0 | 0 |
| 6   | 411 | 0 | 0 |
| 301 | 8   | 0 | 0 |
| 10  | 108 | 0 | 0 |
| 10  | 303 | 0 | 0 |
| 306 | 3   | 0 | 0 |
| 5   | 409 | 0 | 0 |
| 10  | 412 | 0 | 0 |
| 104 | 10  | 0 | 0 |
| 103 | 11  | 0 | 0 |
| 704 | 4   | 0 | 0 |
| 307 | 5   | 0 | 0 |
| 11  | 404 | 0 | 0 |
| 3   | 511 | 0 | 0 |
| 307 | 4   | 0 | 0 |
| 209 | 4   | 0 | 0 |
| 6   | 106 | 0 | 0 |
| 14  | 303 | 0 | 0 |
| 10  | 404 | 0 | 0 |
| 4   | 413 | 0 | 0 |
| 5   | 413 | 0 | 0 |
| 9   | 103 | 0 | 0 |
| 7   | 412 | 0 | 0 |
| 6   | 307 | 0 | 0 |
| 10  | 104 | 0 | 0 |
| 3   | 208 | 0 | 0 |
| 8   | 401 | 0 | 0 |
| 9   | 104 | 0 | 0 |
| 8   | 303 | 0 | 0 |
| 3   | 704 | 0 | 0 |
| 8   | 202 | 0 | 0 |
| 14  | 104 | 0 | 0 |
| 4   | 402 | 0 | 0 |
| 803 | 9   | 0 | 0 |
| 9   | 803 | 0 | 0 |
| 7   | 104 | 0 | 0 |



North I-25  
RSA to RSA Trip Comparison

|     |     |    |     |    |
|-----|-----|----|-----|----|
| 10  | 405 | 41 |     | 28 |
| 10  | 413 | 41 |     | 28 |
| 8   | 508 | 41 |     | 28 |
| 6   | 406 | 41 |     | 28 |
| 13  | 311 | 39 |     | 27 |
| 704 | 5   | 39 | 6   | 27 |
| 5   | 309 | 39 | 60  | 27 |
| 3   | 413 | 39 |     | 27 |
| 9   | 311 | 39 |     | 27 |
| 8   | 311 | 39 | 15  | 27 |
| 6   | 413 | 39 |     | 27 |
| 8   | 205 | 39 |     | 27 |
| 6   | 205 | 39 |     | 27 |
| 4   | 310 | 38 |     | 26 |
| 102 | 4   | 38 | 80  | 26 |
| 108 | 5   | 38 | 136 | 26 |
| 4   | 409 | 38 |     | 26 |
| 11  | 209 | 38 | 58  | 26 |
| 1   | 102 | 38 | 8   | 26 |
| 803 | 4   | 38 | 57  | 10 |
| 3   | 311 | 38 |     | 26 |
| 5   | 507 | 38 |     | 26 |
| 3   | 407 | 38 |     | 26 |
| 11  | 107 | 36 | 61  | 25 |
| 5   | 306 | 36 |     | 25 |
| 108 | 8   | 35 | 57  | 24 |
| 406 | 11  | 35 | 52  | 24 |
| 214 | 4   | 35 | 17  | 24 |
| 11  | 403 | 34 |     | 23 |
| 5   | 312 | 34 | 28  | 23 |
| 5   | 406 | 34 | 19  | 23 |
| 103 | 7   | 34 |     | 23 |
| 6   | 304 | 34 |     | 23 |
| 6   | 403 | 34 |     | 23 |
| 408 | 8   | 34 |     | 23 |
| 803 | 12  | 34 |     | 9  |
| 11  | 306 | 34 | 71  | 23 |
| 3   | 406 | 34 |     | 23 |
| 407 | 8   | 34 | 89  | 23 |
| 501 | 4   | 34 | 70  | 23 |
| 515 | 4   | 34 | 16  | 23 |
| 3   | 602 | 34 |     | 23 |
| 8   | 404 | 34 |     | 23 |
| 705 | 7   | 34 |     | 23 |
| 10  | 504 | 34 |     | 23 |
| 8   | 803 | 34 |     | 8  |
| 405 | 4   | 32 | 46  | 22 |
| 214 | 11  | 32 | 9   | 22 |
| 5   | 404 | 32 | 19  | 22 |
| 307 | 11  | 32 | 17  | 22 |
| 11  | 408 | 32 |     | 22 |
| 4   | 406 | 32 | 19  | 22 |

|     |     |    |  |    |
|-----|-----|----|--|----|
| 4   | 407 | 37 |  | 45 |
| 13  | 308 | 36 |  | 44 |
| 4   | 702 | 36 |  |    |
| 6   | 309 | 36 |  | 44 |
| 405 | 10  | 36 |  | 44 |
| 605 | 11  | 36 |  | 44 |
| 407 | 8   | 36 |  | 43 |
| 303 | 5   | 36 |  | 43 |
| 401 | 4   | 36 |  | 43 |
| 212 | 4   | 36 |  | 43 |
| 308 | 8   | 36 |  | 43 |
| 6   | 101 | 35 |  | 43 |
| 11  | 203 | 35 |  | 43 |
| 214 | 4   | 35 |  | 42 |
| 301 | 8   | 34 |  | 42 |
| 508 | 4   | 34 |  | 42 |
| 407 | 5   | 34 |  | 42 |
| 412 | 6   | 34 |  | 42 |
| 11  | 311 | 34 |  | 42 |
| 13  | 304 | 33 |  | 41 |
| 11  | 506 | 33 |  | 41 |
| 308 | 5   | 33 |  | 41 |
| 413 | 10  | 33 |  | 41 |
| 8   | 103 | 33 |  | 40 |
| 407 | 11  | 33 |  | 40 |
| 2   | 108 | 33 |  | 40 |
| 408 | 6   | 33 |  | 40 |
| 4   | 412 | 32 |  | 39 |
| 14  | 108 | 32 |  | 39 |
| 11  | 105 | 31 |  | 38 |
| 6   | 107 | 31 |  | 38 |
| 303 | 14  | 31 |  | 37 |
| 11  | 510 | 30 |  | 37 |
| 10  | 410 | 30 |  | 37 |
| 3   | 510 | 30 |  | 37 |
| 404 | 6   | 30 |  | 36 |
| 404 | 8   | 30 |  | 36 |
| 607 | 13  | 30 |  | 36 |
| 203 | 5   | 29 |  | 36 |
| 312 | 3   | 29 |  | 36 |
| 410 | 2   | 29 |  | 36 |
| 6   | 105 | 29 |  | 36 |
| 514 | 11  | 29 |  | 36 |
| 307 | 5   | 29 |  | 36 |
| 410 | 5   | 29 |  | 35 |
| 208 | 8   | 29 |  | 35 |
| 210 | 8   | 29 |  | 35 |
| 107 | 4   | 28 |  | 35 |
| 6   | 512 | 28 |  | 34 |
| 607 | 10  | 27 |  | 33 |
| 6   | 605 | 27 |  | 33 |
| 10  | 309 | 27 |  | 33 |

|     |     |    |  |    |
|-----|-----|----|--|----|
| 515 | 6   | 23 |  | 14 |
| 2   | 103 | 22 |  | 13 |
| 2   | 405 | 22 |  | 13 |
| 11  | 212 | 22 |  | 13 |
| 104 | 9   | 22 |  | 13 |
| 14  | 402 | 21 |  | 13 |
| 11  | 604 | 21 |  | 13 |
| 14  | 407 | 21 |  | 13 |
| 6   | 311 | 20 |  | 30 |
| 310 | 11  | 20 |  | 36 |
| 206 | 11  | 20 |  | 12 |
| 310 | 6   | 20 |  | 23 |
| 212 | 4   | 20 |  | 12 |
| 4   | 106 | 20 |  | 12 |
| 101 | 4   | 20 |  | 45 |
| 210 | 8   | 20 |  | 12 |
| 3   | 310 | 19 |  | 12 |
| 803 | 11  | 19 |  | 20 |
| 4   | 205 | 19 |  | 12 |
| 4   | 512 | 19 |  | 22 |
| 13  | 310 | 19 |  | 12 |
| 8   | 104 | 19 |  | 67 |
| 4   | 301 | 19 |  | 34 |
| 4   | 210 | 19 |  | 19 |
| 7   | 102 | 19 |  | 11 |
| 7   | 103 | 19 |  | 11 |
| 11  | 211 | 19 |  | 11 |
| 1   | 402 | 19 |  | 22 |
| 5   | 408 | 19 |  | 11 |
| 3   | 306 | 19 |  | 22 |
| 5   | 208 | 19 |  | 11 |
| 302 | 5   | 18 |  | 11 |
| 307 | 8   | 18 |  | 11 |
| 515 | 11  | 18 |  | 11 |
| 210 | 5   | 18 |  | 11 |
| 4   | 407 | 18 |  | 11 |
| 7   | 704 | 18 |  | 11 |
| 4   | 513 | 18 |  | 11 |
| 5   | 410 | 18 |  | 11 |
| 202 | 4   | 18 |  | 19 |
| 108 | 11  | 18 |  | 44 |
| 403 | 3   | 18 |  | 11 |
| 508 | 11  | 18 |  | 39 |
| 108 | 6   | 18 |  | 45 |
| 402 | 1   | 18 |  | 22 |
| 503 | 4   | 18 |  | 11 |
| 306 | 3   | 18 |  | 22 |
| 410 | 12  | 18 |  | 11 |
| 207 | 5   | 18 |  | 27 |
| 203 | 5   | 18 |  | 11 |
| 304 | 8   | 18 |  | 11 |
| 304 | 6   | 18 |  | 11 |

|     |     |   |  |   |
|-----|-----|---|--|---|
| 3   | 501 | 0 |  | 0 |
| 6   | 513 | 0 |  | 0 |
| 11  | 304 | 0 |  | 0 |
| 11  | 105 | 0 |  | 0 |
| 506 | 4   | 0 |  | 0 |
| 107 | 6   | 0 |  | 0 |
| 5   | 105 | 0 |  | 0 |
| 14  | 103 | 0 |  | 0 |
| 12  | 311 | 0 |  | 0 |
| 408 | 11  | 0 |  | 0 |
| 3   | 509 | 0 |  | 0 |
| 11  | 413 | 0 |  | 0 |
| 8   | 413 | 0 |  | 0 |
| 301 | 4   | 0 |  | 0 |
| 302 | 5   | 0 |  | 0 |
| 1   | 802 | 0 |  | 0 |
| 11  | 513 | 0 |  | 0 |
| 103 | 10  | 0 |  | 0 |
| 212 | 10  | 0 |  | 0 |
| 4   | 501 | 0 |  | 0 |
| 9   | 404 | 0 |  | 0 |
| 4   | 704 | 0 |  | 0 |
| 105 | 4   | 0 |  | 0 |
| 5   | 512 | 0 |  | 0 |
| 302 | 8   | 0 |  | 0 |
| 402 | 8   | 0 |  | 0 |
| 11  | 205 | 0 |  | 0 |
| 307 | 8   | 0 |  | 0 |
| 5   | 401 | 0 |  | 0 |
| 6   | 512 | 0 |  | 0 |
| 3   | 205 | 0 |  | 0 |
| 6   | 208 | 0 |  | 0 |
| 9   | 102 | 0 |  | 0 |
| 11  | 701 | 0 |  | 0 |
| 3   | 307 | 0 |  | 0 |
| 4   | 307 | 0 |  | 0 |
| 11  | 309 | 0 |  | 0 |
| 8   | 310 | 0 |  | 0 |
| 9   | 412 | 0 |  | 0 |
| 705 | 11  | 0 |  | 0 |
| 4   | 205 | 0 |  | 0 |
| 107 | 4   | 0 |  | 0 |
| 10  | 402 | 0 |  | 0 |
| 803 | 13  | 0 |  | 0 |
| 10  | 410 | 0 |  | 0 |
| 3   | 209 | 0 |  | 0 |
| 311 | 8   | 0 |  | 0 |
| 105 | 3   | 0 |  | 0 |
| 10  | 405 | 0 |  | 0 |
| 10  | 413 | 0 |  | 0 |
| 8   | 508 | 0 |  | 0 |
| 6   | 406 | 0 |  | 0 |

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RSA to RSA Trip Comparison

|     |     |    |     |    |
|-----|-----|----|-----|----|
| 208 | 11  | 32 |     | 22 |
| 8   | 410 | 32 |     | 22 |
| 6   | 310 | 32 |     | 22 |
| 2   | 103 | 32 |     | 22 |
| 104 | 9   | 32 |     | 22 |
| 5   | 304 | 32 |     | 22 |
| 3   | 103 | 32 | 34  | 22 |
| 505 | 5   | 32 |     | 22 |
| 11  | 101 | 32 | 31  | 22 |
| 3   | 404 | 32 | 19  | 22 |
| 6   | 312 | 32 | 19  | 22 |
| 9   | 402 | 32 |     | 22 |
| 8   | 403 | 32 |     | 22 |
| 8   | 208 | 32 |     | 22 |
| 3   | 309 | 32 |     | 22 |
| 3   | 411 | 32 |     | 22 |
| 5   | 605 | 32 |     | 22 |
| 3   | 507 | 32 |     | 22 |
| 13  | 803 | 32 |     | 7  |
| 8   | 307 | 31 |     | 21 |
| 8   | 211 | 31 |     | 21 |
| 11  | 409 | 30 |     | 20 |
| 802 | 6   | 30 | 30  | 20 |
| 108 | 4   | 30 | 118 | 20 |
| 405 | 11  | 30 | 42  | 20 |
| 4   | 404 | 30 | 27  | 20 |
| 5   | 407 | 30 |     | 20 |
| 309 | 11  | 30 |     | 20 |
| 11  | 210 | 30 | 14  | 20 |
| 602 | 4   | 30 |     | 20 |
| 12  | 310 | 30 |     | 20 |
| 4   | 407 | 27 |     | 19 |
| 404 | 4   | 27 |     | 19 |
| 4   | 508 | 27 | 37  | 19 |
| 4   | 512 | 27 |     | 19 |
| 102 | 3   | 27 | 17  | 19 |
| 210 | 4   | 27 | 109 | 19 |
| 7   | 802 | 27 |     | 19 |
| 103 | 13  | 27 |     | 19 |
| 6   | 409 | 27 |     | 19 |
| 6   | 408 | 27 |     | 19 |
| 505 | 11  | 27 | 26  | 19 |
| 10  | 309 | 27 |     | 19 |
| 3   | 409 | 27 |     | 19 |
| 705 | 4   | 27 |     | 19 |
| 1   | 104 | 27 |     | 19 |
| 104 | 12  | 27 |     | 19 |
| 7   | 105 | 27 |     | 19 |
| 303 | 10  | 27 | 61  | 19 |
| 6   | 401 | 27 | 20  | 19 |
| 3   | 105 | 27 | 18  | 19 |
| 9   | 202 | 27 |     | 19 |

|     |     |    |  |    |
|-----|-----|----|--|----|
| 4   | 105 | 27 |  | 33 |
| 7   | 803 | 27 |  | 33 |
| 3   | 108 | 27 |  | 33 |
| 602 | 8   | 27 |  | 33 |
| 4   | 510 | 27 |  | 33 |
| 4   | 606 | 27 |  | 33 |
| 304 | 4   | 27 |  | 32 |
| 8   | 104 | 27 |  | 32 |
| 7   | 802 | 27 |  | 32 |
| 3   | 409 | 27 |  | 32 |
| 3   | 204 | 27 |  | 32 |
| 3   | 405 | 27 |  | 32 |
| 4   | 403 | 26 |  | 31 |
| 407 | 13  | 25 |  | 31 |
| 205 | 13  | 25 |  | 31 |
| 304 | 8   | 25 |  | 31 |
| 505 | 5   | 25 |  | 31 |
| 8   | 303 | 25 |  | 31 |
| 14  | 304 | 25 |  | 31 |
| 212 | 2   | 25 |  | 31 |
| 5   | 401 | 24 |  | 30 |
| 4   | 214 | 24 |  | 30 |
| 6   | 209 | 24 |  | 30 |
| 4   | 706 | 24 |  | 30 |
| 7   | 406 | 24 |  | 30 |
| 311 | 11  | 24 |  | 30 |
| 705 | 4   | 24 |  | 29 |
| 204 | 13  | 24 |  | 29 |
| 510 | 4   | 24 |  | 29 |
| 11  | 108 | 24 |  | 29 |
| 105 | 6   | 23 |  | 28 |
| 504 | 11  | 23 |  | 28 |
| 308 | 11  | 23 |  | 28 |
| 3   | 209 | 22 |  | 27 |
| 11  | 409 | 22 |  | 27 |
| 7   | 209 | 22 |  | 27 |
| 14  | 103 | 21 |  | 26 |
| 13  | 310 | 21 |  | 26 |
| 203 | 6   | 21 |  | 26 |
| 401 | 11  | 21 |  | 25 |
| 507 | 14  | 21 |  | 25 |
| 412 | 11  | 20 |  | 25 |
| 5   | 101 | 20 |  | 25 |
| 209 | 4   | 20 |  | 25 |
| 105 | 8   | 20 |  | 25 |
| 307 | 14  | 20 |  | 25 |
| 607 | 11  | 20 |  | 25 |
| 13  | 413 | 20 |  | 25 |
| 14  | 210 | 20 |  | 25 |
| 9   | 302 | 20 |  | 25 |
| 11  | 208 | 20 |  | 24 |
| 11  | 514 | 20 |  | 24 |

|     |     |    |  |    |
|-----|-----|----|--|----|
| 304 | 5   | 18 |  | 11 |
| 6   | 106 | 18 |  | 11 |
| 103 | 8   | 17 |  | 11 |
| 306 | 5   | 17 |  | 11 |
| 105 | 8   | 17 |  | 11 |
| 512 | 11  | 17 |  | 29 |
| 401 | 5   | 17 |  | 11 |
| 512 | 3   | 17 |  | 11 |
| 6   | 310 | 17 |  | 23 |
| 4   | 410 | 17 |  | 10 |
| 5   | 301 | 17 |  | 55 |
| 5   | 604 | 17 |  | 10 |
| 506 | 11  | 17 |  | 10 |
| 304 | 4   | 17 |  | 10 |
| 606 | 6   | 17 |  | 10 |
| 302 | 4   | 17 |  | 10 |
| 704 | 11  | 17 |  | 10 |
| 104 | 3   | 17 |  | 27 |
| 515 | 5   | 17 |  | 10 |
| 409 | 5   | 17 |  | 10 |
| 607 | 5   | 17 |  | 10 |
| 803 | 4   | 17 |  | 10 |
| 214 | 4   | 17 |  | 10 |
| 706 | 4   | 17 |  | 10 |
| 311 | 4   | 17 |  | 40 |
| 514 | 4   | 17 |  | 33 |
| 401 | 8   | 17 |  | 19 |
| 105 | 6   | 17 |  | 10 |
| 204 | 4   | 16 |  | 10 |
| 802 | 1   | 16 |  | 10 |
| 512 | 4   | 16 |  | 22 |
| 602 | 5   | 16 |  | 10 |
| 304 | 9   | 15 |  | 9  |
| 104 | 13  | 15 |  | 9  |
| 413 | 3   | 15 |  | 9  |
| 4   | 202 | 14 |  | 19 |
| 7   | 412 | 14 |  | 9  |
| 8   | 401 | 14 |  | 19 |
| 6   | 403 | 14 |  | 9  |
| 2   | 302 | 14 |  | 9  |
| 802 | 14  | 14 |  | 83 |
| 303 | 4   | 14 |  | 8  |
| 502 | 11  | 14 |  | 8  |
| 14  | 104 | 13 |  | 8  |
| 11  | 408 | 13 |  | 33 |
| 11  | 504 | 13 |  | 26 |
| 11  | 706 | 13 |  | 8  |
| 11  | 803 | 13 |  | 20 |
| 11  | 501 | 13 |  | 8  |
| 210 | 4   | 12 |  | 19 |
| 11  | 205 | 12 |  | 13 |
| 11  | 409 | 12 |  | 35 |

|     |     |   |   |
|-----|-----|---|---|
| 704 | 5   | 0 | 0 |
| 5   | 309 | 0 | 0 |
| 3   | 413 | 0 | 0 |
| 9   | 311 | 0 | 0 |
| 8   | 311 | 0 | 0 |
| 6   | 413 | 0 | 0 |
| 8   | 205 | 0 | 0 |
| 6   | 205 | 0 | 0 |
| 4   | 409 | 0 | 0 |
| 11  | 209 | 0 | 0 |
| 1   | 102 | 0 | 0 |
| 803 | 4   | 0 | 0 |
| 3   | 311 | 0 | 0 |
| 5   | 507 | 0 | 0 |
| 3   | 407 | 0 | 0 |
| 11  | 107 | 0 | 0 |
| 5   | 306 | 0 | 0 |
| 108 | 8   | 0 | 0 |
| 406 | 11  | 0 | 0 |
| 214 | 4   | 0 | 0 |
| 11  | 403 | 0 | 0 |
| 5   | 312 | 0 | 0 |
| 5   | 406 | 0 | 0 |
| 103 | 7   | 0 | 0 |
| 6   | 304 | 0 | 0 |
| 6   | 403 | 0 | 0 |
| 408 | 8   | 0 | 0 |
| 803 | 12  | 0 | 0 |
| 11  | 306 | 0 | 0 |
| 3   | 406 | 0 | 0 |
| 407 | 8   | 0 | 0 |
| 501 | 4   | 0 | 0 |
| 515 | 4   | 0 | 0 |
| 3   | 602 | 0 | 0 |
| 8   | 404 | 0 | 0 |
| 705 | 7   | 0 | 0 |
| 10  | 504 | 0 | 0 |
| 8   | 803 | 0 | 0 |
| 405 | 4   | 0 | 0 |
| 214 | 11  | 0 | 0 |
| 5   | 404 | 0 | 0 |
| 307 | 11  | 0 | 0 |
| 11  | 408 | 0 | 0 |
| 4   | 406 | 0 | 0 |
| 208 | 11  | 0 | 0 |
| 8   | 410 | 0 | 0 |
| 6   | 310 | 0 | 0 |
| 2   | 103 | 0 | 0 |
| 104 | 9   | 0 | 0 |
| 5   | 304 | 0 | 0 |
| 3   | 103 | 0 | 0 |
| 505 | 5   | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |    |     |    |
|-----|-----|----|-----|----|
| 105 | 10  | 27 |     | 19 |
| 7   | 405 | 27 |     | 19 |
| 9   | 307 | 27 |     | 19 |
| 10  | 209 | 27 |     | 19 |
| 10  | 311 | 27 |     | 19 |
| 3   | 313 | 27 |     | 19 |
| 107 | 2   | 27 |     | 19 |
| 705 | 8   | 27 |     | 19 |
| 207 | 4   | 27 |     | 19 |
| 302 | 10  | 27 |     | 19 |
| 6   | 211 | 27 |     | 19 |
| 604 | 12  | 27 |     | 19 |
| 8   | 308 | 27 |     | 19 |
| 10  | 304 | 27 |     | 19 |
| 515 | 12  | 27 |     | 19 |
| 8   | 101 | 27 |     | 19 |
| 8   | 312 | 27 |     | 19 |
| 6   | 407 | 27 |     | 19 |
| 406 | 10  | 27 |     | 19 |
| 8   | 306 | 27 |     | 19 |
| 311 | 12  | 27 |     | 19 |
| 402 | 10  | 26 | 69  | 18 |
| 408 | 4   | 26 |     | 18 |
| 11  | 206 | 26 | 35  | 18 |
| 8   | 210 | 26 |     | 18 |
| 7   | 102 | 26 | 9   | 18 |
| 515 | 11  | 26 |     | 18 |
| 410 | 12  | 26 |     | 18 |
| 8   | 304 | 26 |     | 18 |
| 4   | 214 | 26 |     | 18 |
| 6   | 309 | 26 |     | 18 |
| 12  | 108 | 26 |     | 18 |
| 407 | 12  | 26 |     | 18 |
| 10  | 513 | 26 |     | 18 |
| 12  | 405 | 26 |     | 18 |
| 9   | 508 | 26 |     | 18 |
| 409 | 11  | 24 | 65  | 17 |
| 4   | 107 | 24 | 106 | 17 |
| 4   | 206 | 24 | 81  | 17 |
| 4   | 401 | 24 | 46  | 17 |
| 704 | 8   | 24 | 29  | 17 |
| 107 | 11  | 24 |     | 17 |
| 213 | 4   | 24 |     | 17 |
| 11  | 509 | 24 | 19  | 17 |
| 802 | 7   | 24 |     | 17 |
| 14  | 402 | 24 | 13  | 17 |
| 210 | 5   | 24 |     | 17 |
| 105 | 8   | 24 | 78  | 17 |
| 303 | 4   | 24 |     | 17 |
| 107 | 8   | 24 | 103 | 17 |
| 6   | 209 | 24 |     | 17 |
| 5   | 106 | 24 | 10  | 17 |

|     |     |    |    |
|-----|-----|----|----|
| 14  | 410 | 20 | 24 |
| 4   | 301 | 20 | 24 |
| 8   | 501 | 20 | 24 |
| 303 | 4   | 20 | 24 |
| 205 | 5   | 20 | 24 |
| 506 | 5   | 20 | 24 |
| 11  | 214 | 20 | 24 |
| 14  | 412 | 20 | 24 |
| 14  | 308 | 20 | 24 |
| 802 | 14  | 19 | 24 |
| 3   | 310 | 19 | 24 |
| 5   | 310 | 19 | 24 |
| 4   | 202 | 19 | 24 |
| 6   | 311 | 19 | 24 |
| 8   | 410 | 19 | 24 |
| 9   | 308 | 19 | 24 |
| 101 | 5   | 19 | 23 |
| 8   | 102 | 19 | 23 |
| 11  | 207 | 19 | 23 |
| 3   | 413 | 19 | 23 |
| 4   | 311 | 19 | 23 |
| 4   | 204 | 19 | 23 |
| 1   | 607 | 19 | 23 |
| 2   | 107 | 19 | 23 |
| 3   | 205 | 19 | 23 |
| 3   | 401 | 19 | 23 |
| 12  | 108 | 19 | 23 |
| 9   | 207 | 19 | 23 |
| 5   | 410 | 19 | 23 |
| 4   | 604 | 19 | 23 |
| 4   | 505 | 19 | 23 |
| 9   | 401 | 19 | 23 |
| 302 | 8   | 18 | 23 |
| 602 | 4   | 18 | 23 |
| 509 | 5   | 18 | 23 |
| 403 | 5   | 18 | 23 |
| 513 | 4   | 18 | 23 |
| 5   | 412 | 18 | 22 |
| 6   | 202 | 18 | 22 |
| 4   | 512 | 18 | 22 |
| 2   | 413 | 18 | 22 |
| 5   | 204 | 18 | 22 |
| 301 | 5   | 18 | 22 |
| 302 | 3   | 18 | 22 |
| 310 | 5   | 18 | 22 |
| 108 | 8   | 18 | 22 |
| 301 | 6   | 18 | 22 |
| 5   | 306 | 18 | 22 |
| 5   | 408 | 18 | 22 |
| 104 | 3   | 17 | 21 |
| 413 | 6   | 17 | 21 |
| 103 | 1   | 17 | 21 |

|     |     |    |     |
|-----|-----|----|-----|
| 11  | 207 | 12 | 13  |
| 11  | 702 | 12 |     |
| 14  | 803 | 11 | 7   |
| 11  | 513 | 11 | 7   |
| 14  | 304 | 11 | 56  |
| 11  | 507 | 11 | 7   |
| 13  | 409 | 11 | 7   |
| 408 | 8   | 11 | 7   |
| 302 | 11  | 11 | 7   |
| 510 | 11  | 11 | 21  |
| 402 | 12  | 11 | 7   |
| 11  | 304 | 11 | 95  |
| 14  | 311 | 11 | 6   |
| 803 | 12  | 10 | 6   |
| 205 | 11  | 10 | 13  |
| 5   | 202 | 10 | 6   |
| 14  | 306 | 10 | 6   |
| 802 | 13  | 10 | 22  |
| 605 | 11  | 10 | 22  |
| 7   | 104 | 9  | 6   |
| 1   | 108 | 9  | 6   |
| 207 | 11  | 9  | 13  |
| 210 | 11  | 9  | 5   |
| 802 | 12  | 9  | 5   |
| 406 | 11  | 9  | 30  |
| 313 | 11  | 9  | 5   |
| 503 | 11  | 8  | 5   |
| 305 | 11  | 8  | 5   |
| 102 | 14  | 8  | 21  |
| 8   | 802 |    | 101 |
| 8   | 103 |    | 11  |
| 10  | 802 |    | 0   |
| 8   | 108 |    | 50  |
| 9   | 802 |    | 0   |
| 5   | 412 |    | 0   |
| 12  | 802 |    | 5   |
| 3   | 412 |    | 0   |
| 11  | 311 |    | 22  |
| 6   | 704 |    | 0   |
| 6   | 105 |    | 10  |
| 802 | 10  |    | 0   |
| 8   | 412 |    | 0   |
| 802 | 9   |    | 0   |
| 3   | 802 |    | 0   |
| 8   | 105 |    | 11  |
| 803 | 8   |    | 0   |
| 8   | 704 |    | 53  |
| 5   | 704 |    | 47  |
| 12  | 803 |    | 6   |
| 3   | 508 |    | 0   |
| 3   | 108 |    | 0   |
| 11  | 502 |    | 8   |

|     |     |   |   |
|-----|-----|---|---|
| 11  | 101 | 0 | 0 |
| 3   | 404 | 0 | 0 |
| 6   | 312 | 0 | 0 |
| 9   | 402 | 0 | 0 |
| 8   | 403 | 0 | 0 |
| 8   | 208 | 0 | 0 |
| 3   | 309 | 0 | 0 |
| 3   | 411 | 0 | 0 |
| 5   | 605 | 0 | 0 |
| 3   | 507 | 0 | 0 |
| 13  | 803 | 0 | 0 |
| 8   | 307 | 0 | 0 |
| 8   | 211 | 0 | 0 |
| 4   | 404 | 0 | 0 |
| 5   | 407 | 0 | 0 |
| 309 | 11  | 0 | 0 |
| 11  | 210 | 0 | 0 |
| 602 | 4   | 0 | 0 |
| 12  | 310 | 0 | 0 |
| 404 | 4   | 0 | 0 |
| 4   | 508 | 0 | 0 |
| 4   | 512 | 0 | 0 |
| 102 | 3   | 0 | 0 |
| 210 | 4   | 0 | 0 |
| 7   | 802 | 0 | 0 |
| 103 | 13  | 0 | 0 |
| 6   | 409 | 0 | 0 |
| 6   | 408 | 0 | 0 |
| 505 | 11  | 0 | 0 |
| 10  | 309 | 0 | 0 |
| 3   | 409 | 0 | 0 |
| 705 | 4   | 0 | 0 |
| 1   | 104 | 0 | 0 |
| 104 | 12  | 0 | 0 |
| 7   | 105 | 0 | 0 |
| 303 | 10  | 0 | 0 |
| 6   | 401 | 0 | 0 |
| 3   | 105 | 0 | 0 |
| 9   | 202 | 0 | 0 |
| 105 | 10  | 0 | 0 |
| 7   | 405 | 0 | 0 |
| 9   | 307 | 0 | 0 |
| 10  | 209 | 0 | 0 |
| 10  | 311 | 0 | 0 |
| 3   | 313 | 0 | 0 |
| 107 | 2   | 0 | 0 |
| 705 | 8   | 0 | 0 |
| 207 | 4   | 0 | 0 |
| 302 | 10  | 0 | 0 |
| 6   | 211 | 0 | 0 |
| 604 | 12  | 0 | 0 |
| 8   | 308 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |    |     |    |
|-----|-----|----|-----|----|
| 3   | 202 | 24 | 19  | 17 |
| 213 | 11  | 24 |     | 17 |
| 1   | 210 | 24 |     | 17 |
| 1   | 412 | 24 |     | 17 |
| 6   | 503 | 24 |     | 17 |
| 8   | 405 | 24 |     | 17 |
| 6   | 210 | 24 |     | 17 |
| 13  | 412 | 24 |     | 17 |
| 13  | 103 | 22 |     | 15 |
| 103 | 3   | 22 | 59  | 15 |
| 5   | 509 | 22 |     | 15 |
| 409 | 4   | 20 | 8   | 14 |
| 11  | 214 | 20 |     | 14 |
| 11  | 307 | 20 | 39  | 14 |
| 202 | 4   | 20 | 73  | 14 |
| 11  | 604 | 20 |     | 14 |
| 410 | 5   | 20 |     | 14 |
| 14  | 603 | 20 |     | 8  |
| 5   | 803 | 20 | 71  | 5  |
| 6   | 803 | 20 | 38  | 5  |
| 8   | 309 | 20 | 20  | 14 |
| 7   | 410 | 20 | 19  | 14 |
| 7   | 208 | 20 |     | 14 |
| 3   | 213 | 20 |     | 14 |
| 7   | 309 | 20 |     | 14 |
| 10  | 411 | 20 |     | 14 |
| 9   | 410 | 20 |     | 14 |
| 12  | 403 | 20 |     | 14 |
| 505 | 9   | 20 |     | 14 |
| 10  | 407 | 20 |     | 14 |
| 10  | 508 | 20 |     | 14 |
| 507 | 3   | 20 |     | 14 |
| 11  | 705 | 20 |     | 14 |
| 405 | 3   | 20 |     | 14 |
| 306 | 2   | 20 |     | 14 |
| 602 | 3   | 20 |     | 14 |
| 10  | 106 | 20 |     | 14 |
| 10  | 213 | 20 |     | 14 |
| 308 | 9   | 20 |     | 14 |
| 312 | 9   | 20 |     | 14 |
| 7   | 108 | 20 |     | 14 |
| 7   | 404 | 20 |     | 14 |
| 8   | 411 | 20 |     | 14 |
| 14  | 405 | 20 |     | 13 |
| 14  | 404 | 20 |     | 13 |
| 102 | 6   | 19 | 81  | 13 |
| 107 | 5   | 19 | 52  | 13 |
| 5   | 403 | 19 | 27  | 13 |
| 202 | 5   | 19 | 74  | 13 |
| 304 | 11  | 19 | 125 | 13 |
| 203 | 11  | 19 | 8   | 13 |
| 5   | 307 | 19 | 97  | 13 |

|     |     |    |    |
|-----|-----|----|----|
| 11  | 101 | 17 | 21 |
| 607 | 5   | 17 | 21 |
| 3   | 402 | 17 | 21 |
| 5   | 512 | 17 | 21 |
| 5   | 312 | 17 | 21 |
| 5   | 403 | 17 | 21 |
| 3   | 607 | 17 | 21 |
| 6   | 507 | 17 | 21 |
| 405 | 11  | 17 | 21 |
| 403 | 14  | 17 | 21 |
| 508 | 11  | 17 | 21 |
| 304 | 5   | 17 | 21 |
| 704 | 6   | 17 | 20 |
| 208 | 6   | 17 | 20 |
| 411 | 5   | 17 | 20 |
| 503 | 4   | 17 | 20 |
| 606 | 4   | 17 | 20 |
| 311 | 8   | 17 | 20 |
| 401 | 5   | 17 | 20 |
| 404 | 12  | 17 | 20 |
| 309 | 8   | 17 | 20 |
| 4   | 101 | 16 | 20 |
| 306 | 6   | 16 | 20 |
| 103 | 14  | 16 | 20 |
| 207 | 6   | 16 | 19 |
| 1   | 104 | 16 | 19 |
| 214 | 11  | 15 | 19 |
| 102 | 13  | 15 | 19 |
| 104 | 14  | 15 | 19 |
| 6   | 307 | 15 | 18 |
| 4   | 206 | 15 | 18 |
| 13  | 104 | 15 | 18 |
| 4   | 514 | 15 | 18 |
| 4   | 411 | 15 | 18 |
| 9   | 701 | 15 |    |
| 104 | 12  | 15 | 18 |
| 214 | 5   | 15 | 18 |
| 308 | 4   | 15 | 18 |
| 409 | 5   | 15 | 18 |
| 605 | 4   | 15 | 18 |
| 306 | 10  | 15 | 18 |
| 107 | 1   | 15 | 18 |
| 4   | 704 | 14 | 17 |
| 4   | 405 | 14 | 17 |
| 5   | 208 | 14 | 17 |
| 7   | 302 | 14 | 17 |
| 7   | 105 | 14 | 17 |
| 5   | 106 | 14 | 17 |
| 11  | 405 | 14 | 17 |
| 11  | 503 | 14 | 17 |
| 11  | 607 | 14 | 17 |
| 208 | 11  | 13 | 15 |

|     |     |  |    |
|-----|-----|--|----|
| 6   | 202 |  | 0  |
| 8   | 107 |  | 0  |
| 3   | 402 |  | 0  |
| 3   | 210 |  | 0  |
| 6   | 306 |  | 0  |
| 3   | 107 |  | 0  |
| 10  | 102 |  | 0  |
| 8   | 402 |  | 17 |
| 10  | 803 |  | 0  |
| 5   | 405 |  | 57 |
| 102 | 8   |  | 42 |
| 10  | 103 |  | 0  |
| 803 | 10  |  | 0  |
| 6   | 402 |  | 21 |
| 3   | 512 |  | 11 |
| 5   | 402 |  | 0  |
| 803 | 14  |  | 7  |
| 10  | 310 |  | 0  |
| 6   | 411 |  | 0  |
| 301 | 8   |  | 0  |
| 10  | 108 |  | 0  |
| 10  | 303 |  | 0  |
| 5   | 409 |  | 10 |
| 10  | 412 |  | 0  |
| 104 | 10  |  | 0  |
| 3   | 511 |  | 0  |
| 410 | 11  |  | 0  |
| 14  | 303 |  | 0  |
| 10  | 404 |  | 0  |
| 6   | 307 |  | 0  |
| 10  | 104 |  | 0  |
| 3   | 208 |  | 0  |
| 9   | 104 |  | 13 |
| 8   | 303 |  | 0  |
| 3   | 704 |  | 0  |
| 9   | 803 |  | 20 |
| 3   | 501 |  | 0  |
| 6   | 513 |  | 0  |
| 11  | 105 |  | 28 |
| 506 | 4   |  | 0  |
| 5   | 105 |  | 32 |
| 14  | 103 |  | 0  |
| 12  | 311 |  | 0  |
| 3   | 509 |  | 0  |
| 1   | 802 |  | 10 |
| 103 | 10  |  | 0  |
| 212 | 10  |  | 0  |
| 4   | 501 |  | 0  |
| 9   | 404 |  | 0  |
| 5   | 401 |  | 11 |
| 6   | 512 |  | 0  |
| 3   | 205 |  | 0  |

|     |     |   |   |
|-----|-----|---|---|
| 10  | 304 | 0 | 0 |
| 515 | 12  | 0 | 0 |
| 8   | 101 | 0 | 0 |
| 8   | 312 | 0 | 0 |
| 6   | 407 | 0 | 0 |
| 406 | 10  | 0 | 0 |
| 8   | 306 | 0 | 0 |
| 311 | 12  | 0 | 0 |
| 402 | 10  | 0 | 0 |
| 408 | 4   | 0 | 0 |
| 11  | 206 | 0 | 0 |
| 8   | 210 | 0 | 0 |
| 7   | 102 | 0 | 0 |
| 515 | 11  | 0 | 0 |
| 410 | 12  | 0 | 0 |
| 8   | 304 | 0 | 0 |
| 4   | 214 | 0 | 0 |
| 6   | 309 | 0 | 0 |
| 12  | 108 | 0 | 0 |
| 407 | 12  | 0 | 0 |
| 10  | 513 | 0 | 0 |
| 12  | 405 | 0 | 0 |
| 9   | 508 | 0 | 0 |
| 4   | 107 | 0 | 0 |
| 4   | 206 | 0 | 0 |
| 4   | 401 | 0 | 0 |
| 704 | 8   | 0 | 0 |
| 107 | 11  | 0 | 0 |
| 213 | 4   | 0 | 0 |
| 11  | 509 | 0 | 0 |
| 802 | 7   | 0 | 0 |
| 14  | 402 | 0 | 0 |
| 210 | 5   | 0 | 0 |
| 105 | 8   | 0 | 0 |
| 303 | 4   | 0 | 0 |
| 107 | 8   | 0 | 0 |
| 6   | 209 | 0 | 0 |
| 5   | 106 | 0 | 0 |
| 3   | 202 | 0 | 0 |
| 213 | 11  | 0 | 0 |
| 1   | 210 | 0 | 0 |
| 1   | 412 | 0 | 0 |
| 6   | 503 | 0 | 0 |
| 8   | 405 | 0 | 0 |
| 6   | 210 | 0 | 0 |
| 13  | 412 | 0 | 0 |
| 13  | 103 | 0 | 0 |
| 103 | 3   | 0 | 0 |
| 5   | 509 | 0 | 0 |
| 409 | 4   | 0 | 0 |
| 11  | 214 | 0 | 0 |
| 11  | 307 | 0 | 0 |

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RSA to RSA Trip Comparison

|     |     |    |     |    |
|-----|-----|----|-----|----|
| 301 | 5   | 19 |     | 13 |
| 108 | 11  | 19 | 107 | 13 |
| 202 | 8   | 19 | 17  | 13 |
| 8   | 302 | 19 |     | 13 |
| 410 | 8   | 19 | 58  | 13 |
| 3   | 306 | 19 |     | 13 |
| 11  | 510 | 19 | 20  | 13 |
| 308 | 5   | 19 | 30  | 13 |
| 211 | 4   | 19 |     | 13 |
| 6   | 508 | 19 |     | 13 |
| 208 | 4   | 19 | 69  | 13 |
| 4   | 106 | 19 | 18  | 13 |
| 7   | 103 | 19 | 57  | 13 |
| 704 | 11  | 19 | 42  | 13 |
| 204 | 4   | 19 | 17  | 13 |
| 11  | 501 | 19 |     | 13 |
| 507 | 11  | 19 |     | 13 |
| 402 | 13  | 19 |     | 13 |
| 203 | 4   | 19 |     | 13 |
| 204 | 11  | 19 |     | 13 |
| 405 | 10  | 19 |     | 13 |
| 5   | 101 | 19 | 17  | 13 |
| 3   | 607 | 19 |     | 13 |
| 704 | 6   | 19 | 16  | 13 |
| 14  | 704 | 19 | 19  | 12 |
| 9   | 704 | 19 | 61  | 13 |
| 306 | 8   | 19 | 29  | 13 |
| 13  | 102 | 19 | 27  | 13 |
| 5   | 205 | 19 | 24  | 13 |
| 5   | 211 | 19 | 19  | 13 |
| 3   | 303 | 19 | 19  | 13 |
| 8   | 605 | 19 |     | 13 |
| 6   | 207 | 19 |     | 13 |
| 1   | 403 | 19 |     | 13 |
| 1   | 208 | 19 |     | 13 |
| 3   | 502 | 19 |     | 13 |
| 12  | 202 | 19 |     | 13 |
| 12  | 103 | 19 |     | 13 |
| 12  | 401 | 19 |     | 13 |
| 9   | 206 | 19 |     | 13 |
| 211 | 10  | 19 |     | 13 |
| 213 | 5   | 19 |     | 13 |
| 9   | 303 | 19 |     | 13 |
| 10  | 207 | 19 |     | 13 |
| 1   | 704 | 19 |     | 13 |
| 1   | 307 | 19 |     | 13 |
| 9   | 205 | 19 |     | 13 |
| 402 | 11  | 16 | 51  | 11 |
| 309 | 4   | 16 |     | 11 |
| 11  | 208 | 16 | 12  | 11 |
| 105 | 11  | 16 | 35  | 11 |
| 104 | 3   | 16 | 29  | 11 |

|     |     |    |  |    |
|-----|-----|----|--|----|
| 309 | 13  | 13 |  | 15 |
| 101 | 6   | 13 |  | 15 |
| 13  | 311 | 12 |  | 14 |
| 9   | 311 | 12 |  | 14 |
| 14  | 603 | 12 |  | 14 |
| 8   | 409 | 12 |  | 14 |
| 506 | 4   | 11 |  | 14 |
| 207 | 5   | 11 |  | 14 |
| 106 | 5   | 11 |  | 14 |
| 11  | 307 | 11 |  | 13 |
| 204 | 4   | 11 |  | 13 |
| 14  | 402 | 11 |  | 13 |
| 14  | 202 | 11 |  | 13 |
| 14  | 514 | 11 |  | 13 |
| 507 | 11  | 10 |  | 13 |
| 312 | 11  | 10 |  | 13 |
| 3   | 102 | 10 |  | 12 |
| 2   | 103 | 10 |  | 12 |
| 6   | 203 | 10 |  | 12 |
| 11  | 309 | 10 |  | 12 |
| 11  | 403 | 10 |  | 12 |
| 11  | 512 | 10 |  | 12 |
| 802 | 9   | 10 |  | 12 |
| 413 | 8   | 10 |  | 12 |
| 502 | 11  | 10 |  | 12 |
| 202 | 14  | 10 |  | 12 |
| 3   | 104 | 9  |  | 11 |
| 7   | 107 | 9  |  | 11 |
| 209 | 11  | 9  |  | 11 |
| 606 | 14  | 9  |  | 11 |
| 14  | 803 | 9  |  | 11 |
| 14  | 704 | 9  |  | 11 |
| 602 | 5   | 9  |  | 10 |
| 406 | 11  | 8  |  | 10 |
| 312 | 10  | 8  |  | 10 |
| 311 | 13  | 8  |  | 10 |
| 507 | 13  | 8  |  | 10 |
| 411 | 11  | 8  |  | 10 |
| 11  | 407 | 8  |  | 10 |
| 11  | 605 | 8  |  | 10 |
| 13  | 203 | 8  |  | 10 |
| 209 | 6   | 8  |  | 10 |
| 102 | 2   | 8  |  | 10 |
| 4   | 203 | 8  |  | 9  |
| 402 | 8   | 8  |  | 9  |
| 310 | 11  | 8  |  | 9  |
| 205 | 11  | 8  |  | 9  |
| 501 | 11  | 8  |  | 9  |
| 606 | 11  | 8  |  | 9  |
| 506 | 11  | 8  |  | 9  |
| 505 | 10  | 8  |  | 9  |
| 306 | 13  | 8  |  | 9  |

|     |     |  |    |   |
|-----|-----|--|----|---|
| 6   | 208 |  |    | 0 |
| 9   | 102 |  |    | 0 |
| 11  | 701 |  |    |   |
| 312 | 4   |  | 32 |   |
| 11  | 312 |  | 24 |   |
| 3   | 307 |  | 0  |   |
| 8   | 310 |  | 0  |   |
| 9   | 412 |  | 0  |   |
| 705 | 11  |  | 0  |   |
| 11  | 410 |  | 0  |   |
| 803 | 13  |  | 0  |   |
| 10  | 410 |  | 0  |   |
| 3   | 209 |  | 0  |   |
| 311 | 8   |  | 0  |   |
| 105 | 3   |  | 0  |   |
| 10  | 405 |  | 0  |   |
| 10  | 413 |  | 0  |   |
| 8   | 508 |  | 0  |   |
| 6   | 406 |  | 0  |   |
| 13  | 311 |  | 0  |   |
| 3   | 413 |  | 9  |   |
| 9   | 311 |  | 0  |   |
| 8   | 311 |  | 0  |   |
| 6   | 413 |  | 0  |   |
| 8   | 205 |  | 0  |   |
| 6   | 205 |  | 0  |   |
| 3   | 311 |  | 0  |   |
| 5   | 507 |  | 0  |   |
| 3   | 407 |  | 0  |   |
| 5   | 306 |  | 11 |   |
| 5   | 406 |  | 20 |   |
| 103 | 7   |  | 11 |   |
| 6   | 304 |  | 11 |   |
| 11  | 306 |  | 0  |   |
| 3   | 406 |  | 0  |   |
| 407 | 8   |  | 0  |   |
| 501 | 4   |  | 0  |   |
| 515 | 4   |  | 0  |   |
| 3   | 602 |  | 0  |   |
| 8   | 404 |  | 0  |   |
| 705 | 7   |  | 0  |   |
| 10  | 504 |  | 0  |   |
| 8   | 803 |  | 0  |   |
| 214 | 11  |  | 48 |   |
| 4   | 406 |  | 33 |   |
| 208 | 11  |  | 31 |   |
| 8   | 410 |  | 24 |   |
| 5   | 304 |  | 11 |   |
| 3   | 103 |  | 0  |   |
| 505 | 5   |  | 0  |   |
| 11  | 101 |  | 0  |   |
| 3   | 404 |  | 0  |   |

|     |     |   |   |
|-----|-----|---|---|
| 202 | 4   | 0 | 0 |
| 11  | 604 | 0 | 0 |
| 410 | 5   | 0 | 0 |
| 14  | 603 | 0 | 0 |
| 5   | 803 | 0 | 0 |
| 6   | 803 | 0 | 0 |
| 8   | 309 | 0 | 0 |
| 7   | 410 | 0 | 0 |
| 7   | 208 | 0 | 0 |
| 3   | 213 | 0 | 0 |
| 7   | 309 | 0 | 0 |
| 10  | 411 | 0 | 0 |
| 9   | 410 | 0 | 0 |
| 12  | 403 | 0 | 0 |
| 505 | 9   | 0 | 0 |
| 10  | 407 | 0 | 0 |
| 10  | 508 | 0 | 0 |
| 507 | 3   | 0 | 0 |
| 11  | 705 | 0 | 0 |
| 405 | 3   | 0 | 0 |
| 306 | 2   | 0 | 0 |
| 602 | 3   | 0 | 0 |
| 10  | 106 | 0 | 0 |
| 10  | 213 | 0 | 0 |
| 308 | 9   | 0 | 0 |
| 312 | 9   | 0 | 0 |
| 7   | 108 | 0 | 0 |
| 7   | 404 | 0 | 0 |
| 8   | 411 | 0 | 0 |
| 14  | 405 | 0 | 0 |
| 14  | 404 | 0 | 0 |
| 304 | 11  | 0 | 0 |
| 203 | 11  | 0 | 0 |
| 5   | 307 | 0 | 0 |
| 301 | 5   | 0 | 0 |
| 108 | 11  | 0 | 0 |
| 202 | 8   | 0 | 0 |
| 8   | 302 | 0 | 0 |
| 410 | 8   | 0 | 0 |
| 3   | 306 | 0 | 0 |
| 11  | 510 | 0 | 0 |
| 308 | 5   | 0 | 0 |
| 211 | 4   | 0 | 0 |
| 6   | 508 | 0 | 0 |
| 208 | 4   | 0 | 0 |
| 4   | 106 | 0 | 0 |
| 7   | 103 | 0 | 0 |
| 704 | 11  | 0 | 0 |
| 204 | 4   | 0 | 0 |
| 11  | 501 | 0 | 0 |
| 507 | 11  | 0 | 0 |
| 402 | 13  | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |    |     |    |
|-----|-----|----|-----|----|
| 308 | 11  | 16 | 42  | 11 |
| 14  | 311 | 16 |     | 14 |
| 503 | 11  | 16 | 9   | 11 |
| 14  | 412 | 16 |     | 28 |
| 803 | 5   | 16 | 17  | 4  |
| 303 | 12  | 16 | 9   | 11 |
| 14  | 105 | 16 |     | 12 |
| 9   | 108 | 16 |     | 11 |
| 12  | 412 | 16 |     | 11 |
| 12  | 104 | 16 |     | 11 |
| 6   | 410 | 16 |     | 11 |
| 8   | 209 | 16 |     | 11 |
| 14  | 607 | 16 |     | 7  |
| 4   | 312 | 14 | 27  | 9  |
| 302 | 11  | 14 | 47  | 9  |
| 412 | 11  | 14 | 73  | 9  |
| 404 | 11  | 14 | 70  | 9  |
| 101 | 4   | 14 | 15  | 9  |
| 4   | 101 | 14 |     | 9  |
| 4   | 301 | 14 |     | 9  |
| 5   | 207 | 14 |     | 9  |
| 9   | 309 | 14 | 19  | 9  |
| 4   | 510 | 14 |     | 9  |
| 11  | 308 | 14 | 8   | 9  |
| 5   | 308 | 14 |     | 9  |
| 3   | 401 | 14 |     | 9  |
| 8   | 106 | 14 |     | 9  |
| 509 | 11  | 14 |     | 9  |
| 3   | 304 | 14 |     | 9  |
| 205 | 11  | 14 | 8   | 9  |
| 212 | 11  | 14 |     | 9  |
| 207 | 11  | 14 | 8   | 9  |
| 11  | 207 | 14 |     | 9  |
| 4   | 212 | 14 |     | 9  |
| 11  | 211 | 14 | 10  | 9  |
| 7   | 704 | 14 |     | 9  |
| 604 | 5   | 14 |     | 9  |
| 410 | 4   | 14 | 33  | 9  |
| 4   | 803 | 14 | 19  | 3  |
| 105 | 6   | 14 | 6   | 9  |
| 13  | 104 | 14 |     | 9  |
| 9   | 304 | 14 |     | 9  |
| 501 | 11  | 14 |     | 9  |
| 311 | 14  | 14 | 124 | 6  |
| 11  | 213 | 14 |     | 9  |
| 209 | 12  | 14 |     | 9  |
| 409 | 8   | 14 | 55  | 9  |
| 5   | 206 | 14 | 18  | 9  |
| 3   | 510 | 14 |     | 9  |
| 208 | 8   | 14 |     | 9  |
| 3   | 204 | 14 |     | 9  |
| 307 | 14  | 14 |     | 6  |

|     |     |   |   |
|-----|-----|---|---|
| 507 | 5   | 7 | 9 |
| 11  | 603 | 0 | 0 |
| 10  | 802 |   | 0 |
| 8   | 108 |   | 0 |
| 9   | 802 |   | 0 |
| 12  | 802 |   | 0 |
| 3   | 412 |   | 0 |
| 6   | 704 |   | 0 |
| 802 | 10  |   | 0 |
| 8   | 412 |   | 0 |
| 8   | 105 |   | 0 |
| 803 | 8   |   | 0 |
| 8   | 704 |   | 0 |
| 5   | 311 |   | 0 |
| 12  | 803 |   | 0 |
| 802 | 12  |   | 0 |
| 3   | 508 |   | 0 |
| 11  | 502 |   | 0 |
| 8   | 107 |   | 0 |
| 14  | 102 |   | 0 |
| 802 | 13  |   | 0 |
| 3   | 210 |   | 0 |
| 6   | 306 |   | 0 |
| 3   | 107 |   | 0 |
| 5   | 303 |   | 0 |
| 10  | 102 |   | 0 |
| 8   | 402 |   | 0 |
| 10  | 803 |   | 0 |
| 5   | 405 |   | 0 |
| 10  | 103 |   | 0 |
| 803 | 10  |   | 0 |
| 6   | 402 |   | 0 |
| 3   | 512 |   | 0 |
| 10  | 310 |   | 0 |
| 6   | 411 |   | 0 |
| 10  | 108 |   | 0 |
| 10  | 303 |   | 0 |
| 306 | 3   |   | 0 |
| 5   | 409 |   | 0 |
| 10  | 412 |   | 0 |
| 104 | 10  |   | 0 |
| 704 | 4   |   | 0 |
| 410 | 11  |   | 0 |
| 6   | 106 |   | 0 |
| 10  | 404 |   | 0 |
| 9   | 103 |   | 0 |
| 7   | 412 |   | 0 |
| 10  | 104 |   | 0 |
| 3   | 208 |   | 0 |
| 8   | 401 |   | 0 |
| 9   | 104 |   | 0 |
| 3   | 704 |   | 0 |

|     |     |  |    |
|-----|-----|--|----|
| 6   | 312 |  | 0  |
| 9   | 402 |  | 0  |
| 8   | 403 |  | 0  |
| 8   | 208 |  | 0  |
| 3   | 309 |  | 0  |
| 3   | 411 |  | 0  |
| 5   | 605 |  | 0  |
| 3   | 507 |  | 0  |
| 13  | 803 |  | 0  |
| 8   | 307 |  | 11 |
| 8   | 211 |  | 0  |
| 309 | 11  |  | 17 |
| 11  | 210 |  | 5  |
| 602 | 4   |  | 0  |
| 12  | 310 |  | 0  |
| 102 | 3   |  | 20 |
| 6   | 408 |  | 0  |
| 505 | 11  |  | 0  |
| 10  | 309 |  | 0  |
| 3   | 409 |  | 0  |
| 705 | 4   |  | 0  |
| 1   | 104 |  | 0  |
| 104 | 12  |  | 0  |
| 7   | 105 |  | 0  |
| 303 | 10  |  | 0  |
| 6   | 401 |  | 0  |
| 3   | 105 |  | 0  |
| 9   | 202 |  | 0  |
| 105 | 10  |  | 0  |
| 7   | 405 |  | 0  |
| 9   | 307 |  | 0  |
| 10  | 209 |  | 0  |
| 10  | 311 |  | 0  |
| 3   | 313 |  | 0  |
| 107 | 2   |  | 0  |
| 705 | 8   |  | 0  |
| 207 | 4   |  | 0  |
| 302 | 10  |  | 0  |
| 6   | 211 |  | 0  |
| 604 | 12  |  | 0  |
| 8   | 308 |  | 0  |
| 10  | 304 |  | 0  |
| 515 | 12  |  | 0  |
| 8   | 101 |  | 0  |
| 8   | 312 |  | 0  |
| 6   | 407 |  | 0  |
| 406 | 10  |  | 0  |
| 8   | 306 |  | 0  |
| 311 | 12  |  | 0  |
| 402 | 10  |  | 23 |
| 408 | 4   |  | 18 |
| 11  | 206 |  | 12 |

|     |     |   |   |
|-----|-----|---|---|
| 203 | 4   | 0 | 0 |
| 204 | 11  | 0 | 0 |
| 405 | 10  | 0 | 0 |
| 5   | 101 | 0 | 0 |
| 3   | 607 | 0 | 0 |
| 704 | 6   | 0 | 0 |
| 14  | 704 | 0 | 0 |
| 9   | 704 | 0 | 0 |
| 306 | 8   | 0 | 0 |
| 13  | 102 | 0 | 0 |
| 5   | 205 | 0 | 0 |
| 5   | 211 | 0 | 0 |
| 3   | 303 | 0 | 0 |
| 8   | 605 | 0 | 0 |
| 6   | 207 | 0 | 0 |
| 1   | 403 | 0 | 0 |
| 1   | 208 | 0 | 0 |
| 3   | 502 | 0 | 0 |
| 12  | 202 | 0 | 0 |
| 12  | 103 | 0 | 0 |
| 12  | 401 | 0 | 0 |
| 9   | 206 | 0 | 0 |
| 211 | 10  | 0 | 0 |
| 213 | 5   | 0 | 0 |
| 9   | 303 | 0 | 0 |
| 10  | 207 | 0 | 0 |
| 1   | 704 | 0 | 0 |
| 1   | 307 | 0 | 0 |
| 9   | 205 | 0 | 0 |
| 309 | 4   | 0 | 0 |
| 11  | 208 | 0 | 0 |
| 105 | 11  | 0 | 0 |
| 104 | 3   | 0 | 0 |
| 308 | 11  | 0 | 0 |
| 14  | 311 | 0 | 0 |
| 503 | 11  | 0 | 0 |
| 14  | 412 | 0 | 0 |
| 803 | 5   | 0 | 0 |
| 303 | 12  | 0 | 0 |
| 14  | 105 | 0 | 0 |
| 9   | 108 | 0 | 0 |
| 12  | 412 | 0 | 0 |
| 12  | 104 | 0 | 0 |
| 6   | 410 | 0 | 0 |
| 8   | 209 | 0 | 0 |
| 14  | 607 | 0 | 0 |
| 412 | 11  | 0 | 0 |
| 404 | 11  | 0 | 0 |
| 101 | 4   | 0 | 0 |
| 4   | 101 | 0 | 0 |
| 4   | 301 | 0 | 0 |
| 5   | 207 | 0 | 0 |
| 9   | 309 | 0 | 0 |
| 4   | 510 | 0 | 0 |
| 11  | 308 | 0 | 0 |
| 5   | 308 | 0 | 0 |
| 3   | 401 | 0 | 0 |
| 8   | 106 | 0 | 0 |
| 509 | 11  | 0 | 0 |
| 3   | 304 | 0 | 0 |
| 205 | 11  | 0 | 0 |
| 212 | 11  | 0 | 0 |
| 207 | 11  | 0 | 0 |
| 11  | 207 | 0 | 0 |
| 4   | 212 | 0 | 0 |
| 11  | 211 | 0 | 0 |
| 7   | 704 | 0 | 0 |
| 604 | 5   | 0 | 0 |
| 410 | 4   | 0 | 0 |
| 4   | 803 | 0 | 0 |
| 105 | 6   | 0 | 0 |
| 13  | 104 | 0 | 0 |
| 9   | 304 | 0 | 0 |
| 501 | 11  | 0 | 0 |
| 311 | 14  | 0 | 0 |
| 11  | 213 | 0 | 0 |
| 209 | 12  | 0 | 0 |
| 409 | 8   | 0 | 0 |
| 5   | 206 | 0 | 0 |
| 3   | 510 | 0 | 0 |
| 208 | 8   | 0 | 0 |
| 3   | 204 | 0 | 0 |
| 307 | 14  | 0 | 0 |

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RSA to RSA Trip Comparison

|     |     |    |    |   |
|-----|-----|----|----|---|
| 11  | 514 | 14 |    | 9 |
| 9   | 207 | 14 |    | 9 |
| 509 | 5   | 14 | 33 | 9 |
| 302 | 3   | 14 |    | 9 |
| 306 | 6   | 14 | 17 | 9 |
| 6   | 203 | 14 |    | 9 |
| 4   | 203 | 14 | 61 | 9 |
| 606 | 11  | 14 | 19 | 9 |
| 409 | 3   | 14 | 46 | 9 |
| 206 | 8   | 14 | 29 | 9 |
| 405 | 8   | 14 | 29 | 9 |
| 501 | 3   | 14 | 29 | 9 |
| 3   | 410 | 14 | 27 | 9 |
| 9   | 405 | 14 | 22 | 9 |
| 212 | 5   | 14 | 17 | 9 |
| 2   | 403 | 14 | 14 | 9 |
| 14  | 205 | 14 | 13 | 8 |
| 307 | 7   | 14 |    | 9 |
| 3   | 308 | 14 |    | 9 |
| 6   | 509 | 14 |    | 9 |
| 7   | 511 | 14 |    | 9 |
| 9   | 403 | 14 |    | 9 |
| 9   | 507 | 14 |    | 9 |
| 505 | 4   | 14 |    | 9 |
| 2   | 310 | 14 |    | 9 |
| 6   | 506 | 14 |    | 9 |
| 10  | 502 | 14 |    | 9 |
| 106 | 11  | 14 |    | 9 |
| 513 | 7   | 14 |    | 9 |
| 3   | 505 | 14 |    | 9 |
| 6   | 206 | 14 |    | 9 |
| 107 | 3   | 14 |    | 9 |
| 602 | 11  | 14 |    | 9 |
| 1   | 405 | 14 |    | 9 |
| 3   | 106 | 14 |    | 9 |
| 12  | 308 | 14 |    | 9 |
| 302 | 9   | 14 |    | 9 |
| 501 | 10  | 14 |    | 9 |
| 502 | 9   | 14 |    | 9 |
| 7   | 401 | 14 |    | 9 |
| 10  | 511 | 14 |    | 9 |
| 602 | 12  | 14 |    | 9 |
| 9   | 413 | 14 |    | 9 |
| 9   | 510 | 14 |    | 9 |
| 10  | 212 | 14 |    | 9 |
| 209 | 8   | 14 |    | 9 |
| 209 | 9   | 14 |    | 9 |
| 310 | 9   | 14 |    | 9 |
| 506 | 6   | 14 |    | 9 |
| 603 | 4   | 14 |    | 9 |
| 1   | 206 | 14 |    | 9 |
| 2   | 602 | 14 |    | 9 |

|     |     |  |  |   |
|-----|-----|--|--|---|
| 8   | 202 |  |  | 0 |
| 14  | 104 |  |  | 0 |
| 803 | 9   |  |  | 0 |
| 9   | 803 |  |  | 0 |
| 7   | 104 |  |  | 0 |
| 3   | 501 |  |  | 0 |
| 6   | 513 |  |  | 0 |
| 12  | 311 |  |  | 0 |
| 3   | 509 |  |  | 0 |
| 8   | 413 |  |  | 0 |
| 301 | 4   |  |  | 0 |
| 302 | 5   |  |  | 0 |
| 1   | 802 |  |  | 0 |
| 11  | 513 |  |  | 0 |
| 103 | 10  |  |  | 0 |
| 212 | 10  |  |  | 0 |
| 4   | 501 |  |  | 0 |
| 9   | 404 |  |  | 0 |
| 6   | 208 |  |  | 0 |
| 9   | 102 |  |  | 0 |
| 312 | 4   |  |  | 0 |
| 11  | 312 |  |  | 0 |
| 3   | 307 |  |  | 0 |
| 8   | 310 |  |  | 0 |
| 9   | 412 |  |  | 0 |
| 705 | 11  |  |  | 0 |
| 4   | 205 |  |  | 0 |
| 10  | 402 |  |  | 0 |
| 105 | 3   |  |  | 0 |
| 10  | 405 |  |  | 0 |
| 10  | 413 |  |  | 0 |
| 8   | 508 |  |  | 0 |
| 6   | 406 |  |  | 0 |
| 8   | 311 |  |  | 0 |
| 6   | 413 |  |  | 0 |
| 8   | 205 |  |  | 0 |
| 6   | 205 |  |  | 0 |
| 4   | 310 |  |  | 0 |
| 4   | 409 |  |  | 0 |
| 11  | 209 |  |  | 0 |
| 1   | 102 |  |  | 0 |
| 3   | 311 |  |  | 0 |
| 5   | 507 |  |  | 0 |
| 3   | 407 |  |  | 0 |
| 5   | 406 |  |  | 0 |
| 103 | 7   |  |  | 0 |
| 6   | 304 |  |  | 0 |
| 6   | 403 |  |  | 0 |
| 408 | 8   |  |  | 0 |
| 803 | 12  |  |  | 0 |
| 501 | 4   |  |  | 0 |
| 515 | 4   |  |  | 0 |

|     |     |  |  |    |
|-----|-----|--|--|----|
| 8   | 210 |  |  | 12 |
| 8   | 304 |  |  | 11 |
| 4   | 214 |  |  | 10 |
| 6   | 309 |  |  | 0  |
| 12  | 108 |  |  | 0  |
| 407 | 12  |  |  | 0  |
| 10  | 513 |  |  | 0  |
| 12  | 405 |  |  | 0  |
| 9   | 508 |  |  | 0  |
| 107 | 11  |  |  | 28 |
| 11  | 509 |  |  | 17 |
| 802 | 7   |  |  | 17 |
| 107 | 8   |  |  | 0  |
| 6   | 209 |  |  | 0  |
| 5   | 106 |  |  | 0  |
| 3   | 202 |  |  | 0  |
| 213 | 11  |  |  | 0  |
| 1   | 210 |  |  | 0  |
| 1   | 412 |  |  | 0  |
| 6   | 503 |  |  | 0  |
| 8   | 405 |  |  | 0  |
| 6   | 210 |  |  | 0  |
| 13  | 412 |  |  | 0  |
| 13  | 103 |  |  | 15 |
| 103 | 3   |  |  | 0  |
| 5   | 509 |  |  | 0  |
| 410 | 5   |  |  | 11 |
| 14  | 603 |  |  | 0  |
| 5   | 803 |  |  | 0  |
| 6   | 803 |  |  | 0  |
| 8   | 309 |  |  | 0  |
| 7   | 410 |  |  | 0  |
| 7   | 208 |  |  | 0  |
| 3   | 213 |  |  | 0  |
| 7   | 309 |  |  | 0  |
| 10  | 411 |  |  | 0  |
| 9   | 410 |  |  | 0  |
| 12  | 403 |  |  | 0  |
| 505 | 9   |  |  | 0  |
| 10  | 407 |  |  | 0  |
| 10  | 508 |  |  | 0  |
| 507 | 3   |  |  | 0  |
| 11  | 705 |  |  | 0  |
| 405 | 3   |  |  | 0  |
| 306 | 2   |  |  | 0  |
| 602 | 3   |  |  | 0  |
| 10  | 106 |  |  | 0  |
| 10  | 213 |  |  | 0  |
| 308 | 9   |  |  | 0  |
| 312 | 9   |  |  | 0  |
| 7   | 108 |  |  | 0  |
| 7   | 404 |  |  | 0  |

|     |     |  |  |   |
|-----|-----|--|--|---|
| 9   | 309 |  |  | 0 |
| 4   | 510 |  |  | 0 |
| 11  | 308 |  |  | 0 |
| 5   | 308 |  |  | 0 |
| 3   | 401 |  |  | 0 |
| 8   | 106 |  |  | 0 |
| 509 | 11  |  |  | 0 |
| 3   | 304 |  |  | 0 |
| 205 | 11  |  |  | 0 |
| 212 | 11  |  |  | 0 |
| 207 | 11  |  |  | 0 |
| 11  | 207 |  |  | 0 |
| 4   | 212 |  |  | 0 |
| 11  | 211 |  |  | 0 |
| 7   | 704 |  |  | 0 |
| 604 | 5   |  |  | 0 |
| 410 | 4   |  |  | 0 |
| 4   | 803 |  |  | 0 |
| 105 | 6   |  |  | 0 |
| 13  | 104 |  |  | 0 |
| 9   | 304 |  |  | 0 |
| 501 | 11  |  |  | 0 |
| 311 | 14  |  |  | 0 |
| 11  | 213 |  |  | 0 |
| 209 | 12  |  |  | 0 |
| 409 | 8   |  |  | 0 |
| 5   | 206 |  |  | 0 |
| 3   | 510 |  |  | 0 |
| 208 | 8   |  |  | 0 |
| 3   | 204 |  |  | 0 |
| 307 | 14  |  |  | 0 |
| 11  | 514 |  |  | 0 |
| 9   | 207 |  |  | 0 |
| 509 | 5   |  |  | 0 |
| 302 | 3   |  |  | 0 |
| 306 | 6   |  |  | 0 |
| 6   | 203 |  |  | 0 |
| 4   | 203 |  |  | 0 |
| 606 | 11  |  |  | 0 |
| 409 | 3   |  |  | 0 |
| 206 | 8   |  |  | 0 |
| 405 | 8   |  |  | 0 |
| 501 | 3   |  |  | 0 |
| 3   | 410 |  |  | 0 |
| 9   | 405 |  |  | 0 |
| 212 | 5   |  |  | 0 |
| 2   | 403 |  |  | 0 |
| 14  | 205 |  |  | 0 |
| 307 | 7   |  |  | 0 |
| 3   | 308 |  |  | 0 |
| 6   | 509 |  |  | 0 |
| 7   | 511 |  |  | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |    |     |   |
|-----|-----|----|-----|---|
| 3   | 201 | 14 |     | 9 |
| 3   | 214 | 14 |     | 9 |
| 7   | 213 | 14 |     | 9 |
| 9   | 209 | 14 |     | 9 |
| 9   | 310 | 14 |     | 9 |
| 204 | 7   | 14 |     | 9 |
| 503 | 10  | 14 |     | 9 |
| 705 | 5   | 14 |     | 9 |
| 9   | 211 | 14 |     | 9 |
| 202 | 10  | 14 |     | 9 |
| 502 | 12  | 14 |     | 9 |
| 6   | 511 | 14 |     | 9 |
| 308 | 10  | 14 |     | 9 |
| 603 | 5   | 14 |     | 9 |
| 1   | 509 | 14 |     | 9 |
| 202 | 13  | 14 |     | 9 |
| 509 | 3   | 14 |     | 9 |
| 10  | 512 | 14 |     | 9 |
| 12  | 409 | 14 |     | 9 |
| 12  | 511 | 14 |     | 9 |
| 203 | 10  | 14 |     | 9 |
| 303 | 8   | 14 |     | 9 |
| 404 | 7   | 14 |     | 9 |
| 601 | 11  | 14 |     | 9 |
| 604 | 3   | 14 |     | 9 |
| 1   | 408 | 14 |     | 9 |
| 6   | 502 | 14 |     | 9 |
| 9   | 409 | 14 |     | 9 |
| 203 | 8   | 14 |     | 9 |
| 6   | 212 | 14 |     | 9 |
| 12  | 404 | 14 |     | 9 |
| 108 | 3   | 14 |     | 9 |
| 211 | 3   | 14 |     | 9 |
| 211 | 5   | 14 |     | 9 |
| 3   | 408 | 14 |     | 9 |
| 9   | 214 | 14 |     | 9 |
| 7   | 512 | 14 |     | 9 |
| 9   | 509 | 14 |     | 9 |
| 310 | 10  | 14 |     | 9 |
| 8   | 507 | 14 |     | 9 |
| 10  | 202 | 14 |     | 9 |
| 5   | 606 | 14 |     | 9 |
| 105 | 9   | 14 |     | 9 |
| 14  | 508 | 14 |     | 7 |
| 105 | 14  | 14 |     | 6 |
| 4   | 403 | 11 | 98  | 7 |
| 506 | 11  | 11 |     | 7 |
| 101 | 6   | 11 |     | 7 |
| 11  | 407 | 11 | 108 | 7 |
| 4   | 309 | 11 | 24  | 7 |
| 4   | 105 | 11 | 54  | 7 |
| 310 | 11  | 11 | 76  | 7 |

|     |     |  |  |   |
|-----|-----|--|--|---|
| 3   | 602 |  |  | 0 |
| 8   | 404 |  |  | 0 |
| 705 | 7   |  |  | 0 |
| 10  | 504 |  |  | 0 |
| 8   | 803 |  |  | 0 |
| 405 | 4   |  |  | 0 |
| 6   | 310 |  |  | 0 |
| 104 | 9   |  |  | 0 |
| 5   | 304 |  |  | 0 |
| 3   | 404 |  |  | 0 |
| 6   | 312 |  |  | 0 |
| 9   | 402 |  |  | 0 |
| 8   | 403 |  |  | 0 |
| 8   | 208 |  |  | 0 |
| 3   | 309 |  |  | 0 |
| 3   | 411 |  |  | 0 |
| 5   | 605 |  |  | 0 |
| 3   | 507 |  |  | 0 |
| 13  | 803 |  |  | 0 |
| 8   | 307 |  |  | 0 |
| 8   | 211 |  |  | 0 |
| 309 | 11  |  |  | 0 |
| 12  | 310 |  |  | 0 |
| 102 | 3   |  |  | 0 |
| 210 | 4   |  |  | 0 |
| 103 | 13  |  |  | 0 |
| 6   | 409 |  |  | 0 |
| 303 | 10  |  |  | 0 |
| 6   | 401 |  |  | 0 |
| 3   | 105 |  |  | 0 |
| 9   | 202 |  |  | 0 |
| 105 | 10  |  |  | 0 |
| 7   | 405 |  |  | 0 |
| 9   | 307 |  |  | 0 |
| 10  | 209 |  |  | 0 |
| 10  | 311 |  |  | 0 |
| 3   | 313 |  |  | 0 |
| 107 | 2   |  |  | 0 |
| 705 | 8   |  |  | 0 |
| 207 | 4   |  |  | 0 |
| 302 | 10  |  |  | 0 |
| 6   | 211 |  |  | 0 |
| 604 | 12  |  |  | 0 |
| 8   | 308 |  |  | 0 |
| 10  | 304 |  |  | 0 |
| 515 | 12  |  |  | 0 |
| 8   | 101 |  |  | 0 |
| 8   | 312 |  |  | 0 |
| 6   | 407 |  |  | 0 |
| 406 | 10  |  |  | 0 |
| 8   | 306 |  |  | 0 |
| 311 | 12  |  |  | 0 |

|     |     |  |    |   |
|-----|-----|--|----|---|
| 8   | 411 |  |    | 0 |
| 14  | 405 |  |    | 0 |
| 14  | 404 |  |    | 0 |
| 5   | 403 |  | 46 |   |
| 202 | 5   |  | 6  |   |
| 5   | 307 |  | 65 |   |
| 202 | 8   |  | 28 |   |
| 8   | 302 |  | 24 |   |
| 308 | 5   |  | 20 |   |
| 211 | 4   |  | 16 |   |
| 208 | 4   |  | 16 |   |
| 507 | 11  |  | 7  |   |
| 402 | 13  |  | 0  |   |
| 203 | 4   |  | 0  |   |
| 204 | 11  |  | 0  |   |
| 405 | 10  |  | 0  |   |
| 5   | 101 |  | 0  |   |
| 3   | 607 |  | 0  |   |
| 704 | 6   |  | 0  |   |
| 14  | 704 |  | 0  |   |
| 9   | 704 |  | 0  |   |
| 306 | 8   |  | 0  |   |
| 13  | 102 |  | 0  |   |
| 5   | 205 |  | 0  |   |
| 5   | 211 |  | 0  |   |
| 3   | 303 |  | 0  |   |
| 8   | 605 |  | 0  |   |
| 6   | 207 |  | 0  |   |
| 1   | 403 |  | 0  |   |
| 1   | 208 |  | 0  |   |
| 3   | 502 |  | 0  |   |
| 12  | 202 |  | 0  |   |
| 12  | 103 |  | 0  |   |
| 12  | 401 |  | 0  |   |
| 9   | 206 |  | 0  |   |
| 211 | 10  |  | 0  |   |
| 213 | 5   |  | 0  |   |
| 9   | 303 |  | 0  |   |
| 10  | 207 |  | 0  |   |
| 1   | 704 |  | 0  |   |
| 1   | 307 |  | 0  |   |
| 9   | 205 |  | 0  |   |
| 14  | 412 |  | 0  |   |
| 803 | 5   |  | 0  |   |
| 303 | 12  |  | 0  |   |
| 14  | 105 |  | 0  |   |
| 9   | 108 |  | 0  |   |
| 12  | 412 |  | 0  |   |
| 12  | 104 |  | 0  |   |
| 6   | 410 |  | 0  |   |
| 8   | 209 |  | 0  |   |
| 14  | 607 |  | 0  |   |

|     |     |   |   |
|-----|-----|---|---|
| 9   | 403 | 0 | 0 |
| 9   | 507 | 0 | 0 |
| 505 | 4   | 0 | 0 |
| 2   | 310 | 0 | 0 |
| 6   | 506 | 0 | 0 |
| 10  | 502 | 0 | 0 |
| 106 | 11  | 0 | 0 |
| 513 | 7   | 0 | 0 |
| 3   | 505 | 0 | 0 |
| 6   | 206 | 0 | 0 |
| 107 | 3   | 0 | 0 |
| 602 | 11  | 0 | 0 |
| 1   | 405 | 0 | 0 |
| 3   | 106 | 0 | 0 |
| 12  | 308 | 0 | 0 |
| 302 | 9   | 0 | 0 |
| 501 | 10  | 0 | 0 |
| 502 | 9   | 0 | 0 |
| 7   | 401 | 0 | 0 |
| 10  | 511 | 0 | 0 |
| 602 | 12  | 0 | 0 |
| 9   | 413 | 0 | 0 |
| 9   | 510 | 0 | 0 |
| 10  | 212 | 0 | 0 |
| 209 | 8   | 0 | 0 |
| 209 | 9   | 0 | 0 |
| 310 | 9   | 0 | 0 |
| 506 | 6   | 0 | 0 |
| 603 | 4   | 0 | 0 |
| 1   | 206 | 0 | 0 |
| 2   | 602 | 0 | 0 |
| 3   | 201 | 0 | 0 |
| 3   | 214 | 0 | 0 |
| 7   | 213 | 0 | 0 |
| 9   | 209 | 0 | 0 |
| 9   | 310 | 0 | 0 |
| 204 | 7   | 0 | 0 |
| 503 | 10  | 0 | 0 |
| 705 | 5   | 0 | 0 |
| 9   | 211 | 0 | 0 |
| 202 | 10  | 0 | 0 |
| 502 | 12  | 0 | 0 |
| 6   | 511 | 0 | 0 |
| 308 | 10  | 0 | 0 |
| 603 | 5   | 0 | 0 |
| 1   | 509 | 0 | 0 |
| 202 | 13  | 0 | 0 |
| 509 | 3   | 0 | 0 |
| 10  | 512 | 0 | 0 |
| 12  | 409 | 0 | 0 |
| 12  | 511 | 0 | 0 |
| 203 | 10  | 0 | 0 |



North I-25  
RSA to RSA Trip Comparison

|     |     |    |    |   |     |     |  |   |     |     |  |    |     |     |  |   |   |
|-----|-----|----|----|---|-----|-----|--|---|-----|-----|--|----|-----|-----|--|---|---|
| 4   | 209 | 11 |    | 7 | 402 | 10  |  | 0 | 9   | 309 |  | 24 | 303 | 8   |  | 0 | 0 |
| 4   | 607 | 11 | 27 | 7 | 408 | 4   |  | 0 | 11  | 308 |  | 21 | 404 | 7   |  | 0 | 0 |
| 309 | 5   | 11 | 64 | 7 | 8   | 210 |  | 0 | 8   | 106 |  | 18 | 601 | 11  |  | 0 | 0 |
| 510 | 4   | 11 |    | 7 | 7   | 102 |  | 0 | 212 | 11  |  | 13 | 604 | 3   |  | 0 | 0 |
| 5   | 411 | 11 |    | 7 | 515 | 11  |  | 0 | 4   | 212 |  | 12 | 1   | 408 |  | 0 | 0 |
| 4   | 211 | 11 |    | 7 | 410 | 12  |  | 0 | 604 | 5   |  | 10 | 6   | 502 |  | 0 | 0 |
| 5   | 209 | 11 |    | 7 | 8   | 304 |  | 0 | 410 | 4   |  | 10 | 9   | 409 |  | 0 | 0 |
| 214 | 5   | 11 |    | 7 | 407 | 12  |  | 0 | 4   | 803 |  | 10 | 203 | 8   |  | 0 | 0 |
| 14  | 407 | 11 |    | 7 | 10  | 513 |  | 0 | 13  | 104 |  | 9  | 6   | 212 |  | 0 | 0 |
| 102 | 7   | 11 |    | 7 | 12  | 405 |  | 0 | 9   | 304 |  | 9  | 12  | 404 |  | 0 | 0 |
| 5   | 210 | 11 |    | 7 | 9   | 508 |  | 0 | 501 | 11  |  | 8  | 108 | 3   |  | 0 | 0 |
| 4   | 513 | 11 |    | 7 | 213 | 4   |  | 0 | 311 | 14  |  | 6  | 211 | 3   |  | 0 | 0 |
| 3   | 403 | 11 | 19 | 7 | 11  | 509 |  | 0 | 11  | 213 |  | 0  | 211 | 5   |  | 0 | 0 |
| 4   | 410 | 11 |    | 7 | 3   | 202 |  | 0 | 209 | 12  |  | 0  | 3   | 408 |  | 0 | 0 |
| 8   | 408 | 11 |    | 7 | 213 | 11  |  | 0 | 409 | 8   |  | 0  | 9   | 214 |  | 0 | 0 |
| 104 | 7   | 11 | 34 | 7 | 1   | 210 |  | 0 | 5   | 206 |  | 0  | 7   | 512 |  | 0 | 0 |
| 11  | 313 | 11 |    | 7 | 1   | 412 |  | 0 | 3   | 510 |  | 0  | 9   | 509 |  | 0 | 0 |
| 507 | 4   | 11 |    | 7 | 6   | 503 |  | 0 | 208 | 8   |  | 0  | 310 | 10  |  | 0 | 0 |
| 1   | 103 | 11 |    | 7 | 8   | 405 |  | 0 | 3   | 204 |  | 0  | 8   | 507 |  | 0 | 0 |
| 13  | 304 | 11 |    | 7 | 6   | 210 |  | 0 | 307 | 14  |  | 0  | 10  | 202 |  | 0 | 0 |
| 312 | 3   | 11 |    | 7 | 13  | 412 |  | 0 | 11  | 514 |  | 0  | 5   | 606 |  | 0 | 0 |
| 2   | 413 | 11 |    | 7 | 103 | 3   |  | 0 | 9   | 207 |  | 0  | 105 | 9   |  | 0 | 0 |
| 8   | 409 | 11 |    | 7 | 5   | 509 |  | 0 | 509 | 5   |  | 0  | 14  | 508 |  | 0 | 0 |
| 507 | 5   | 11 |    | 7 | 11  | 604 |  | 0 | 302 | 3   |  | 0  | 105 | 14  |  | 0 | 0 |
| 4   | 506 | 11 |    | 7 | 5   | 803 |  | 0 | 306 | 6   |  | 0  | 4   | 309 |  | 0 | 0 |
| 309 | 3   | 11 |    | 7 | 6   | 803 |  | 0 | 6   | 203 |  | 0  | 4   | 105 |  | 0 | 0 |
| 12  | 304 | 11 |    | 7 | 8   | 309 |  | 0 | 4   | 203 |  | 0  | 310 | 11  |  | 0 | 0 |
| 14  | 107 | 11 |    | 8 | 7   | 410 |  | 0 | 606 | 11  |  | 0  | 4   | 209 |  | 0 | 0 |
| 1   | 105 | 11 |    | 7 | 7   | 208 |  | 0 | 409 | 3   |  | 0  | 4   | 607 |  | 0 | 0 |
| 11  | 411 | 11 |    | 7 | 3   | 213 |  | 0 | 206 | 8   |  | 0  | 309 | 5   |  | 0 | 0 |
| 13  | 206 | 11 |    | 7 | 7   | 309 |  | 0 | 405 | 8   |  | 0  | 510 | 4   |  | 0 | 0 |
| 207 | 9   | 11 |    | 7 | 10  | 411 |  | 0 | 501 | 3   |  | 0  | 5   | 411 |  | 0 | 0 |
| 8   | 407 | 11 |    | 7 | 9   | 410 |  | 0 | 3   | 410 |  | 0  | 4   | 211 |  | 0 | 0 |
| 8   | 206 | 11 |    | 7 | 12  | 403 |  | 0 | 9   | 405 |  | 0  | 5   | 209 |  | 0 | 0 |
| 13  | 312 | 11 |    | 7 | 505 | 9   |  | 0 | 212 | 5   |  | 0  | 214 | 5   |  | 0 | 0 |
| 12  | 303 | 11 |    | 7 | 10  | 407 |  | 0 | 2   | 403 |  | 0  | 14  | 407 |  | 0 | 0 |
| 12  | 105 | 11 |    | 7 | 10  | 508 |  | 0 | 14  | 205 |  | 0  | 102 | 7   |  | 0 | 0 |
| 12  | 307 | 11 |    | 7 | 507 | 3   |  | 0 | 307 | 7   |  | 0  | 5   | 210 |  | 0 | 0 |
| 12  | 406 | 11 |    | 7 | 11  | 705 |  | 0 | 3   | 308 |  | 0  | 4   | 513 |  | 0 | 0 |
| 1   | 213 | 11 |    | 7 | 405 | 3   |  | 0 | 6   | 509 |  | 0  | 3   | 403 |  | 0 | 0 |
| 2   | 402 | 11 |    | 7 | 306 | 2   |  | 0 | 7   | 511 |  | 0  | 4   | 410 |  | 0 | 0 |
| 107 | 10  | 11 |    | 7 | 602 | 3   |  | 0 | 9   | 403 |  | 0  | 8   | 408 |  | 0 | 0 |
| 214 | 3   | 11 |    | 7 | 10  | 106 |  | 0 | 9   | 507 |  | 0  | 104 | 7   |  | 0 | 0 |
| 3   | 513 | 11 |    | 7 | 10  | 213 |  | 0 | 505 | 4   |  | 0  | 11  | 313 |  | 0 | 0 |
| 8   | 204 | 11 |    | 7 | 308 | 9   |  | 0 | 2   | 310 |  | 0  | 507 | 4   |  | 0 | 0 |
| 305 | 9   | 11 |    | 7 | 312 | 9   |  | 0 | 6   | 506 |  | 0  | 1   | 103 |  | 0 | 0 |
| 402 | 9   | 11 |    | 7 | 7   | 108 |  | 0 | 10  | 502 |  | 0  | 13  | 304 |  | 0 | 0 |
| 5   | 313 | 11 |    | 7 | 7   | 404 |  | 0 | 106 | 11  |  | 0  | 312 | 3   |  | 0 | 0 |
| 13  | 309 | 11 |    | 7 | 8   | 411 |  | 0 | 513 | 7   |  | 0  | 2   | 413 |  | 0 | 0 |
| 13  | 402 | 11 |    | 7 | 14  | 405 |  | 0 | 3   | 505 |  | 0  | 8   | 409 |  | 0 | 0 |
| 1   | 205 | 11 |    | 7 | 14  | 404 |  | 0 | 6   | 206 |  | 0  | 507 | 5   |  | 0 | 0 |
| 102 | 10  | 11 |    | 7 | 202 | 5   |  | 0 | 107 | 3   |  | 0  | 4   | 506 |  | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |    |     |    |
|-----|-----|----|-----|----|
| 14  | 409 | 11 |     | 7  |
| 14  | 312 | 11 |     | 7  |
| 14  | 511 | 11 |     | 5  |
| 702 | 5   | 11 |     |    |
| 4   | 311 | 5  |     | 4  |
| 403 | 4   | 5  |     | 4  |
| 308 | 4   | 5  | 57  | 4  |
| 14  | 304 | 5  | 12  | 10 |
| 311 | 5   | 5  | 42  | 4  |
| 4   | 405 | 5  |     | 4  |
| 4   | 306 | 5  | 162 | 4  |
| 310 | 5   | 5  | 109 | 4  |
| 405 | 5   | 5  |     | 4  |
| 5   | 508 | 5  |     | 4  |
| 508 | 5   | 5  |     | 4  |
| 303 | 5   | 5  |     | 4  |
| 508 | 4   | 5  | 17  | 4  |
| 11  | 202 | 5  | 30  | 4  |
| 407 | 5   | 5  |     | 4  |
| 406 | 4   | 5  | 33  | 4  |
| 4   | 514 | 5  |     | 4  |
| 105 | 5   | 5  | 53  | 4  |
| 512 | 11  | 5  | 20  | 4  |
| 11  | 512 | 5  |     | 4  |
| 4   | 511 | 5  |     | 4  |
| 1   | 310 | 5  |     | 4  |
| 402 | 6   | 5  |     | 4  |
| 102 | 14  | 5  | 21  | 2  |
| 510 | 11  | 5  |     | 4  |
| 102 | 1   | 5  | 15  | 4  |
| 4   | 408 | 5  | 19  | 4  |
| 511 | 8   | 5  | 35  | 4  |
| 8   | 511 | 5  |     | 4  |
| 13  | 410 | 5  |     | 4  |
| 103 | 9   | 5  |     | 4  |
| 209 | 5   | 5  |     | 4  |
| 508 | 7   | 5  |     | 4  |
| 402 | 14  | 5  | 20  | 2  |
| 206 | 11  | 5  | 50  | 4  |
| 13  | 310 | 5  |     | 4  |
| 211 | 11  | 5  | 34  | 4  |
| 5   | 208 | 5  | 22  | 4  |
| 403 | 3   | 5  |     | 4  |
| 401 | 5   | 5  | 54  | 4  |
| 4   | 304 | 5  | 22  | 4  |
| 515 | 5   | 5  |     | 4  |
| 409 | 5   | 5  |     | 4  |
| 706 | 4   | 5  |     | 4  |
| 802 | 1   | 5  | 17  | 4  |
| 11  | 507 | 5  |     | 4  |
| 306 | 14  | 5  |     | 2  |
| 1   | 108 | 5  |     | 4  |

|     |     |  |  |   |
|-----|-----|--|--|---|
| 203 | 11  |  |  | 0 |
| 202 | 8   |  |  | 0 |
| 8   | 302 |  |  | 0 |
| 410 | 8   |  |  | 0 |
| 3   | 306 |  |  | 0 |
| 6   | 508 |  |  | 0 |
| 208 | 4   |  |  | 0 |
| 4   | 106 |  |  | 0 |
| 704 | 11  |  |  | 0 |
| 11  | 501 |  |  | 0 |
| 9   | 704 |  |  | 0 |
| 306 | 8   |  |  | 0 |
| 13  | 102 |  |  | 0 |
| 5   | 205 |  |  | 0 |
| 5   | 211 |  |  | 0 |
| 3   | 303 |  |  | 0 |
| 8   | 605 |  |  | 0 |
| 6   | 207 |  |  | 0 |
| 1   | 403 |  |  | 0 |
| 1   | 208 |  |  | 0 |
| 3   | 502 |  |  | 0 |
| 12  | 202 |  |  | 0 |
| 12  | 103 |  |  | 0 |
| 12  | 401 |  |  | 0 |
| 9   | 206 |  |  | 0 |
| 211 | 10  |  |  | 0 |
| 213 | 5   |  |  | 0 |
| 9   | 303 |  |  | 0 |
| 10  | 207 |  |  | 0 |
| 1   | 704 |  |  | 0 |
| 1   | 307 |  |  | 0 |
| 9   | 205 |  |  | 0 |
| 309 | 4   |  |  | 0 |
| 14  | 311 |  |  | 0 |
| 503 | 11  |  |  | 0 |
| 803 | 5   |  |  | 0 |
| 303 | 12  |  |  | 0 |
| 14  | 105 |  |  | 0 |
| 9   | 108 |  |  | 0 |
| 12  | 412 |  |  | 0 |
| 12  | 104 |  |  | 0 |
| 6   | 410 |  |  | 0 |
| 8   | 209 |  |  | 0 |
| 14  | 607 |  |  | 0 |
| 9   | 309 |  |  | 0 |
| 5   | 308 |  |  | 0 |
| 8   | 106 |  |  | 0 |
| 509 | 11  |  |  | 0 |
| 3   | 304 |  |  | 0 |
| 212 | 11  |  |  | 0 |
| 207 | 11  |  |  | 0 |
| 4   | 212 |  |  | 0 |

|     |     |  |  |   |
|-----|-----|--|--|---|
| 602 | 11  |  |  | 0 |
| 1   | 405 |  |  | 0 |
| 3   | 106 |  |  | 0 |
| 12  | 308 |  |  | 0 |
| 302 | 9   |  |  | 0 |
| 501 | 10  |  |  | 0 |
| 502 | 9   |  |  | 0 |
| 7   | 401 |  |  | 0 |
| 10  | 511 |  |  | 0 |
| 602 | 12  |  |  | 0 |
| 9   | 413 |  |  | 0 |
| 9   | 510 |  |  | 0 |
| 10  | 212 |  |  | 0 |
| 209 | 8   |  |  | 0 |
| 209 | 9   |  |  | 0 |
| 310 | 9   |  |  | 0 |
| 506 | 6   |  |  | 0 |
| 603 | 4   |  |  | 0 |
| 1   | 206 |  |  | 0 |
| 2   | 602 |  |  | 0 |
| 3   | 201 |  |  | 0 |
| 3   | 214 |  |  | 0 |
| 7   | 213 |  |  | 0 |
| 9   | 209 |  |  | 0 |
| 9   | 310 |  |  | 0 |
| 204 | 7   |  |  | 0 |
| 503 | 10  |  |  | 0 |
| 705 | 5   |  |  | 0 |
| 9   | 211 |  |  | 0 |
| 202 | 10  |  |  | 0 |
| 502 | 12  |  |  | 0 |
| 6   | 511 |  |  | 0 |
| 308 | 10  |  |  | 0 |
| 603 | 5   |  |  | 0 |
| 1   | 509 |  |  | 0 |
| 202 | 13  |  |  | 0 |
| 509 | 3   |  |  | 0 |
| 10  | 512 |  |  | 0 |
| 12  | 409 |  |  | 0 |
| 12  | 511 |  |  | 0 |
| 203 | 10  |  |  | 0 |
| 303 | 8   |  |  | 0 |
| 404 | 7   |  |  | 0 |
| 601 | 11  |  |  | 0 |
| 604 | 3   |  |  | 0 |
| 1   | 408 |  |  | 0 |
| 6   | 502 |  |  | 0 |
| 9   | 409 |  |  | 0 |
| 203 | 8   |  |  | 0 |
| 6   | 212 |  |  | 0 |
| 12  | 404 |  |  | 0 |
| 108 | 3   |  |  | 0 |

|     |     |  |  |   |
|-----|-----|--|--|---|
| 309 | 3   |  |  | 0 |
| 12  | 304 |  |  | 0 |
| 14  | 107 |  |  | 0 |
| 1   | 105 |  |  | 0 |
| 11  | 411 |  |  | 0 |
| 13  | 206 |  |  | 0 |
| 207 | 9   |  |  | 0 |
| 8   | 407 |  |  | 0 |
| 8   | 206 |  |  | 0 |
| 13  | 312 |  |  | 0 |
| 12  | 303 |  |  | 0 |
| 12  | 105 |  |  | 0 |
| 12  | 307 |  |  | 0 |
| 12  | 406 |  |  | 0 |
| 1   | 213 |  |  | 0 |
| 2   | 402 |  |  | 0 |
| 107 | 10  |  |  | 0 |
| 214 | 3   |  |  | 0 |
| 3   | 513 |  |  | 0 |
| 8   | 204 |  |  | 0 |
| 305 | 9   |  |  | 0 |
| 402 | 9   |  |  | 0 |
| 5   | 313 |  |  | 0 |
| 13  | 309 |  |  | 0 |
| 13  | 402 |  |  | 0 |
| 1   | 205 |  |  | 0 |
| 102 | 10  |  |  | 0 |
| 14  | 409 |  |  | 0 |
| 14  | 312 |  |  | 0 |
| 14  | 511 |  |  | 0 |
| 702 | 5   |  |  | 0 |
| 4   | 405 |  |  | 0 |
| 4   | 306 |  |  | 0 |
| 310 | 5   |  |  | 0 |
| 405 | 5   |  |  | 0 |
| 5   | 508 |  |  | 0 |
| 508 | 5   |  |  | 0 |
| 303 | 5   |  |  | 0 |
| 508 | 4   |  |  | 0 |
| 11  | 202 |  |  | 0 |
| 407 | 5   |  |  | 0 |
| 406 | 4   |  |  | 0 |
| 4   | 514 |  |  | 0 |
| 105 | 5   |  |  | 0 |
| 512 | 11  |  |  | 0 |
| 11  | 512 |  |  | 0 |
| 4   | 511 |  |  | 0 |
| 1   | 310 |  |  | 0 |
| 402 | 6   |  |  | 0 |
| 102 | 14  |  |  | 0 |
| 14  | 312 |  |  | 0 |
| 14  | 511 |  |  | 0 |
| 702 | 5   |  |  | 0 |
| 4   | 405 |  |  | 0 |
| 4   | 306 |  |  | 0 |
| 310 | 5   |  |  | 0 |
| 405 | 5   |  |  | 0 |
| 5   | 508 |  |  | 0 |
| 508 | 5   |  |  | 0 |
| 303 | 5   |  |  | 0 |
| 508 | 4   |  |  | 0 |
| 11  | 202 |  |  | 0 |
| 407 | 5   |  |  | 0 |
| 406 | 4   |  |  | 0 |
| 4   | 514 |  |  | 0 |
| 105 | 5   |  |  | 0 |
| 512 | 11  |  |  | 0 |
| 11  | 512 |  |  | 0 |
| 4   | 511 |  |  | 0 |
| 1   | 310 |  |  | 0 |
| 402 | 6   |  |  | 0 |
| 102 | 14  |  |  | 0 |
| 510 | 11  |  |  | 0 |
| 102 | 1   |  |  | 0 |
| 4   | 408 |  |  | 0 |
| 511 | 8   |  |  | 0 |
| 8   | 511 |  |  | 0 |
| 13  | 410 |  |  | 0 |
| 103 | 9   |  |  | 0 |
| 209 | 5   |  |  | 0 |
| 508 | 7   |  |  | 0 |
| 402 | 14  |  |  | 0 |
| 206 | 11  |  |  | 0 |
| 13  | 310 |  |  | 0 |
| 211 | 11  |  |  | 0 |
| 5   | 208 |  |  | 0 |
| 403 | 3   |  |  | 0 |
| 401 | 5   |  |  | 0 |
| 4   | 304 |  |  | 0 |
| 515 | 5   |  |  | 0 |
| 409 | 5   |  |  | 0 |
| 706 | 4   |  |  | 0 |
| 802 | 1   |  |  | 0 |
| 11  | 507 |  |  | 0 |
| 306 | 14  |  |  | 0 |
| 1   | 108 |  |  | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |   |    |    |
|-----|-----|---|----|----|
| 11  | 305 | 5 | 23 | 4  |
| 306 | 11  | 5 | 26 | 4  |
| 402 | 5   | 5 | 34 | 4  |
| 4   | 509 | 5 |    | 4  |
| 11  | 204 | 5 |    | 4  |
| 4   | 602 | 5 |    | 4  |
| 11  | 602 | 5 |    | 4  |
| 13  | 209 | 5 |    | 4  |
| 2   | 802 | 5 |    | 4  |
| 4   | 502 | 5 | 14 | 4  |
| 13  | 308 | 5 |    | 4  |
| 2   | 108 | 5 |    | 4  |
| 14  | 108 | 5 | 20 | 12 |
| 303 | 14  | 5 |    | 2  |
| 3   | 405 | 5 |    | 4  |
| 607 | 11  | 5 |    | 4  |
| 13  | 413 | 5 |    | 4  |
| 14  | 210 | 5 |    | 4  |
| 8   | 501 | 5 |    | 4  |
| 9   | 308 | 5 |    | 4  |
| 6   | 507 | 5 |    | 4  |
| 403 | 14  | 5 |    | 2  |
| 208 | 6   | 5 | 19 | 4  |
| 404 | 12  | 5 |    | 4  |
| 102 | 13  | 5 |    | 4  |
| 14  | 202 | 5 |    | 5  |
| 312 | 10  | 5 |    | 4  |
| 802 | 3   | 5 | 58 | 4  |
| 2   | 102 | 5 | 53 | 4  |
| 5   | 513 | 5 | 36 | 4  |
| 309 | 6   | 5 | 29 | 4  |
| 802 | 2   | 5 | 27 | 4  |
| 204 | 5   | 5 | 20 | 4  |
| 4   | 507 | 5 | 19 | 4  |
| 101 | 8   | 5 | 18 | 4  |
| 6   | 405 | 5 | 17 | 4  |
| 511 | 5   | 5 | 15 | 4  |
| 14  | 309 | 5 | 0  | 6  |
| 14  | 413 | 5 |    | 10 |
| 14  | 310 | 5 |    | 9  |
| 14  | 307 | 5 |    | 7  |
| 14  | 401 | 5 |    | 6  |
| 14  | 208 | 5 |    | 6  |
| 14  | 207 | 5 |    | 5  |
| 14  | 206 | 5 |    | 5  |
| 14  | 209 | 5 |    | 4  |
| 504 | 5   | 5 |    | 4  |
| 8   | 510 | 5 |    | 4  |
| 213 | 7   | 5 |    | 4  |
| 105 | 13  | 5 |    | 4  |
| 2   | 303 | 5 |    | 4  |
| 303 | 6   | 5 |    | 4  |

|     |     |  |  |   |
|-----|-----|--|--|---|
| 11  | 211 |  |  | 0 |
| 7   | 704 |  |  | 0 |
| 604 | 5   |  |  | 0 |
| 410 | 4   |  |  | 0 |
| 4   | 803 |  |  | 0 |
| 9   | 304 |  |  | 0 |
| 311 | 14  |  |  | 0 |
| 409 | 3   |  |  | 0 |
| 206 | 8   |  |  | 0 |
| 405 | 8   |  |  | 0 |
| 501 | 3   |  |  | 0 |
| 3   | 410 |  |  | 0 |
| 9   | 405 |  |  | 0 |
| 212 | 5   |  |  | 0 |
| 2   | 403 |  |  | 0 |
| 14  | 205 |  |  | 0 |
| 307 | 7   |  |  | 0 |
| 3   | 308 |  |  | 0 |
| 6   | 509 |  |  | 0 |
| 7   | 511 |  |  | 0 |
| 9   | 403 |  |  | 0 |
| 9   | 507 |  |  | 0 |
| 505 | 4   |  |  | 0 |
| 2   | 310 |  |  | 0 |
| 6   | 506 |  |  | 0 |
| 10  | 502 |  |  | 0 |
| 106 | 11  |  |  | 0 |
| 513 | 7   |  |  | 0 |
| 3   | 505 |  |  | 0 |
| 6   | 206 |  |  | 0 |
| 107 | 3   |  |  | 0 |
| 602 | 11  |  |  | 0 |
| 1   | 405 |  |  | 0 |
| 3   | 106 |  |  | 0 |
| 12  | 308 |  |  | 0 |
| 302 | 9   |  |  | 0 |
| 501 | 10  |  |  | 0 |
| 502 | 9   |  |  | 0 |
| 7   | 401 |  |  | 0 |
| 10  | 511 |  |  | 0 |
| 602 | 12  |  |  | 0 |
| 9   | 413 |  |  | 0 |
| 9   | 510 |  |  | 0 |
| 10  | 212 |  |  | 0 |
| 209 | 8   |  |  | 0 |
| 209 | 9   |  |  | 0 |
| 310 | 9   |  |  | 0 |
| 506 | 6   |  |  | 0 |
| 603 | 4   |  |  | 0 |
| 1   | 206 |  |  | 0 |
| 2   | 602 |  |  | 0 |
| 3   | 201 |  |  | 0 |

|     |     |  |    |    |
|-----|-----|--|----|----|
| 211 | 3   |  |    | 0  |
| 211 | 5   |  |    | 0  |
| 3   | 408 |  |    | 0  |
| 9   | 214 |  |    | 0  |
| 7   | 512 |  |    | 0  |
| 9   | 509 |  |    | 0  |
| 310 | 10  |  |    | 0  |
| 8   | 507 |  |    | 0  |
| 10  | 202 |  |    | 0  |
| 5   | 606 |  |    | 0  |
| 105 | 9   |  |    | 0  |
| 14  | 508 |  |    | 0  |
| 105 | 14  |  |    | 0  |
| 4   | 403 |  | 71 | 0  |
| 101 | 6   |  |    | 0  |
| 11  | 407 |  |    | 18 |
| 309 | 5   |  |    | 23 |
| 510 | 4   |  |    | 23 |
| 214 | 5   |  |    | 15 |
| 102 | 7   |  |    | 11 |
| 5   | 210 |  |    | 11 |
| 3   | 403 |  |    | 11 |
| 8   | 408 |  |    | 7  |
| 104 | 7   |  |    | 6  |
| 11  | 313 |  |    | 5  |
| 507 | 4   |  |    | 0  |
| 1   | 103 |  |    | 0  |
| 13  | 304 |  |    | 0  |
| 312 | 3   |  |    | 0  |
| 2   | 413 |  |    | 0  |
| 8   | 409 |  |    | 0  |
| 507 | 5   |  |    | 0  |
| 4   | 506 |  |    | 0  |
| 309 | 3   |  |    | 0  |
| 12  | 304 |  |    | 0  |
| 14  | 107 |  |    | 0  |
| 1   | 105 |  |    | 0  |
| 11  | 411 |  |    | 0  |
| 13  | 206 |  |    | 0  |
| 207 | 9   |  |    | 0  |
| 8   | 407 |  |    | 0  |
| 8   | 206 |  |    | 0  |
| 13  | 312 |  |    | 0  |
| 12  | 303 |  |    | 0  |
| 12  | 105 |  |    | 0  |
| 12  | 307 |  |    | 0  |
| 12  | 406 |  |    | 0  |
| 1   | 213 |  |    | 0  |
| 2   | 402 |  |    | 0  |
| 107 | 10  |  |    | 0  |
| 214 | 3   |  |    | 0  |
| 3   | 513 |  |    | 0  |

|     |     |   |   |
|-----|-----|---|---|
| 4   | 408 | 0 | 0 |
| 511 | 8   | 0 | 0 |
| 8   | 511 | 0 | 0 |
| 13  | 410 | 0 | 0 |
| 103 | 9   | 0 | 0 |
| 209 | 5   | 0 | 0 |
| 508 | 7   | 0 | 0 |
| 402 | 14  | 0 | 0 |
| 206 | 11  | 0 | 0 |
| 13  | 310 | 0 | 0 |
| 211 | 11  | 0 | 0 |
| 5   | 208 | 0 | 0 |
| 403 | 3   | 0 | 0 |
| 401 | 5   | 0 | 0 |
| 4   | 304 | 0 | 0 |
| 515 | 5   | 0 | 0 |
| 409 | 5   | 0 | 0 |
| 706 | 4   | 0 | 0 |
| 802 | 1   | 0 | 0 |
| 11  | 507 | 0 | 0 |
| 306 | 14  | 0 | 0 |
| 1   | 108 | 0 | 0 |
| 11  | 305 | 0 | 0 |
| 306 | 11  | 0 | 0 |
| 402 | 5   | 0 | 0 |
| 4   | 509 | 0 | 0 |
| 11  | 204 | 0 | 0 |
| 4   | 602 | 0 | 0 |
| 11  | 602 | 0 | 0 |
| 13  | 209 | 0 | 0 |
| 2   | 802 | 0 | 0 |
| 4   | 502 | 0 | 0 |
| 13  | 308 | 0 | 0 |
| 2   | 108 | 0 | 0 |
| 14  | 108 | 0 | 0 |
| 303 | 14  | 0 | 0 |
| 3   | 405 | 0 | 0 |
| 607 | 11  | 0 | 0 |
| 13  | 413 | 0 | 0 |
| 14  | 210 | 0 | 0 |
| 8   | 501 | 0 | 0 |
| 9   | 308 | 0 | 0 |
| 6   | 507 | 0 | 0 |
| 403 | 14  | 0 | 0 |
| 208 | 6   | 0 | 0 |
| 404 | 12  | 0 | 0 |
| 102 | 13  | 0 | 0 |
| 14  | 202 | 0 | 0 |
| 312 | 10  | 0 | 0 |
| 802 | 3   | 0 | 0 |
| 2   | 102 | 0 | 0 |
| 5   | 513 | 0 | 0 |
| 309 | 6   | 0 | 0 |
| 802 | 2   | 0 | 0 |
| 204 | 5   | 0 | 0 |
| 4   | 507 | 0 | 0 |
| 101 | 8   | 0 | 0 |
| 6   | 405 | 0 | 0 |
| 511 | 5   | 0 | 0 |
| 14  | 309 | 0 | 0 |
| 14  | 413 | 0 | 0 |
| 14  | 310 | 0 | 0 |
| 14  | 307 | 0 | 0 |
| 14  | 401 | 0 | 0 |
| 14  | 208 | 0 | 0 |
| 14  | 207 | 0 | 0 |
| 14  | 206 | 0 | 0 |
| 14  | 209 | 0 | 0 |
| 504 | 5   | 0 | 0 |
| 8   | 510 | 0 | 0 |
| 213 | 7   | 0 | 0 |
| 105 | 13  | 0 | 0 |
| 2   | 303 | 0 | 0 |
| 303 | 6   | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |   |   |
|-----|-----|---|---|
| 2   | 412 | 5 | 4 |
| 13  | 208 | 5 | 4 |
| 8   | 213 | 5 | 4 |
| 13  | 502 | 5 | 4 |
| 410 | 3   | 5 | 4 |
| 2   | 205 | 5 | 4 |
| 10  | 205 | 5 | 4 |
| 210 | 13  | 5 | 4 |
| 6   | 601 | 5 | 4 |
| 210 | 7   | 5 | 4 |
| 3   | 606 | 5 | 4 |
| 13  | 303 | 5 | 4 |
| 407 | 3   | 5 | 4 |
| 515 | 3   | 5 | 4 |
| 13  | 202 | 5 | 4 |
| 312 | 7   | 5 | 4 |
| 510 | 3   | 5 | 4 |
| 514 | 1   | 5 | 4 |
| 3   | 514 | 5 | 4 |
| 105 | 7   | 5 | 4 |
| 409 | 12  | 5 | 4 |
| 2   | 208 | 5 | 4 |
| 12  | 208 | 5 | 4 |
| 13  | 307 | 5 | 4 |
| 10  | 107 | 5 | 4 |
| 13  | 406 | 5 | 4 |
| 209 | 7   | 5 | 4 |
| 3   | 603 | 5 | 4 |
| 9   | 210 | 5 | 4 |
| 210 | 12  | 5 | 4 |
| 3   | 604 | 5 | 4 |
| 8   | 201 | 5 | 4 |
| 8   | 214 | 5 | 4 |
| 12  | 306 | 5 | 4 |
| 12  | 413 | 5 | 4 |
| 13  | 211 | 5 | 4 |
| 307 | 13  | 5 | 4 |
| 406 | 3   | 5 | 4 |
| 704 | 3   | 5 | 4 |
| 1   | 507 | 5 | 4 |
| 6   | 214 | 5 | 4 |
| 8   | 305 | 5 | 4 |
| 8   | 504 | 5 | 4 |
| 8   | 513 | 5 | 4 |
| 10  | 204 | 5 | 4 |
| 10  | 306 | 5 | 4 |
| 12  | 210 | 5 | 4 |
| 12  | 603 | 5 | 4 |
| 506 | 1   | 5 | 4 |
| 8   | 607 | 5 | 4 |
| 12  | 101 | 5 | 4 |
| 12  | 209 | 5 | 4 |

|     |     |   |
|-----|-----|---|
| 3   | 214 | 0 |
| 7   | 213 | 0 |
| 9   | 209 | 0 |
| 9   | 310 | 0 |
| 204 | 7   | 0 |
| 503 | 10  | 0 |
| 705 | 5   | 0 |
| 9   | 211 | 0 |
| 202 | 10  | 0 |
| 502 | 12  | 0 |
| 6   | 511 | 0 |
| 308 | 10  | 0 |
| 603 | 5   | 0 |
| 1   | 509 | 0 |
| 202 | 13  | 0 |
| 509 | 3   | 0 |
| 10  | 512 | 0 |
| 12  | 409 | 0 |
| 12  | 511 | 0 |
| 203 | 10  | 0 |
| 303 | 8   | 0 |
| 404 | 7   | 0 |
| 601 | 11  | 0 |
| 604 | 3   | 0 |
| 1   | 408 | 0 |
| 6   | 502 | 0 |
| 9   | 409 | 0 |
| 203 | 8   | 0 |
| 6   | 212 | 0 |
| 12  | 404 | 0 |
| 108 | 3   | 0 |
| 211 | 3   | 0 |
| 211 | 5   | 0 |
| 3   | 408 | 0 |
| 9   | 214 | 0 |
| 7   | 512 | 0 |
| 9   | 509 | 0 |
| 310 | 10  | 0 |
| 8   | 507 | 0 |
| 10  | 202 | 0 |
| 5   | 606 | 0 |
| 105 | 9   | 0 |
| 14  | 508 | 0 |
| 105 | 14  | 0 |
| 5   | 411 | 0 |
| 4   | 211 | 0 |
| 5   | 209 | 0 |
| 14  | 407 | 0 |
| 102 | 7   | 0 |
| 5   | 210 | 0 |
| 4   | 513 | 0 |
| 3   | 403 | 0 |

|     |     |    |
|-----|-----|----|
| 8   | 204 | 0  |
| 305 | 9   | 0  |
| 402 | 9   | 0  |
| 5   | 313 | 0  |
| 13  | 309 | 0  |
| 13  | 402 | 0  |
| 1   | 205 | 0  |
| 102 | 10  | 0  |
| 14  | 409 | 0  |
| 14  | 312 | 0  |
| 14  | 511 | 0  |
| 702 | 5   | 0  |
| 308 | 4   | 0  |
| 4   | 306 | 62 |
| 5   | 508 | 50 |
| 407 | 5   | 35 |
| 4   | 511 | 26 |
| 102 | 1   | 21 |
| 8   | 511 | 18 |
| 103 | 9   | 16 |
| 209 | 5   | 16 |
| 508 | 7   | 16 |
| 402 | 14  | 13 |
| 211 | 11  | 11 |
| 4   | 304 | 10 |
| 306 | 14  | 6  |
| 11  | 305 | 5  |
| 306 | 11  | 0  |
| 402 | 5   | 0  |
| 4   | 509 | 0  |
| 11  | 204 | 0  |
| 4   | 602 | 0  |
| 11  | 602 | 0  |
| 13  | 209 | 0  |
| 2   | 802 | 0  |
| 4   | 502 | 0  |
| 13  | 308 | 0  |
| 2   | 108 | 0  |
| 14  | 108 | 0  |
| 303 | 14  | 0  |
| 3   | 405 | 0  |
| 607 | 11  | 0  |
| 13  | 413 | 0  |
| 14  | 210 | 0  |
| 8   | 501 | 0  |
| 9   | 308 | 0  |
| 6   | 507 | 0  |
| 403 | 14  | 0  |
| 208 | 6   | 0  |
| 404 | 12  | 0  |
| 102 | 13  | 0  |
| 14  | 202 | 0  |

|     |     |   |   |
|-----|-----|---|---|
| 309 | 6   | 0 | 0 |
| 802 | 2   | 0 | 0 |
| 204 | 5   | 0 | 0 |
| 4   | 507 | 0 | 0 |
| 101 | 8   | 0 | 0 |
| 6   | 405 | 0 | 0 |
| 511 | 5   | 0 | 0 |
| 14  | 309 | 0 | 0 |
| 14  | 413 | 0 | 0 |
| 14  | 310 | 0 | 0 |
| 14  | 307 | 0 | 0 |
| 14  | 401 | 0 | 0 |
| 14  | 208 | 0 | 0 |
| 14  | 207 | 0 | 0 |
| 14  | 206 | 0 | 0 |
| 14  | 209 | 0 | 0 |
| 504 | 5   | 0 | 0 |
| 8   | 510 | 0 | 0 |
| 213 | 7   | 0 | 0 |
| 105 | 13  | 0 | 0 |
| 2   | 303 | 0 | 0 |
| 303 | 6   | 0 | 0 |
| 2   | 412 | 0 | 0 |
| 13  | 208 | 0 | 0 |
| 8   | 213 | 0 | 0 |
| 13  | 502 | 0 | 0 |
| 410 | 3   | 0 | 0 |
| 2   | 205 | 0 | 0 |
| 10  | 205 | 0 | 0 |
| 210 | 13  | 0 | 0 |
| 6   | 601 | 0 | 0 |
| 210 | 7   | 0 | 0 |
| 3   | 606 | 0 | 0 |
| 13  | 303 | 0 | 0 |
| 407 | 3   | 0 | 0 |
| 515 | 3   | 0 | 0 |
| 13  | 202 | 0 | 0 |
| 312 | 7   | 0 | 0 |
| 510 | 3   | 0 | 0 |
| 514 | 1   | 0 | 0 |
| 3   | 514 | 0 | 0 |
| 105 | 7   | 0 | 0 |
| 409 | 12  | 0 | 0 |
| 2   | 208 | 0 | 0 |
| 12  | 208 | 0 | 0 |
| 13  | 307 | 0 | 0 |
| 10  | 107 | 0 | 0 |
| 13  | 406 | 0 | 0 |
| 209 | 7   | 0 | 0 |
| 3   | 603 | 0 | 0 |
| 9   | 210 | 0 | 0 |
| 210 | 12  | 0 | 0 |
| 3   | 604 | 0 | 0 |
| 8   | 201 | 0 | 0 |
| 8   | 214 | 0 | 0 |
| 12  | 306 | 0 | 0 |
| 12  | 413 | 0 | 0 |
| 13  | 211 | 0 | 0 |
| 307 | 13  | 0 | 0 |
| 406 | 3   | 0 | 0 |
| 704 | 3   | 0 | 0 |
| 1   | 507 | 0 | 0 |
| 6   | 214 | 0 | 0 |
| 8   | 305 | 0 | 0 |
| 8   | 504 | 0 | 0 |
| 8   | 513 | 0 | 0 |
| 10  | 204 | 0 | 0 |
| 10  | 306 | 0 | 0 |
| 12  | 210 | 0 | 0 |
| 12  | 603 | 0 | 0 |
| 506 | 1   | 0 | 0 |
| 8   | 607 | 0 | 0 |
| 12  | 101 | 0 | 0 |
| 12  | 209 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |   |   |
|-----|-----|---|---|
| 206 | 1   | 5 | 4 |
| 305 | 6   | 5 | 4 |
| 307 | 9   | 5 | 4 |
| 307 | 12  | 5 | 4 |
| 3   | 312 | 5 | 4 |
| 10  | 408 | 5 | 4 |
| 10  | 503 | 5 | 4 |
| 102 | 12  | 5 | 4 |
| 211 | 2   | 5 | 4 |
| 305 | 10  | 5 | 4 |
| 507 | 12  | 5 | 4 |
| 604 | 6   | 5 | 4 |
| 6   | 602 | 5 | 4 |
| 6   | 705 | 5 | 4 |
| 8   | 509 | 5 | 4 |
| 12  | 508 | 5 | 4 |
| 101 | 3   | 5 | 4 |
| 207 | 13  | 5 | 4 |
| 8   | 604 | 5 | 4 |
| 9   | 312 | 5 | 4 |
| 12  | 502 | 5 | 4 |
| 13  | 108 | 5 | 4 |
| 303 | 9   | 5 | 4 |
| 403 | 12  | 5 | 4 |
| 1   | 413 | 5 | 4 |
| 5   | 603 | 5 | 4 |
| 12  | 211 | 5 | 4 |
| 108 | 10  | 5 | 4 |
| 508 | 12  | 5 | 4 |
| 1   | 107 | 5 | 4 |
| 8   | 512 | 5 | 4 |
| 12  | 205 | 5 | 4 |
| 12  | 606 | 5 | 4 |
| 12  | 607 | 5 | 4 |
| 1   | 409 | 5 | 4 |
| 9   | 306 | 5 | 4 |
| 13  | 105 | 5 | 4 |
| 405 | 12  | 5 | 4 |
| 508 | 8   | 5 | 4 |
| 604 | 7   | 5 | 4 |
| 8   | 301 | 5 | 4 |
| 6   | 501 | 5 | 4 |
| 8   | 203 | 5 | 4 |
| 8   | 515 | 5 | 4 |
| 13  | 508 | 5 | 4 |
| 13  | 601 | 5 | 4 |
| 211 | 8   | 5 | 4 |
| 311 | 7   | 5 | 4 |
| 502 | 4   | 5 | 4 |
| 606 | 3   | 5 | 4 |
| 3   | 211 | 5 | 4 |
| 8   | 705 | 5 | 4 |

|     |     |   |
|-----|-----|---|
| 4   | 410 | 0 |
| 8   | 408 | 0 |
| 104 | 7   | 0 |
| 11  | 313 | 0 |
| 4   | 506 | 0 |
| 309 | 3   | 0 |
| 12  | 304 | 0 |
| 14  | 107 | 0 |
| 1   | 105 | 0 |
| 11  | 411 | 0 |
| 13  | 206 | 0 |
| 207 | 9   | 0 |
| 8   | 407 | 0 |
| 8   | 206 | 0 |
| 13  | 312 | 0 |
| 12  | 303 | 0 |
| 12  | 105 | 0 |
| 12  | 307 | 0 |
| 12  | 406 | 0 |
| 1   | 213 | 0 |
| 2   | 402 | 0 |
| 107 | 10  | 0 |
| 214 | 3   | 0 |
| 3   | 513 | 0 |
| 8   | 204 | 0 |
| 305 | 9   | 0 |
| 402 | 9   | 0 |
| 5   | 313 | 0 |
| 13  | 309 | 0 |
| 13  | 402 | 0 |
| 1   | 205 | 0 |
| 102 | 10  | 0 |
| 14  | 409 | 0 |
| 14  | 312 | 0 |
| 14  | 511 | 0 |
| 702 | 5   | 0 |
| 403 | 4   | 0 |
| 311 | 5   | 0 |
| 4   | 306 | 0 |
| 405 | 5   | 0 |
| 512 | 11  | 0 |
| 1   | 310 | 0 |
| 402 | 6   | 0 |
| 102 | 14  | 0 |
| 510 | 11  | 0 |
| 102 | 1   | 0 |
| 511 | 8   | 0 |
| 8   | 511 | 0 |
| 13  | 410 | 0 |
| 103 | 9   | 0 |
| 209 | 5   | 0 |
| 508 | 7   | 0 |

|     |     |   |
|-----|-----|---|
| 312 | 10  | 0 |
| 802 | 3   | 0 |
| 2   | 102 | 0 |
| 5   | 513 | 0 |
| 309 | 6   | 0 |
| 802 | 2   | 0 |
| 204 | 5   | 0 |
| 4   | 507 | 0 |
| 101 | 8   | 0 |
| 6   | 405 | 0 |
| 511 | 5   | 0 |
| 14  | 309 | 0 |
| 14  | 413 | 0 |
| 14  | 310 | 0 |
| 14  | 307 | 0 |
| 14  | 401 | 0 |
| 14  | 208 | 0 |
| 14  | 207 | 0 |
| 14  | 206 | 0 |
| 14  | 209 | 0 |
| 504 | 5   | 0 |
| 8   | 510 | 0 |
| 213 | 7   | 0 |
| 105 | 13  | 0 |
| 2   | 303 | 0 |
| 303 | 6   | 0 |
| 2   | 412 | 0 |
| 13  | 208 | 0 |
| 8   | 213 | 0 |
| 13  | 502 | 0 |
| 410 | 3   | 0 |
| 2   | 205 | 0 |
| 10  | 205 | 0 |
| 210 | 13  | 0 |
| 6   | 601 | 0 |
| 210 | 7   | 0 |
| 3   | 606 | 0 |
| 13  | 303 | 0 |
| 407 | 3   | 0 |
| 515 | 3   | 0 |
| 13  | 202 | 0 |
| 312 | 7   | 0 |
| 510 | 3   | 0 |
| 514 | 1   | 0 |
| 3   | 514 | 0 |
| 105 | 7   | 0 |
| 409 | 12  | 0 |
| 2   | 208 | 0 |
| 12  | 208 | 0 |
| 13  | 307 | 0 |
| 10  | 107 | 0 |
| 13  | 406 | 0 |

|     |     |   |   |
|-----|-----|---|---|
| 3   | 604 | 0 | 0 |
| 8   | 201 | 0 | 0 |
| 8   | 214 | 0 | 0 |
| 12  | 306 | 0 | 0 |
| 12  | 413 | 0 | 0 |
| 13  | 211 | 0 | 0 |
| 307 | 13  | 0 | 0 |
| 406 | 3   | 0 | 0 |
| 704 | 3   | 0 | 0 |
| 1   | 507 | 0 | 0 |
| 6   | 214 | 0 | 0 |
| 8   | 305 | 0 | 0 |
| 8   | 504 | 0 | 0 |
| 8   | 513 | 0 | 0 |
| 10  | 204 | 0 | 0 |
| 10  | 306 | 0 | 0 |
| 12  | 210 | 0 | 0 |
| 12  | 603 | 0 | 0 |
| 506 | 1   | 0 | 0 |
| 8   | 607 | 0 | 0 |
| 12  | 101 | 0 | 0 |
| 12  | 209 | 0 | 0 |
| 206 | 1   | 0 | 0 |
| 305 | 6   | 0 | 0 |
| 307 | 9   | 0 | 0 |
| 307 | 12  | 0 | 0 |
| 3   | 312 | 0 | 0 |
| 10  | 408 | 0 | 0 |
| 10  | 503 | 0 | 0 |
| 102 | 12  | 0 | 0 |
| 211 | 2   | 0 | 0 |
| 305 | 10  | 0 | 0 |
| 507 | 12  | 0 | 0 |
| 604 | 6   | 0 | 0 |
| 6   | 602 | 0 | 0 |
| 6   | 705 | 0 | 0 |
| 8   | 509 | 0 | 0 |
| 12  | 508 | 0 | 0 |
| 101 | 3   | 0 | 0 |
| 207 | 13  | 0 | 0 |
| 8   | 604 | 0 | 0 |
| 9   | 312 | 0 | 0 |
| 12  | 502 | 0 | 0 |
| 13  | 108 | 0 | 0 |
| 303 | 9   | 0 | 0 |
| 403 | 12  | 0 | 0 |
| 1   | 413 | 0 | 0 |
| 5   | 603 | 0 | 0 |
| 12  | 211 | 0 | 0 |
| 108 | 10  | 0 | 0 |
| 508 | 12  | 0 | 0 |
| 1   | 107 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |   |    |
|-----|-----|---|----|
| 13  | 405 | 5 | 4  |
| 213 | 6   | 5 | 4  |
| 303 | 3   | 5 | 4  |
| 13  | 107 | 5 | 4  |
| 304 | 13  | 5 | 4  |
| 507 | 8   | 5 | 4  |
| 8   | 207 | 5 | 4  |
| 8   | 313 | 5 | 4  |
| 406 | 7   | 5 | 4  |
| 407 | 9   | 5 | 4  |
| 8   | 502 | 5 | 4  |
| 13  | 411 | 5 | 4  |
| 4   | 504 | 5 | 4  |
| 8   | 514 | 5 | 4  |
| 7   | 310 | 5 | 4  |
| 9   | 607 | 5 | 4  |
| 1   | 311 | 5 | 4  |
| 7   | 202 | 5 | 4  |
| 8   | 602 | 5 | 4  |
| 504 | 7   | 5 | 4  |
| 1   | 504 | 5 | 4  |
| 706 | 5   | 5 | 4  |
| 2   | 209 | 5 | 4  |
| 7   | 506 | 5 | 4  |
| 14  | 408 | 5 | 4  |
| 14  | 301 | 5 | 3  |
| 14  | 502 | 5 | 3  |
| 14  | 106 | 5 | 3  |
| 14  | 509 | 5 | 3  |
| 14  | 411 | 5 | 3  |
| 14  | 512 | 5 | 3  |
| 14  | 513 | 5 | 3  |
| 14  | 101 | 5 | 2  |
| 803 | 3   | 5 | 1  |
| 803 | 6   | 5 | 1  |
| 701 | 8   | 5 |    |
| 702 | 3   | 5 |    |
| 702 | 4   | 5 |    |
| 702 | 11  | 5 |    |
| 310 | 4   |   | 0  |
| 311 | 4   |   | 58 |
| 301 | 11  |   | 0  |
| 11  | 301 |   | 0  |
| 11  | 506 |   | 32 |
| 4   | 308 |   | 0  |
| 4   | 313 |   | 0  |
| 403 | 5   |   | 0  |
| 4   | 302 |   | 49 |
| 313 | 4   |   | 0  |
| 1   | 304 |   | 0  |
| 304 | 1   |   | 0  |
| 508 | 11  |   | 29 |

|     |     |  |   |
|-----|-----|--|---|
| 211 | 11  |  | 0 |
| 403 | 3   |  | 0 |
| 4   | 304 |  | 0 |
| 515 | 5   |  | 0 |
| 706 | 4   |  | 0 |
| 802 | 1   |  | 0 |
| 306 | 14  |  | 0 |
| 1   | 108 |  | 0 |
| 11  | 305 |  | 0 |
| 802 | 3   |  | 0 |
| 2   | 102 |  | 0 |
| 5   | 513 |  | 0 |
| 309 | 6   |  | 0 |
| 802 | 2   |  | 0 |
| 204 | 5   |  | 0 |
| 4   | 507 |  | 0 |
| 101 | 8   |  | 0 |
| 6   | 405 |  | 0 |
| 511 | 5   |  | 0 |
| 14  | 309 |  | 0 |
| 14  | 413 |  | 0 |
| 14  | 310 |  | 0 |
| 14  | 307 |  | 0 |
| 14  | 401 |  | 0 |
| 14  | 208 |  | 0 |
| 14  | 207 |  | 0 |
| 14  | 206 |  | 0 |
| 14  | 209 |  | 0 |
| 504 | 5   |  | 0 |
| 8   | 510 |  | 0 |
| 213 | 7   |  | 0 |
| 105 | 13  |  | 0 |
| 2   | 303 |  | 0 |
| 303 | 6   |  | 0 |
| 2   | 412 |  | 0 |
| 13  | 208 |  | 0 |
| 8   | 213 |  | 0 |
| 13  | 502 |  | 0 |
| 410 | 3   |  | 0 |
| 2   | 205 |  | 0 |
| 10  | 205 |  | 0 |
| 210 | 13  |  | 0 |
| 6   | 601 |  | 0 |
| 210 | 7   |  | 0 |
| 3   | 606 |  | 0 |
| 13  | 303 |  | 0 |
| 407 | 3   |  | 0 |
| 515 | 3   |  | 0 |
| 13  | 202 |  | 0 |
| 312 | 7   |  | 0 |
| 510 | 3   |  | 0 |
| 514 | 1   |  | 0 |

|     |     |  |   |
|-----|-----|--|---|
| 209 | 7   |  | 0 |
| 3   | 603 |  | 0 |
| 9   | 210 |  | 0 |
| 210 | 12  |  | 0 |
| 3   | 604 |  | 0 |
| 8   | 201 |  | 0 |
| 8   | 214 |  | 0 |
| 12  | 306 |  | 0 |
| 12  | 413 |  | 0 |
| 13  | 211 |  | 0 |
| 307 | 13  |  | 0 |
| 406 | 3   |  | 0 |
| 704 | 3   |  | 0 |
| 1   | 507 |  | 0 |
| 6   | 214 |  | 0 |
| 8   | 305 |  | 0 |
| 8   | 504 |  | 0 |
| 8   | 513 |  | 0 |
| 10  | 204 |  | 0 |
| 10  | 306 |  | 0 |
| 12  | 210 |  | 0 |
| 12  | 603 |  | 0 |
| 506 | 1   |  | 0 |
| 8   | 607 |  | 0 |
| 12  | 101 |  | 0 |
| 12  | 209 |  | 0 |
| 206 | 1   |  | 0 |
| 305 | 6   |  | 0 |
| 307 | 9   |  | 0 |
| 307 | 12  |  | 0 |
| 3   | 312 |  | 0 |
| 10  | 408 |  | 0 |
| 10  | 503 |  | 0 |
| 102 | 12  |  | 0 |
| 211 | 2   |  | 0 |
| 305 | 10  |  | 0 |
| 507 | 12  |  | 0 |
| 604 | 6   |  | 0 |
| 6   | 602 |  | 0 |
| 6   | 705 |  | 0 |
| 8   | 509 |  | 0 |
| 12  | 508 |  | 0 |
| 101 | 3   |  | 0 |
| 207 | 13  |  | 0 |
| 8   | 604 |  | 0 |
| 9   | 312 |  | 0 |
| 12  | 502 |  | 0 |
| 13  | 108 |  | 0 |
| 303 | 9   |  | 0 |
| 403 | 12  |  | 0 |
| 1   | 413 |  | 0 |
| 5   | 603 |  | 0 |

|     |     |   |   |
|-----|-----|---|---|
| 8   | 512 | 0 | 0 |
| 12  | 205 | 0 | 0 |
| 12  | 606 | 0 | 0 |
| 12  | 607 | 0 | 0 |
| 1   | 409 | 0 | 0 |
| 9   | 306 | 0 | 0 |
| 13  | 105 | 0 | 0 |
| 405 | 12  | 0 | 0 |
| 508 | 8   | 0 | 0 |
| 604 | 7   | 0 | 0 |
| 8   | 301 | 0 | 0 |
| 6   | 501 | 0 | 0 |
| 8   | 203 | 0 | 0 |
| 8   | 515 | 0 | 0 |
| 13  | 508 | 0 | 0 |
| 13  | 601 | 0 | 0 |
| 211 | 8   | 0 | 0 |
| 311 | 7   | 0 | 0 |
| 502 | 4   | 0 | 0 |
| 606 | 3   | 0 | 0 |
| 3   | 211 | 0 | 0 |
| 8   | 705 | 0 | 0 |
| 13  | 405 | 0 | 0 |
| 213 | 6   | 0 | 0 |
| 303 | 3   | 0 | 0 |
| 13  | 107 | 0 | 0 |
| 304 | 13  | 0 | 0 |
| 507 | 8   | 0 | 0 |
| 8   | 207 | 0 | 0 |
| 8   | 313 | 0 | 0 |
| 406 | 7   | 0 | 0 |
| 407 | 9   | 0 | 0 |
| 8   | 502 | 0 | 0 |
| 13  | 411 | 0 | 0 |
| 4   | 504 | 0 | 0 |
| 8   | 514 | 0 | 0 |
| 7   | 310 | 0 | 0 |
| 9   | 607 | 0 | 0 |
| 1   | 311 | 0 | 0 |
| 7   | 202 | 0 | 0 |
| 8   | 602 | 0 | 0 |
| 504 | 7   | 0 | 0 |
| 1   | 504 | 0 | 0 |
| 706 | 5   | 0 | 0 |
| 2   | 209 | 0 | 0 |
| 7   | 506 | 0 | 0 |
| 14  | 408 | 0 | 0 |
| 14  | 301 | 0 | 0 |
| 14  | 502 | 0 | 0 |
| 14  | 106 | 0 | 0 |
| 14  | 509 | 0 | 0 |
| 14  | 411 | 0 | 0 |
| 14  | 512 | 0 | 0 |
| 14  | 513 | 0 | 0 |
| 14  | 101 | 0 | 0 |
| 803 | 3   | 0 | 0 |
| 803 | 6   | 0 | 0 |
| 701 | 8   | 0 | 0 |
| 702 | 3   | 0 | 0 |
| 702 | 4   | 0 | 0 |
| 702 | 11  | 0 | 0 |
| 310 | 4   | 0 | 0 |
| 311 | 4   | 0 | 0 |
| 301 | 11  | 0 | 0 |
| 11  | 301 | 0 | 0 |
| 11  | 506 | 0 | 0 |
| 4   | 308 | 0 | 0 |
| 4   | 313 | 0 | 0 |
| 403 | 5   | 0 | 0 |
| 4   | 302 | 0 | 0 |
| 313 | 4   | 0 | 0 |
| 1   | 304 | 0 | 0 |
| 304 | 1   | 0 | 0 |
| 508 | 11  | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |  |     |   |
|-----|-----|--|-----|---|
| 11  | 302 |  |     | 0 |
| 304 | 14  |  | 26  | 0 |
| 311 | 6   |  | 16  | 0 |
| 13  | 404 |  | 27  | 0 |
| 404 | 13  |  |     | 0 |
| 407 | 4   |  |     | 0 |
| 6   | 101 |  | 18  | 0 |
| 311 | 13  |  |     | 0 |
| 312 | 11  |  | 30  | 0 |
| 413 | 4   |  | 245 | 0 |
| 413 | 11  |  | 28  | 0 |
| 402 | 4   |  | 166 | 0 |
| 412 | 4   |  | 90  | 0 |
| 206 | 4   |  | 29  | 0 |
| 209 | 11  |  |     | 0 |
| 11  | 203 |  |     | 0 |
| 401 | 4   |  | 36  | 0 |
| 5   | 301 |  |     | 0 |
| 403 | 11  |  | 25  | 0 |
| 413 | 5   |  |     | 0 |
| 404 | 5   |  | 29  | 0 |
| 413 | 8   |  | 30  | 0 |
| 108 | 6   |  | 150 | 0 |
| 406 | 1   |  |     | 0 |
| 1   | 406 |  |     | 0 |
| 514 | 4   |  |     | 0 |
| 4   | 411 |  |     | 0 |
| 411 | 4   |  |     | 0 |
| 11  | 406 |  |     | 0 |
| 607 | 4   |  | 20  | 0 |
| 207 | 5   |  |     | 0 |
| 504 | 11  |  |     | 0 |
| 11  | 504 |  |     | 0 |
| 511 | 4   |  |     | 0 |
| 512 | 5   |  |     | 0 |
| 309 | 9   |  |     | 0 |
| 4   | 213 |  |     | 0 |
| 310 | 1   |  |     | 0 |
| 310 | 6   |  | 29  | 0 |
| 11  | 605 |  |     | 0 |
| 605 | 11  |  |     | 0 |
| 411 | 5   |  | 34  | 0 |
| 1   | 402 |  | 19  | 0 |
| 402 | 1   |  |     | 0 |
| 512 | 4   |  | 29  | 0 |
| 312 | 5   |  | 17  | 0 |
| 406 | 5   |  |     | 0 |
| 412 | 6   |  | 29  | 0 |
| 4   | 210 |  | 17  | 0 |
| 401 | 8   |  |     | 0 |
| 401 | 3   |  |     | 0 |
| 106 | 8   |  | 29  | 0 |

|     |     |  |  |   |
|-----|-----|--|--|---|
| 3   | 514 |  |  | 0 |
| 105 | 7   |  |  | 0 |
| 409 | 12  |  |  | 0 |
| 2   | 208 |  |  | 0 |
| 12  | 208 |  |  | 0 |
| 13  | 307 |  |  | 0 |
| 10  | 107 |  |  | 0 |
| 13  | 406 |  |  | 0 |
| 209 | 7   |  |  | 0 |
| 3   | 603 |  |  | 0 |
| 9   | 210 |  |  | 0 |
| 210 | 12  |  |  | 0 |
| 3   | 604 |  |  | 0 |
| 8   | 201 |  |  | 0 |
| 8   | 214 |  |  | 0 |
| 12  | 306 |  |  | 0 |
| 12  | 413 |  |  | 0 |
| 13  | 211 |  |  | 0 |
| 307 | 13  |  |  | 0 |
| 406 | 3   |  |  | 0 |
| 704 | 3   |  |  | 0 |
| 1   | 507 |  |  | 0 |
| 6   | 214 |  |  | 0 |
| 8   | 305 |  |  | 0 |
| 8   | 504 |  |  | 0 |
| 8   | 513 |  |  | 0 |
| 10  | 204 |  |  | 0 |
| 10  | 306 |  |  | 0 |
| 12  | 210 |  |  | 0 |
| 12  | 603 |  |  | 0 |
| 506 | 1   |  |  | 0 |
| 8   | 607 |  |  | 0 |
| 12  | 101 |  |  | 0 |
| 12  | 209 |  |  | 0 |
| 206 | 1   |  |  | 0 |
| 305 | 6   |  |  | 0 |
| 307 | 9   |  |  | 0 |
| 307 | 12  |  |  | 0 |
| 3   | 312 |  |  | 0 |
| 10  | 408 |  |  | 0 |
| 10  | 503 |  |  | 0 |
| 102 | 12  |  |  | 0 |
| 211 | 2   |  |  | 0 |
| 305 | 10  |  |  | 0 |
| 507 | 12  |  |  | 0 |
| 604 | 6   |  |  | 0 |
| 6   | 602 |  |  | 0 |
| 6   | 705 |  |  | 0 |
| 8   | 509 |  |  | 0 |
| 12  | 508 |  |  | 0 |
| 101 | 3   |  |  | 0 |
| 207 | 13  |  |  | 0 |

|     |     |  |  |   |
|-----|-----|--|--|---|
| 12  | 211 |  |  | 0 |
| 108 | 10  |  |  | 0 |
| 508 | 12  |  |  | 0 |
| 1   | 107 |  |  | 0 |
| 8   | 512 |  |  | 0 |
| 12  | 205 |  |  | 0 |
| 12  | 606 |  |  | 0 |
| 12  | 607 |  |  | 0 |
| 1   | 409 |  |  | 0 |
| 9   | 306 |  |  | 0 |
| 13  | 105 |  |  | 0 |
| 405 | 12  |  |  | 0 |
| 508 | 8   |  |  | 0 |
| 604 | 7   |  |  | 0 |
| 8   | 301 |  |  | 0 |
| 6   | 501 |  |  | 0 |
| 8   | 203 |  |  | 0 |
| 8   | 515 |  |  | 0 |
| 13  | 508 |  |  | 0 |
| 13  | 601 |  |  | 0 |
| 211 | 8   |  |  | 0 |
| 311 | 7   |  |  | 0 |
| 502 | 4   |  |  | 0 |
| 606 | 3   |  |  | 0 |
| 3   | 211 |  |  | 0 |
| 8   | 705 |  |  | 0 |
| 13  | 405 |  |  | 0 |
| 213 | 6   |  |  | 0 |
| 303 | 3   |  |  | 0 |
| 13  | 107 |  |  | 0 |
| 304 | 13  |  |  | 0 |
| 507 | 8   |  |  | 0 |
| 8   | 207 |  |  | 0 |
| 8   | 313 |  |  | 0 |
| 406 | 7   |  |  | 0 |
| 407 | 9   |  |  | 0 |
| 8   | 502 |  |  | 0 |
| 13  | 411 |  |  | 0 |
| 4   | 504 |  |  | 0 |
| 8   | 514 |  |  | 0 |
| 7   | 310 |  |  | 0 |
| 9   | 607 |  |  | 0 |
| 1   | 311 |  |  | 0 |
| 7   | 202 |  |  | 0 |
| 8   | 602 |  |  | 0 |
| 504 | 7   |  |  | 0 |
| 1   | 504 |  |  | 0 |
| 706 | 5   |  |  | 0 |
| 2   | 209 |  |  | 0 |
| 7   | 506 |  |  | 0 |
| 14  | 408 |  |  | 0 |
| 14  | 301 |  |  | 0 |

|     |     |  |   |   |
|-----|-----|--|---|---|
| 14  | 512 |  | 0 | 0 |
| 14  | 513 |  | 0 | 0 |
| 14  | 101 |  | 0 | 0 |
| 803 | 3   |  | 0 | 0 |
| 803 | 6   |  | 0 | 0 |
| 701 | 8   |  | 0 | 0 |
| 702 | 3   |  | 0 | 0 |
| 702 | 4   |  | 0 | 0 |
| 702 | 11  |  | 0 | 0 |
| 413 | 4   |  | 0 | 0 |
| 413 | 11  |  | 0 | 0 |
| 402 | 4   |  | 0 | 0 |
| 412 | 4   |  | 0 | 0 |
| 206 | 4   |  | 0 | 0 |
| 209 | 11  |  | 0 | 0 |
| 11  | 203 |  | 0 | 0 |
| 401 | 4   |  | 0 | 0 |
| 5   | 301 |  | 0 | 0 |
| 403 | 11  |  | 0 | 0 |
| 413 | 5   |  | 0 | 0 |
| 404 | 5   |  | 0 | 0 |
| 413 | 8   |  | 0 | 0 |
| 108 | 6   |  | 0 | 0 |
| 406 | 1   |  | 0 | 0 |
| 1   | 406 |  | 0 | 0 |
| 514 | 4   |  | 0 | 0 |
| 4   | 411 |  | 0 | 0 |
| 411 | 4   |  | 0 | 0 |
| 11  | 406 |  | 0 | 0 |
| 607 | 4   |  | 0 | 0 |
| 207 | 5   |  | 0 | 0 |
| 504 | 11  |  | 0 | 0 |
| 11  | 504 |  | 0 | 0 |
| 511 | 4   |  | 0 | 0 |
| 512 | 5   |  | 0 | 0 |
| 309 | 9   |  | 0 | 0 |
| 4   | 213 |  | 0 | 0 |
| 310 | 1   |  | 0 | 0 |
| 310 | 6   |  | 0 | 0 |
| 11  | 605 |  | 0 | 0 |
| 605 | 11  |  | 0 | 0 |
| 411 | 5   |  | 0 | 0 |
| 1   | 402 |  | 0 | 0 |
| 402 | 1   |  | 0 | 0 |
| 512 | 4   |  | 0 | 0 |
| 312 | 5   |  | 0 | 0 |
| 406 | 5   |  | 0 | 0 |
| 412 | 6   |  | 0 | 0 |
| 4   | 210 |  | 0 | 0 |
| 401 | 8   |  | 0 | 0 |
| 401 | 3   |  | 0 | 0 |
| 106 | 8   |  | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |     |   |
|-----|-----|-----|---|
| 1   | 306 |     | 0 |
| 306 | 1   |     | 0 |
| 410 | 13  |     | 0 |
| 7   | 508 |     | 0 |
| 508 | 6   |     | 0 |
| 304 | 3   |     | 0 |
| 4   | 208 | 68  | 0 |
| 14  | 706 |     | 0 |
| 706 | 14  |     | 0 |
| 5   | 214 |     | 0 |
| 409 | 6   |     | 0 |
| 6   | 515 |     | 0 |
| 515 | 6   |     | 0 |
| 405 | 2   |     | 0 |
| 2   | 405 |     | 0 |
| 103 | 2   |     | 0 |
| 11  | 212 | 15  | 0 |
| 604 | 11  |     | 0 |
| 407 | 14  |     | 0 |
| 212 | 4   |     | 0 |
| 106 | 4   | 74  | 0 |
| 210 | 8   |     | 0 |
| 310 | 3   |     | 0 |
| 310 | 13  |     | 0 |
| 205 | 4   |     | 0 |
| 408 | 5   |     | 0 |
| 5   | 408 |     | 0 |
| 208 | 5   | 17  | 0 |
| 5   | 302 |     | 0 |
| 11  | 515 |     | 0 |
| 5   | 410 | 30  | 0 |
| 513 | 4   |     | 0 |
| 704 | 7   |     | 0 |
| 503 | 4   |     | 0 |
| 4   | 503 |     | 0 |
| 12  | 410 |     | 0 |
| 203 | 5   |     | 0 |
| 304 | 8   |     | 0 |
| 304 | 6   |     | 0 |
| 5   | 203 |     | 0 |
| 304 | 5   | 42  | 0 |
| 106 | 6   |     | 0 |
| 512 | 3   | 117 | 0 |
| 5   | 604 |     | 0 |
| 304 | 4   | 32  | 0 |
| 6   | 606 |     | 0 |
| 606 | 6   |     | 0 |
| 607 | 5   |     | 0 |
| 5   | 607 |     | 0 |
| 5   | 515 |     | 0 |
| 11  | 704 |     | 0 |
| 4   | 706 |     | 0 |

|     |     |  |   |
|-----|-----|--|---|
| 8   | 604 |  | 0 |
| 9   | 312 |  | 0 |
| 12  | 502 |  | 0 |
| 13  | 108 |  | 0 |
| 303 | 9   |  | 0 |
| 403 | 12  |  | 0 |
| 1   | 413 |  | 0 |
| 5   | 603 |  | 0 |
| 12  | 211 |  | 0 |
| 108 | 10  |  | 0 |
| 508 | 12  |  | 0 |
| 1   | 107 |  | 0 |
| 8   | 512 |  | 0 |
| 12  | 205 |  | 0 |
| 12  | 606 |  | 0 |
| 12  | 607 |  | 0 |
| 1   | 409 |  | 0 |
| 9   | 306 |  | 0 |
| 13  | 105 |  | 0 |
| 405 | 12  |  | 0 |
| 508 | 8   |  | 0 |
| 604 | 7   |  | 0 |
| 8   | 301 |  | 0 |
| 6   | 501 |  | 0 |
| 8   | 203 |  | 0 |
| 8   | 515 |  | 0 |
| 13  | 508 |  | 0 |
| 13  | 601 |  | 0 |
| 211 | 8   |  | 0 |
| 311 | 7   |  | 0 |
| 502 | 4   |  | 0 |
| 606 | 3   |  | 0 |
| 3   | 211 |  | 0 |
| 8   | 705 |  | 0 |
| 13  | 405 |  | 0 |
| 213 | 6   |  | 0 |
| 303 | 3   |  | 0 |
| 13  | 107 |  | 0 |
| 304 | 13  |  | 0 |
| 507 | 8   |  | 0 |
| 8   | 207 |  | 0 |
| 8   | 313 |  | 0 |
| 406 | 7   |  | 0 |
| 407 | 9   |  | 0 |
| 8   | 502 |  | 0 |
| 13  | 411 |  | 0 |
| 4   | 504 |  | 0 |
| 8   | 514 |  | 0 |
| 7   | 310 |  | 0 |
| 9   | 607 |  | 0 |
| 1   | 311 |  | 0 |
| 7   | 202 |  | 0 |

|     |     |    |   |
|-----|-----|----|---|
| 14  | 502 |    | 0 |
| 14  | 106 |    | 0 |
| 14  | 509 |    | 0 |
| 14  | 411 |    | 0 |
| 14  | 512 |    | 0 |
| 14  | 513 |    | 0 |
| 14  | 101 |    | 0 |
| 803 | 3   |    | 0 |
| 803 | 6   |    | 0 |
| 701 | 8   |    | 0 |
| 702 | 3   |    | 0 |
| 702 | 4   |    | 0 |
| 702 | 11  |    | 0 |
| 11  | 301 | 60 | 0 |
| 11  | 506 | 10 | 0 |
| 4   | 308 | 0  | 0 |
| 4   | 313 | 0  | 0 |
| 4   | 302 | 10 | 0 |
| 313 | 4   | 0  | 0 |
| 1   | 304 | 0  | 0 |
| 304 | 1   | 0  | 0 |
| 11  | 302 | 7  | 0 |
| 13  | 404 | 0  | 0 |
| 404 | 13  | 0  | 0 |
| 407 | 4   | 11 | 0 |
| 6   | 101 | 0  | 0 |
| 311 | 13  | 0  | 0 |
| 406 | 1   | 35 | 0 |
| 411 | 4   | 32 | 0 |
| 607 | 4   | 27 | 0 |
| 512 | 5   | 25 | 0 |
| 4   | 213 | 24 | 0 |
| 310 | 1   | 23 | 0 |
| 411 | 5   | 22 | 0 |
| 312 | 5   | 21 | 0 |
| 412 | 6   | 20 | 0 |
| 401 | 3   | 18 | 0 |
| 306 | 1   | 17 | 0 |
| 410 | 13  | 16 | 0 |
| 508 | 6   | 16 | 0 |
| 304 | 3   | 16 | 0 |
| 706 | 14  | 16 | 0 |
| 409 | 6   | 14 | 0 |
| 6   | 515 | 14 | 0 |
| 405 | 2   | 13 | 0 |
| 103 | 2   | 13 | 0 |
| 604 | 11  | 13 | 0 |
| 407 | 14  | 13 | 0 |
| 106 | 4   | 12 | 0 |
| 310 | 3   | 12 | 0 |
| 310 | 13  | 12 | 0 |
| 205 | 4   | 12 | 0 |

|     |     |   |   |
|-----|-----|---|---|
| 1   | 306 | 0 | 0 |
| 306 | 1   | 0 | 0 |
| 410 | 13  | 0 | 0 |
| 7   | 508 | 0 | 0 |
| 508 | 6   | 0 | 0 |
| 304 | 3   | 0 | 0 |
| 4   | 208 | 0 | 0 |
| 14  | 706 | 0 | 0 |
| 706 | 14  | 0 | 0 |
| 5   | 214 | 0 | 0 |
| 409 | 6   | 0 | 0 |
| 6   | 515 | 0 | 0 |
| 515 | 6   | 0 | 0 |
| 405 | 2   | 0 | 0 |
| 2   | 405 | 0 | 0 |
| 103 | 2   | 0 | 0 |
| 11  | 212 | 0 | 0 |
| 604 | 11  | 0 | 0 |
| 407 | 14  | 0 | 0 |
| 212 | 4   | 0 | 0 |
| 106 | 4   | 0 | 0 |
| 210 | 8   | 0 | 0 |
| 310 | 3   | 0 | 0 |
| 310 | 13  | 0 | 0 |
| 205 | 4   | 0 | 0 |
| 408 | 5   | 0 | 0 |
| 5   | 408 | 0 | 0 |
| 208 | 5   | 0 | 0 |
| 5   | 302 | 0 | 0 |
| 11  | 515 | 0 | 0 |
| 5   | 410 | 0 | 0 |
| 513 | 4   | 0 | 0 |
| 704 | 7   | 0 | 0 |
| 503 | 4   | 0 | 0 |
| 4   | 503 | 0 | 0 |
| 12  | 410 | 0 | 0 |
| 203 | 5   | 0 | 0 |
| 304 | 8   | 0 | 0 |
| 304 | 6   | 0 | 0 |
| 5   | 203 | 0 | 0 |
| 304 | 5   | 0 | 0 |
| 106 | 6   | 0 | 0 |
| 512 | 3   | 0 | 0 |
| 5   | 604 | 0 | 0 |
| 304 | 4   | 0 | 0 |
| 6   | 606 | 0 | 0 |
| 606 | 6   | 0 | 0 |
| 607 | 5   | 0 | 0 |
| 5   | 607 | 0 | 0 |
| 5   | 515 | 0 | 0 |
| 11  | 704 | 0 | 0 |
| 4   | 706 | 0 | 0 |



North I-25  
RSA to RSA Trip Comparison

|     |     |  |    |   |
|-----|-----|--|----|---|
| 5   | 602 |  |    | 0 |
| 4   | 204 |  | 36 | 0 |
| 602 | 5   |  |    | 0 |
| 304 | 9   |  | 8  | 0 |
| 104 | 13  |  |    | 0 |
| 413 | 3   |  | 20 | 0 |
| 2   | 302 |  |    | 0 |
| 302 | 2   |  |    | 0 |
| 412 | 7   |  |    | 0 |
| 403 | 6   |  |    | 0 |
| 502 | 11  |  |    | 0 |
| 4   | 303 |  |    | 0 |
| 104 | 14  |  |    | 0 |
| 706 | 11  |  | 9  | 0 |
| 11  | 706 |  |    | 0 |
| 13  | 409 |  |    | 0 |
| 409 | 13  |  |    | 0 |
| 513 | 11  |  |    | 0 |
| 402 | 12  |  |    | 0 |
| 12  | 402 |  |    | 0 |
| 14  | 306 |  |    | 4 |
| 108 | 1   |  |    | 0 |
| 210 | 11  |  | 8  | 0 |
| 313 | 11  |  | 17 | 0 |
| 11  | 503 |  | 10 | 0 |
| 305 | 11  |  |    | 0 |
| 402 | 3   |  |    | 0 |
| 4   | 207 |  | 50 | 0 |
| 11  | 606 |  | 45 | 0 |
| 509 | 4   |  |    | 0 |
| 202 | 6   |  |    | 0 |
| 202 | 12  |  |    | 0 |
| 14  | 606 |  |    | 0 |
| 1   | 410 |  |    | 0 |
| 13  | 306 |  |    | 0 |
| 12  | 407 |  |    | 0 |
| 10  | 308 |  |    | 0 |
| 205 | 3   |  |    | 0 |
| 306 | 9   |  | 10 | 0 |
| 308 | 8   |  |    | 0 |
| 413 | 10  |  |    | 0 |
| 408 | 6   |  |    | 0 |
| 404 | 6   |  | 15 | 0 |
| 404 | 8   |  |    | 0 |
| 607 | 13  |  |    | 0 |
| 410 | 2   |  |    | 0 |
| 514 | 11  |  |    | 0 |
| 607 | 10  |  |    | 0 |
| 6   | 605 |  |    | 0 |
| 7   | 803 |  | 39 | 0 |
| 602 | 8   |  |    | 0 |
| 4   | 606 |  |    | 0 |

|     |     |  |  |   |
|-----|-----|--|--|---|
| 8   | 602 |  |  | 0 |
| 504 | 7   |  |  | 0 |
| 1   | 504 |  |  | 0 |
| 706 | 5   |  |  | 0 |
| 2   | 209 |  |  | 0 |
| 7   | 506 |  |  | 0 |
| 14  | 408 |  |  | 0 |
| 14  | 301 |  |  | 0 |
| 14  | 502 |  |  | 0 |
| 14  | 106 |  |  | 0 |
| 14  | 509 |  |  | 0 |
| 14  | 411 |  |  | 0 |
| 14  | 512 |  |  | 0 |
| 14  | 513 |  |  | 0 |
| 14  | 101 |  |  | 0 |
| 803 | 3   |  |  | 0 |
| 803 | 6   |  |  | 0 |
| 701 | 8   |  |  | 0 |
| 702 | 3   |  |  | 0 |
| 702 | 4   |  |  | 0 |
| 702 | 11  |  |  | 0 |
| 11  | 301 |  |  | 0 |
| 4   | 308 |  |  | 0 |
| 4   | 313 |  |  | 0 |
| 313 | 4   |  |  | 0 |
| 1   | 304 |  |  | 0 |
| 304 | 1   |  |  | 0 |
| 304 | 14  |  |  | 0 |
| 311 | 6   |  |  | 0 |
| 13  | 404 |  |  | 0 |
| 404 | 13  |  |  | 0 |
| 407 | 4   |  |  | 0 |
| 206 | 4   |  |  | 0 |
| 5   | 301 |  |  | 0 |
| 406 | 1   |  |  | 0 |
| 1   | 406 |  |  | 0 |
| 514 | 4   |  |  | 0 |
| 411 | 4   |  |  | 0 |
| 11  | 406 |  |  | 0 |
| 11  | 504 |  |  | 0 |
| 511 | 4   |  |  | 0 |
| 512 | 5   |  |  | 0 |
| 309 | 9   |  |  | 0 |
| 4   | 213 |  |  | 0 |
| 310 | 1   |  |  | 0 |
| 310 | 6   |  |  | 0 |
| 1   | 402 |  |  | 0 |
| 402 | 1   |  |  | 0 |
| 312 | 5   |  |  | 0 |
| 406 | 5   |  |  | 0 |
| 401 | 8   |  |  | 0 |
| 106 | 8   |  |  | 0 |

|     |     |  |  |    |
|-----|-----|--|--|----|
| 408 | 5   |  |  | 11 |
| 208 | 5   |  |  | 11 |
| 5   | 302 |  |  | 11 |
| 11  | 515 |  |  | 11 |
| 513 | 4   |  |  | 11 |
| 704 | 7   |  |  | 11 |
| 4   | 503 |  |  | 11 |
| 12  | 410 |  |  | 11 |
| 5   | 203 |  |  | 11 |
| 106 | 6   |  |  | 11 |
| 6   | 606 |  |  | 10 |
| 5   | 607 |  |  | 10 |
| 5   | 515 |  |  | 10 |
| 11  | 704 |  |  | 10 |
| 4   | 706 |  |  | 10 |
| 5   | 602 |  |  | 10 |
| 4   | 204 |  |  | 10 |
| 302 | 2   |  |  | 9  |
| 412 | 7   |  |  | 9  |
| 403 | 6   |  |  | 9  |
| 4   | 303 |  |  | 8  |
| 104 | 14  |  |  | 8  |
| 706 | 11  |  |  | 8  |
| 409 | 13  |  |  | 7  |
| 513 | 11  |  |  | 7  |
| 12  | 402 |  |  | 7  |
| 108 | 1   |  |  | 6  |
| 11  | 503 |  |  | 5  |
| 402 | 3   |  |  | 0  |
| 4   | 207 |  |  | 0  |
| 11  | 606 |  |  | 0  |
| 509 | 4   |  |  | 0  |
| 202 | 6   |  |  | 0  |
| 202 | 12  |  |  | 0  |
| 14  | 606 |  |  | 0  |
| 1   | 410 |  |  | 0  |
| 13  | 306 |  |  | 0  |
| 12  | 407 |  |  | 0  |
| 10  | 308 |  |  | 0  |
| 205 | 3   |  |  | 0  |
| 306 | 9   |  |  | 0  |
| 308 | 8   |  |  | 0  |
| 413 | 10  |  |  | 0  |
| 408 | 6   |  |  | 0  |
| 404 | 6   |  |  | 0  |
| 404 | 8   |  |  | 0  |
| 607 | 13  |  |  | 0  |
| 410 | 2   |  |  | 0  |
| 514 | 11  |  |  | 0  |
| 607 | 10  |  |  | 0  |
| 6   | 605 |  |  | 0  |
| 7   | 803 |  |  | 0  |
| 602 | 8   |  |  | 0  |
| 4   | 606 |  |  | 0  |

|     |     |   |   |
|-----|-----|---|---|
| 5   | 602 | 0 | 0 |
| 4   | 204 | 0 | 0 |
| 602 | 5   | 0 | 0 |
| 304 | 9   | 0 | 0 |
| 104 | 13  | 0 | 0 |
| 413 | 3   | 0 | 0 |
| 2   | 302 | 0 | 0 |
| 302 | 2   | 0 | 0 |
| 412 | 7   | 0 | 0 |
| 403 | 6   | 0 | 0 |
| 502 | 11  | 0 | 0 |
| 4   | 303 | 0 | 0 |
| 104 | 14  | 0 | 0 |
| 706 | 11  | 0 | 0 |
| 11  | 706 | 0 | 0 |
| 13  | 409 | 0 | 0 |
| 409 | 13  | 0 | 0 |
| 513 | 11  | 0 | 0 |
| 402 | 12  | 0 | 0 |
| 12  | 402 | 0 | 0 |
| 14  | 306 | 0 | 0 |
| 108 | 1   | 0 | 0 |
| 210 | 11  | 0 | 0 |
| 313 | 11  | 0 | 0 |
| 11  | 503 | 0 | 0 |
| 305 | 11  | 0 | 0 |
| 402 | 3   | 0 | 0 |
| 4   | 207 | 0 | 0 |
| 11  | 606 | 0 | 0 |
| 509 | 4   | 0 | 0 |
| 202 | 6   | 0 | 0 |
| 202 | 12  | 0 | 0 |
| 14  | 606 | 0 | 0 |
| 1   | 410 | 0 | 0 |
| 13  | 306 | 0 | 0 |
| 12  | 407 | 0 | 0 |
| 10  | 308 | 0 | 0 |
| 205 | 3   | 0 | 0 |
| 306 | 9   | 0 | 0 |
| 308 | 8   | 0 | 0 |
| 413 | 10  | 0 | 0 |
| 408 | 6   | 0 | 0 |
| 404 | 6   | 0 | 0 |
| 404 | 8   | 0 | 0 |
| 607 | 13  | 0 | 0 |
| 410 | 2   | 0 | 0 |
| 514 | 11  | 0 | 0 |
| 607 | 10  | 0 | 0 |
| 6   | 605 | 0 | 0 |
| 7   | 803 | 0 | 0 |
| 602 | 8   | 0 | 0 |
| 4   | 606 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |     |   |
|-----|-----|-----|---|
| 407 | 13  |     | 0 |
| 205 | 13  |     | 0 |
| 212 | 2   |     | 0 |
| 7   | 406 |     | 0 |
| 204 | 13  |     | 0 |
| 7   | 209 |     | 0 |
| 203 | 6   |     | 0 |
| 507 | 14  |     | 0 |
| 9   | 302 |     | 0 |
| 14  | 410 |     | 1 |
| 205 | 5   | 138 | 0 |
| 506 | 5   |     | 0 |
| 14  | 308 |     | 2 |
| 101 | 5   |     | 0 |
| 1   | 607 | 27  | 0 |
| 2   | 107 |     | 0 |
| 4   | 604 |     | 0 |
| 4   | 505 | 44  | 0 |
| 9   | 401 |     | 0 |
| 5   | 204 |     | 0 |
| 301 | 6   | 68  | 0 |
| 413 | 6   | 34  | 0 |
| 103 | 1   |     | 0 |
| 606 | 4   |     | 0 |
| 309 | 8   | 147 | 0 |
| 103 | 14  |     | 0 |
| 207 | 6   |     | 0 |
| 605 | 4   | 27  | 0 |
| 306 | 10  |     | 0 |
| 107 | 1   |     | 0 |
| 7   | 302 |     | 0 |
| 11  | 607 |     | 0 |
| 309 | 13  |     | 0 |
| 106 | 5   |     | 0 |
| 14  | 514 |     | 0 |
| 202 | 14  |     | 0 |
| 7   | 107 |     | 0 |
| 606 | 14  |     | 0 |
| 507 | 13  |     | 0 |
| 411 | 11  | 18  | 0 |
| 13  | 203 |     | 0 |
| 209 | 6   |     | 0 |
| 102 | 2   |     | 0 |
| 505 | 10  |     | 0 |
| 306 | 13  |     | 0 |
| 11  | 603 |     | 0 |
| 403 | 8   | 79  | 0 |
| 310 | 8   | 42  | 0 |
| 4   | 515 | 42  | 0 |
| 412 | 3   | 40  | 0 |
| 7   | 101 | 38  | 0 |
| 208 | 10  | 37  | 0 |

|     |     |  |   |
|-----|-----|--|---|
| 1   | 306 |  | 0 |
| 306 | 1   |  | 0 |
| 410 | 13  |  | 0 |
| 7   | 508 |  | 0 |
| 508 | 6   |  | 0 |
| 304 | 3   |  | 0 |
| 14  | 706 |  | 0 |
| 706 | 14  |  | 0 |
| 5   | 214 |  | 0 |
| 6   | 515 |  | 0 |
| 515 | 6   |  | 0 |
| 2   | 405 |  | 0 |
| 103 | 2   |  | 0 |
| 11  | 212 |  | 0 |
| 604 | 11  |  | 0 |
| 106 | 4   |  | 0 |
| 310 | 3   |  | 0 |
| 310 | 13  |  | 0 |
| 408 | 5   |  | 0 |
| 208 | 5   |  | 0 |
| 704 | 7   |  | 0 |
| 4   | 503 |  | 0 |
| 12  | 410 |  | 0 |
| 304 | 6   |  | 0 |
| 5   | 203 |  | 0 |
| 106 | 6   |  | 0 |
| 5   | 604 |  | 0 |
| 6   | 606 |  | 0 |
| 606 | 6   |  | 0 |
| 5   | 607 |  | 0 |
| 5   | 515 |  | 0 |
| 5   | 602 |  | 0 |
| 304 | 9   |  | 0 |
| 104 | 13  |  | 0 |
| 2   | 302 |  | 0 |
| 302 | 2   |  | 0 |
| 412 | 7   |  | 0 |
| 403 | 6   |  | 0 |
| 4   | 303 |  | 0 |
| 706 | 11  |  | 0 |
| 11  | 706 |  | 0 |
| 13  | 409 |  | 0 |
| 409 | 13  |  | 0 |
| 513 | 11  |  | 0 |
| 402 | 12  |  | 0 |
| 12  | 402 |  | 0 |
| 14  | 306 |  | 0 |
| 108 | 1   |  | 0 |
| 210 | 11  |  | 0 |
| 313 | 11  |  | 0 |
| 305 | 11  |  | 0 |
| 403 | 8   |  | 0 |

|     |     |  |   |
|-----|-----|--|---|
| 602 | 8   |  | 0 |
| 4   | 606 |  | 0 |
| 407 | 13  |  | 0 |
| 205 | 13  |  | 0 |
| 212 | 2   |  | 0 |
| 7   | 406 |  | 0 |
| 204 | 13  |  | 0 |
| 7   | 209 |  | 0 |
| 203 | 6   |  | 0 |
| 507 | 14  |  | 0 |
| 9   | 302 |  | 0 |
| 14  | 410 |  | 0 |
| 205 | 5   |  | 0 |
| 506 | 5   |  | 0 |
| 14  | 308 |  | 0 |
| 101 | 5   |  | 0 |
| 1   | 607 |  | 0 |
| 2   | 107 |  | 0 |
| 4   | 604 |  | 0 |
| 4   | 505 |  | 0 |
| 9   | 401 |  | 0 |
| 5   | 204 |  | 0 |
| 301 | 6   |  | 0 |
| 413 | 6   |  | 0 |
| 103 | 1   |  | 0 |
| 606 | 4   |  | 0 |
| 309 | 8   |  | 0 |
| 103 | 14  |  | 0 |
| 207 | 6   |  | 0 |
| 605 | 4   |  | 0 |
| 306 | 10  |  | 0 |
| 107 | 1   |  | 0 |
| 7   | 302 |  | 0 |
| 11  | 607 |  | 0 |
| 309 | 13  |  | 0 |
| 106 | 5   |  | 0 |
| 14  | 514 |  | 0 |
| 202 | 14  |  | 0 |
| 7   | 107 |  | 0 |
| 606 | 14  |  | 0 |
| 507 | 13  |  | 0 |
| 411 | 11  |  | 0 |
| 507 | 13  |  | 0 |
| 411 | 11  |  | 0 |
| 13  | 203 |  | 0 |
| 209 | 6   |  | 0 |
| 102 | 2   |  | 0 |
| 505 | 10  |  | 0 |
| 306 | 13  |  | 0 |
| 11  | 603 |  | 0 |
| 403 | 8   |  | 0 |
| 310 | 8   |  | 0 |
| 4   | 515 |  | 0 |
| 403 | 8   |  | 0 |
| 310 | 8   |  | 0 |
| 4   | 515 |  | 0 |
| 412 | 3   |  | 0 |

|     |     |   |   |
|-----|-----|---|---|
| 407 | 13  | 0 | 0 |
| 205 | 13  | 0 | 0 |
| 212 | 2   | 0 | 0 |
| 7   | 406 | 0 | 0 |
| 204 | 13  | 0 | 0 |
| 7   | 209 | 0 | 0 |
| 203 | 6   | 0 | 0 |
| 507 | 14  | 0 | 0 |
| 9   | 302 | 0 | 0 |
| 14  | 410 | 0 | 0 |
| 205 | 5   | 0 | 0 |
| 506 | 5   | 0 | 0 |
| 14  | 308 | 0 | 0 |
| 101 | 5   | 0 | 0 |
| 1   | 607 | 0 | 0 |
| 2   | 107 | 0 | 0 |
| 4   | 604 | 0 | 0 |
| 4   | 505 | 0 | 0 |
| 9   | 401 | 0 | 0 |
| 5   | 204 | 0 | 0 |
| 301 | 6   | 0 | 0 |
| 413 | 6   | 0 | 0 |
| 103 | 1   | 0 | 0 |
| 606 | 4   | 0 | 0 |
| 309 | 8   | 0 | 0 |
| 103 | 14  | 0 | 0 |
| 207 | 6   | 0 | 0 |
| 605 | 4   | 0 | 0 |
| 306 | 10  | 0 | 0 |
| 107 | 1   | 0 | 0 |
| 7   | 302 | 0 | 0 |
| 11  | 607 | 0 | 0 |
| 309 | 13  | 0 | 0 |
| 106 | 5   | 0 | 0 |
| 14  | 514 | 0 | 0 |
| 202 | 14  | 0 | 0 |
| 7   | 107 | 0 | 0 |
| 606 | 14  | 0 | 0 |
| 507 | 13  | 0 | 0 |
| 411 | 11  | 0 | 0 |
| 13  | 203 | 0 | 0 |
| 209 | 6   | 0 | 0 |
| 102 | 2   | 0 | 0 |
| 505 | 10  | 0 | 0 |
| 306 | 13  | 0 | 0 |
| 11  | 603 | 0 | 0 |
| 403 | 8   | 0 | 0 |
| 310 | 8   | 0 | 0 |
| 4   | 515 | 0 | 0 |
| 412 | 3   | 0 | 0 |
| 7   | 101 | 0 | 0 |
| 208 | 10  | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |    |   |
|-----|-----|----|---|
| 4   | 601 | 36 | 0 |
| 214 | 8   | 34 | 0 |
| 512 | 6   | 34 | 0 |
| 206 | 2   | 32 | 0 |
| 205 | 8   | 29 | 0 |
| 208 | 3   | 29 | 0 |
| 209 | 3   | 29 | 0 |
| 401 | 9   | 29 | 0 |
| 803 | 1   | 29 | 0 |
| 10  | 704 | 27 | 0 |
| 3   | 302 | 27 | 0 |
| 412 | 13  | 25 | 0 |
| 202 | 3   | 25 | 0 |
| 7   | 513 | 22 | 0 |
| 101 | 11  | 20 | 0 |
| 406 | 14  | 20 | 0 |
| 5   | 201 | 20 | 0 |
| 8   | 406 | 19 | 0 |
| 5   | 510 | 19 | 0 |
| 5   | 514 | 19 | 0 |
| 5   | 706 | 19 | 0 |
| 10  | 307 | 19 | 0 |
| 13  | 205 | 19 | 0 |
| 1   | 209 | 19 | 0 |
| 9   | 504 | 19 | 0 |
| 704 | 10  | 18 | 0 |
| 308 | 13  | 17 | 0 |
| 5   | 213 | 17 | 0 |
| 210 | 6   | 17 | 0 |
| 207 | 3   | 17 | 0 |
| 412 | 5   | 17 | 0 |
| 514 | 5   | 16 | 0 |
| 4   | 605 | 15 | 0 |
| 104 | 1   | 15 | 0 |
| 404 | 3   | 15 | 0 |
| 509 | 1   | 15 | 0 |
| 4   | 603 | 14 | 0 |
| 3   | 101 | 14 | 0 |
| 9   | 204 | 14 | 0 |
| 7   | 106 | 13 | 0 |
| 107 | 12  | 13 | 0 |
| 401 | 13  | 13 | 0 |
| 14  | 510 | 11 | 0 |
| 409 | 10  | 10 | 0 |
| 11  | 511 | 8  | 0 |
| 507 | 10  | 8  | 0 |
| 411 | 13  | 8  | 0 |
| 12  | 512 | 0  | 0 |
| 14  | 406 |    | 3 |
| 14  | 403 |    | 3 |
| 14  | 302 |    | 2 |
| 14  | 503 |    | 1 |

|     |     |  |   |
|-----|-----|--|---|
| 310 | 8   |  | 0 |
| 4   | 515 |  | 0 |
| 412 | 3   |  | 0 |
| 7   | 101 |  | 0 |
| 208 | 10  |  | 0 |
| 4   | 601 |  | 0 |
| 214 | 8   |  | 0 |
| 512 | 6   |  | 0 |
| 206 | 2   |  | 0 |
| 205 | 8   |  | 0 |
| 208 | 3   |  | 0 |
| 209 | 3   |  | 0 |
| 401 | 9   |  | 0 |
| 803 | 1   |  | 0 |
| 10  | 704 |  | 0 |
| 3   | 302 |  | 0 |
| 412 | 13  |  | 0 |
| 202 | 3   |  | 0 |
| 7   | 513 |  | 0 |
| 101 | 11  |  | 0 |
| 406 | 14  |  | 0 |
| 5   | 201 |  | 0 |
| 8   | 406 |  | 0 |
| 5   | 510 |  | 0 |
| 5   | 514 |  | 0 |
| 5   | 706 |  | 0 |
| 10  | 307 |  | 0 |
| 13  | 205 |  | 0 |
| 1   | 209 |  | 0 |
| 9   | 504 |  | 0 |
| 704 | 10  |  | 0 |
| 308 | 13  |  | 0 |
| 5   | 213 |  | 0 |
| 210 | 6   |  | 0 |
| 207 | 3   |  | 0 |
| 412 | 5   |  | 0 |
| 514 | 5   |  | 0 |
| 4   | 605 |  | 0 |
| 104 | 1   |  | 0 |
| 404 | 3   |  | 0 |
| 509 | 1   |  | 0 |
| 4   | 603 |  | 0 |
| 3   | 101 |  | 0 |
| 9   | 204 |  | 0 |
| 7   | 106 |  | 0 |
| 107 | 12  |  | 0 |
| 401 | 13  |  | 0 |
| 14  | 510 |  | 0 |
| 409 | 10  |  | 0 |
| 11  | 511 |  | 0 |
| 507 | 10  |  | 0 |
| 411 | 13  |  | 0 |
| 12  | 512 |  | 0 |
| 14  | 406 |  | 0 |
| 14  | 403 |  | 0 |
| 11  | 511 |  | 0 |
| 507 | 10  |  | 0 |
| 411 | 13  |  | 0 |

|     |     |  |   |
|-----|-----|--|---|
| 7   | 101 |  | 0 |
| 208 | 10  |  | 0 |
| 4   | 601 |  | 0 |
| 214 | 8   |  | 0 |
| 512 | 6   |  | 0 |
| 206 | 2   |  | 0 |
| 205 | 8   |  | 0 |
| 208 | 3   |  | 0 |
| 209 | 3   |  | 0 |
| 401 | 9   |  | 0 |
| 803 | 1   |  | 0 |
| 10  | 704 |  | 0 |
| 3   | 302 |  | 0 |
| 412 | 13  |  | 0 |
| 202 | 3   |  | 0 |
| 7   | 513 |  | 0 |
| 101 | 11  |  | 0 |
| 406 | 14  |  | 0 |
| 5   | 201 |  | 0 |
| 8   | 406 |  | 0 |
| 5   | 510 |  | 0 |
| 5   | 514 |  | 0 |
| 5   | 706 |  | 0 |
| 10  | 307 |  | 0 |
| 13  | 205 |  | 0 |
| 1   | 209 |  | 0 |
| 9   | 504 |  | 0 |
| 704 | 10  |  | 0 |
| 308 | 13  |  | 0 |
| 5   | 213 |  | 0 |
| 210 | 6   |  | 0 |
| 207 | 3   |  | 0 |
| 412 | 5   |  | 0 |
| 514 | 5   |  | 0 |
| 4   | 605 |  | 0 |
| 104 | 1   |  | 0 |
| 404 | 3   |  | 0 |
| 509 | 1   |  | 0 |
| 4   | 603 |  | 0 |
| 3   | 101 |  | 0 |
| 9   | 204 |  | 0 |
| 7   | 106 |  | 0 |
| 107 | 12  |  | 0 |
| 401 | 13  |  | 0 |
| 14  | 510 |  | 0 |
| 409 | 10  |  | 0 |
| 11  | 511 |  | 0 |
| 507 | 10  |  | 0 |
| 411 | 13  |  | 0 |
| 12  | 512 |  | 0 |
| 14  | 406 |  | 0 |
| 14  | 403 |  | 0 |

|     |     |   |   |
|-----|-----|---|---|
| 4   | 601 | 0 | 0 |
| 214 | 8   | 0 | 0 |
| 512 | 6   | 0 | 0 |
| 206 | 2   | 0 | 0 |
| 205 | 8   | 0 | 0 |
| 208 | 3   | 0 | 0 |
| 209 | 3   | 0 | 0 |
| 401 | 9   | 0 | 0 |
| 803 | 1   | 0 | 0 |
| 10  | 704 | 0 | 0 |
| 3   | 302 | 0 | 0 |
| 412 | 13  | 0 | 0 |
| 202 | 3   | 0 | 0 |
| 7   | 513 | 0 | 0 |
| 101 | 11  | 0 | 0 |
| 406 | 14  | 0 | 0 |
| 5   | 201 | 0 | 0 |
| 8   | 406 | 0 | 0 |
| 5   | 510 | 0 | 0 |
| 5   | 514 | 0 | 0 |
| 5   | 706 | 0 | 0 |
| 10  | 307 | 0 | 0 |
| 13  | 205 | 0 | 0 |
| 1   | 209 | 0 | 0 |
| 9   | 504 | 0 | 0 |
| 704 | 10  | 0 | 0 |
| 308 | 13  | 0 | 0 |
| 5   | 213 | 0 | 0 |
| 210 | 6   | 0 | 0 |
| 207 | 3   | 0 | 0 |
| 412 | 5   | 0 | 0 |
| 514 | 5   | 0 | 0 |
| 4   | 605 | 0 | 0 |
| 104 | 1   | 0 | 0 |
| 404 | 3   | 0 | 0 |
| 509 | 1   | 0 | 0 |
| 4   | 603 | 0 | 0 |
| 3   | 101 | 0 | 0 |
| 9   | 204 | 0 | 0 |
| 7   | 106 | 0 | 0 |
| 107 | 12  | 0 | 0 |
| 401 | 13  | 0 | 0 |
| 14  | 510 | 0 | 0 |
| 409 | 10  | 0 | 0 |
| 11  | 511 | 0 | 0 |
| 507 | 10  | 0 | 0 |
| 411 | 13  | 0 | 0 |
| 12  | 512 | 0 | 0 |
| 14  | 406 | 0 | 0 |
| 14  | 403 | 0 | 0 |
| 14  | 302 | 0 | 0 |
| 14  | 503 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|    |     |   |
|----|-----|---|
| 14 | 501 | 1 |
| 14 | 203 | 1 |
| 14 | 211 | 1 |
| 14 | 507 | 1 |
| 14 | 506 | 1 |
| 14 | 204 | 1 |
| 14 | 313 | 0 |
| 14 | 705 | 0 |
| 14 | 213 | 0 |
| 14 | 214 | 0 |
| 14 | 212 | 0 |
| 14 | 305 | 0 |
| 14 | 505 | 0 |
| 14 | 504 | 0 |
| 14 | 201 | 0 |
| 14 | 602 | 0 |
| 14 | 515 | 0 |
| 14 | 604 | 0 |
| 14 | 605 | 0 |
| 14 | 601 | 0 |
| 1  | 101 | 0 |
| 1  | 106 | 0 |
| 1  | 201 | 0 |
| 1  | 202 | 0 |
| 1  | 203 | 0 |
| 1  | 204 | 0 |
| 1  | 207 | 0 |
| 1  | 211 | 0 |
| 1  | 212 | 0 |
| 1  | 214 | 0 |
| 1  | 301 | 0 |
| 1  | 302 | 0 |
| 1  | 303 | 0 |
| 1  | 305 | 0 |
| 1  | 308 | 0 |
| 1  | 309 | 0 |
| 1  | 312 | 0 |
| 1  | 313 | 0 |
| 1  | 401 | 0 |
| 1  | 404 | 0 |
| 1  | 407 | 0 |
| 1  | 411 | 0 |
| 1  | 501 | 0 |
| 1  | 502 | 0 |
| 1  | 503 | 0 |
| 1  | 505 | 0 |
| 1  | 506 | 0 |
| 1  | 508 | 0 |
| 1  | 510 | 0 |
| 1  | 511 | 0 |
| 1  | 512 | 0 |
| 1  | 513 | 0 |

|    |     |   |
|----|-----|---|
| 12 | 512 | 0 |
| 14 | 406 | 0 |
| 14 | 403 | 0 |
| 14 | 302 | 0 |
| 14 | 503 | 0 |
| 14 | 501 | 0 |
| 14 | 203 | 0 |
| 14 | 211 | 0 |
| 14 | 507 | 0 |
| 14 | 506 | 0 |
| 14 | 204 | 0 |
| 14 | 313 | 0 |
| 14 | 705 | 0 |
| 14 | 213 | 0 |
| 14 | 214 | 0 |
| 14 | 212 | 0 |
| 14 | 305 | 0 |
| 14 | 505 | 0 |
| 14 | 504 | 0 |
| 14 | 201 | 0 |
| 14 | 602 | 0 |
| 14 | 515 | 0 |
| 14 | 604 | 0 |
| 14 | 605 | 0 |
| 14 | 201 | 0 |
| 14 | 602 | 0 |
| 14 | 515 | 0 |
| 14 | 604 | 0 |
| 14 | 605 | 0 |
| 1  | 101 | 0 |
| 1  | 106 | 0 |
| 1  | 201 | 0 |
| 1  | 202 | 0 |
| 1  | 203 | 0 |
| 1  | 204 | 0 |
| 1  | 101 | 0 |
| 1  | 106 | 0 |
| 1  | 201 | 0 |
| 1  | 202 | 0 |
| 1  | 203 | 0 |
| 1  | 204 | 0 |
| 1  | 207 | 0 |
| 1  | 211 | 0 |
| 1  | 212 | 0 |
| 1  | 214 | 0 |
| 1  | 301 | 0 |
| 1  | 302 | 0 |
| 1  | 303 | 0 |
| 1  | 305 | 0 |
| 1  | 308 | 0 |
| 1  | 309 | 0 |
| 1  | 312 | 0 |
| 1  | 313 | 0 |
| 1  | 303 | 0 |
| 1  | 305 | 0 |
| 1  | 308 | 0 |
| 1  | 309 | 0 |
| 1  | 312 | 0 |
| 1  | 313 | 0 |
| 1  | 401 | 0 |
| 1  | 404 | 0 |
| 1  | 407 | 0 |
| 1  | 411 | 0 |
| 1  | 401 | 0 |
| 1  | 404 | 0 |
| 1  | 407 | 0 |
| 1  | 411 | 0 |
| 1  | 501 | 0 |
| 1  | 502 | 0 |
| 1  | 503 | 0 |
| 1  | 505 | 0 |
| 1  | 506 | 0 |
| 1  | 508 | 0 |
| 1  | 501 | 0 |
| 1  | 502 | 0 |
| 1  | 503 | 0 |
| 1  | 505 | 0 |
| 1  | 506 | 0 |

|    |     |   |
|----|-----|---|
| 14 | 302 | 0 |
| 14 | 503 | 0 |
| 14 | 501 | 0 |
| 14 | 203 | 0 |
| 14 | 211 | 0 |
| 14 | 507 | 0 |
| 14 | 506 | 0 |
| 14 | 204 | 0 |
| 14 | 313 | 0 |
| 14 | 705 | 0 |
| 14 | 213 | 0 |
| 14 | 214 | 0 |
| 14 | 212 | 0 |
| 14 | 305 | 0 |
| 14 | 505 | 0 |
| 14 | 504 | 0 |
| 14 | 201 | 0 |
| 14 | 602 | 0 |
| 14 | 515 | 0 |
| 14 | 604 | 0 |
| 14 | 605 | 0 |
| 14 | 601 | 0 |
| 1  | 101 | 0 |
| 1  | 106 | 0 |
| 1  | 201 | 0 |
| 1  | 202 | 0 |
| 1  | 203 | 0 |
| 1  | 204 | 0 |
| 1  | 207 | 0 |
| 1  | 211 | 0 |
| 1  | 212 | 0 |
| 1  | 214 | 0 |
| 1  | 301 | 0 |
| 1  | 302 | 0 |
| 1  | 303 | 0 |
| 1  | 305 | 0 |
| 1  | 308 | 0 |
| 1  | 309 | 0 |
| 1  | 312 | 0 |
| 1  | 313 | 0 |
| 1  | 401 | 0 |
| 1  | 404 | 0 |
| 1  | 407 | 0 |
| 1  | 411 | 0 |
| 1  | 501 | 0 |
| 1  | 502 | 0 |
| 1  | 503 | 0 |
| 1  | 505 | 0 |
| 1  | 506 | 0 |
| 1  | 508 | 0 |
| 1  | 510 | 0 |
| 1  | 511 | 0 |

|    |     |   |   |
|----|-----|---|---|
| 14 | 501 | 0 | 0 |
| 14 | 203 | 0 | 0 |
| 14 | 211 | 0 | 0 |
| 14 | 507 | 0 | 0 |
| 14 | 506 | 0 | 0 |
| 14 | 204 | 0 | 0 |
| 14 | 313 | 0 | 0 |
| 14 | 705 | 0 | 0 |
| 14 | 213 | 0 | 0 |
| 14 | 214 | 0 | 0 |
| 14 | 212 | 0 | 0 |
| 14 | 305 | 0 | 0 |
| 14 | 505 | 0 | 0 |
| 14 | 504 | 0 | 0 |
| 14 | 201 | 0 | 0 |
| 14 | 602 | 0 | 0 |
| 14 | 515 | 0 | 0 |
| 14 | 604 | 0 | 0 |
| 14 | 605 | 0 | 0 |
| 14 | 601 | 0 | 0 |
| 1  | 101 | 0 | 0 |
| 1  | 106 | 0 | 0 |
| 1  | 201 | 0 | 0 |
| 1  | 202 | 0 | 0 |
| 1  | 203 | 0 | 0 |
| 1  | 204 | 0 | 0 |
| 1  | 207 | 0 | 0 |
| 1  | 211 | 0 | 0 |
| 1  | 212 | 0 | 0 |
| 1  | 214 | 0 | 0 |
| 1  | 301 | 0 | 0 |
| 1  | 302 | 0 | 0 |
| 1  | 303 | 0 | 0 |
| 1  | 305 | 0 | 0 |
| 1  | 308 | 0 | 0 |
| 1  | 309 | 0 | 0 |
| 1  | 312 | 0 | 0 |
| 1  | 313 | 0 | 0 |
| 1  | 401 | 0 | 0 |
| 1  | 404 | 0 | 0 |
| 1  | 407 | 0 | 0 |
| 1  | 411 | 0 | 0 |
| 1  | 501 | 0 | 0 |
| 1  | 502 | 0 | 0 |
| 1  | 503 | 0 | 0 |
| 1  | 505 | 0 | 0 |
| 1  | 506 | 0 | 0 |
| 1  | 508 | 0 | 0 |
| 1  | 510 | 0 | 0 |
| 1  | 511 | 0 | 0 |
| 1  | 512 | 0 | 0 |
| 1  | 513 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|   |     |   |
|---|-----|---|
| 1 | 514 | 0 |
| 1 | 515 | 0 |
| 1 | 601 | 0 |
| 1 | 602 | 0 |
| 1 | 603 | 0 |
| 1 | 604 | 0 |
| 1 | 605 | 0 |
| 1 | 606 | 0 |
| 1 | 705 | 0 |
| 1 | 706 | 0 |
| 1 | 803 | 0 |
| 2 | 101 | 0 |
| 2 | 104 | 0 |
| 2 | 105 | 0 |
| 2 | 106 | 0 |
| 2 | 201 | 0 |
| 2 | 202 | 0 |
| 2 | 203 | 0 |
| 2 | 204 | 0 |
| 2 | 206 | 0 |
| 2 | 207 | 0 |
| 2 | 210 | 0 |
| 2 | 211 | 0 |
| 2 | 212 | 0 |
| 2 | 213 | 0 |
| 2 | 214 | 0 |
| 2 | 301 | 0 |
| 2 | 304 | 0 |
| 2 | 305 | 0 |
| 2 | 306 | 0 |
| 2 | 307 | 0 |
| 2 | 308 | 0 |
| 2 | 309 | 0 |
| 2 | 311 | 0 |
| 2 | 312 | 0 |
| 2 | 313 | 0 |
| 2 | 401 | 0 |
| 2 | 404 | 0 |
| 2 | 406 | 0 |
| 2 | 407 | 0 |
| 2 | 408 | 0 |
| 2 | 409 | 0 |
| 2 | 410 | 0 |
| 2 | 411 | 0 |
| 2 | 501 | 0 |
| 2 | 502 | 0 |
| 2 | 503 | 0 |
| 2 | 504 | 0 |
| 2 | 505 | 0 |
| 2 | 506 | 0 |
| 2 | 507 | 0 |
| 2 | 508 | 0 |

|   |     |   |
|---|-----|---|
| 1 | 508 | 0 |
| 1 | 510 | 0 |
| 1 | 511 | 0 |
| 1 | 512 | 0 |
| 1 | 513 | 0 |
| 1 | 514 | 0 |
| 1 | 515 | 0 |
| 1 | 601 | 0 |
| 1 | 602 | 0 |
| 1 | 603 | 0 |
| 1 | 604 | 0 |
| 1 | 605 | 0 |
| 1 | 705 | 0 |
| 1 | 706 | 0 |
| 1 | 803 | 0 |
| 2 | 101 | 0 |
| 2 | 104 | 0 |
| 2 | 105 | 0 |
| 2 | 106 | 0 |
| 2 | 201 | 0 |
| 2 | 202 | 0 |
| 2 | 203 | 0 |
| 2 | 204 | 0 |
| 2 | 206 | 0 |
| 2 | 207 | 0 |
| 2 | 210 | 0 |
| 2 | 211 | 0 |
| 2 | 212 | 0 |
| 2 | 213 | 0 |
| 2 | 214 | 0 |
| 2 | 301 | 0 |
| 2 | 304 | 0 |
| 2 | 305 | 0 |
| 2 | 306 | 0 |
| 2 | 307 | 0 |
| 2 | 308 | 0 |
| 2 | 309 | 0 |
| 2 | 311 | 0 |
| 2 | 312 | 0 |
| 2 | 313 | 0 |
| 2 | 401 | 0 |
| 2 | 404 | 0 |
| 2 | 406 | 0 |
| 2 | 407 | 0 |
| 2 | 408 | 0 |
| 2 | 409 | 0 |
| 2 | 410 | 0 |
| 2 | 411 | 0 |
| 2 | 501 | 0 |
| 2 | 502 | 0 |
| 2 | 503 | 0 |

|   |     |   |
|---|-----|---|
| 1 | 512 | 0 |
| 1 | 513 | 0 |
| 1 | 514 | 0 |
| 1 | 515 | 0 |
| 1 | 601 | 0 |
| 1 | 602 | 0 |
| 1 | 603 | 0 |
| 1 | 604 | 0 |
| 1 | 605 | 0 |
| 1 | 606 | 0 |
| 1 | 705 | 0 |
| 1 | 706 | 0 |
| 1 | 803 | 0 |
| 2 | 101 | 0 |
| 2 | 104 | 0 |
| 2 | 105 | 0 |
| 2 | 106 | 0 |
| 2 | 201 | 0 |
| 2 | 202 | 0 |
| 2 | 203 | 0 |
| 2 | 204 | 0 |
| 2 | 206 | 0 |
| 2 | 207 | 0 |
| 2 | 210 | 0 |
| 2 | 211 | 0 |
| 2 | 212 | 0 |
| 2 | 213 | 0 |
| 2 | 214 | 0 |
| 2 | 301 | 0 |
| 2 | 304 | 0 |
| 2 | 305 | 0 |
| 2 | 306 | 0 |
| 2 | 307 | 0 |
| 2 | 308 | 0 |
| 2 | 309 | 0 |
| 2 | 311 | 0 |
| 2 | 312 | 0 |
| 2 | 313 | 0 |
| 2 | 401 | 0 |
| 2 | 404 | 0 |
| 2 | 406 | 0 |
| 2 | 407 | 0 |
| 2 | 408 | 0 |
| 2 | 409 | 0 |
| 2 | 410 | 0 |
| 2 | 411 | 0 |
| 2 | 501 | 0 |
| 2 | 502 | 0 |
| 2 | 503 | 0 |
| 2 | 504 | 0 |
| 2 | 505 | 0 |
| 2 | 506 | 0 |

|   |     |   |   |
|---|-----|---|---|
| 1 | 514 | 0 | 0 |
| 1 | 515 | 0 | 0 |
| 1 | 601 | 0 | 0 |
| 1 | 602 | 0 | 0 |
| 1 | 603 | 0 | 0 |
| 1 | 604 | 0 | 0 |
| 1 | 605 | 0 | 0 |
| 1 | 606 | 0 | 0 |
| 1 | 705 | 0 | 0 |
| 1 | 706 | 0 | 0 |
| 1 | 803 | 0 | 0 |
| 2 | 101 | 0 | 0 |
| 2 | 104 | 0 | 0 |
| 2 | 105 | 0 | 0 |
| 2 | 106 | 0 | 0 |
| 2 | 201 | 0 | 0 |
| 2 | 202 | 0 | 0 |
| 2 | 203 | 0 | 0 |
| 2 | 204 | 0 | 0 |
| 2 | 206 | 0 | 0 |
| 2 | 207 | 0 | 0 |
| 2 | 210 | 0 | 0 |
| 2 | 211 | 0 | 0 |
| 2 | 212 | 0 | 0 |
| 2 | 213 | 0 | 0 |
| 2 | 214 | 0 | 0 |
| 2 | 301 | 0 | 0 |
| 2 | 304 | 0 | 0 |
| 2 | 305 | 0 | 0 |
| 2 | 306 | 0 | 0 |
| 2 | 307 | 0 | 0 |
| 2 | 308 | 0 | 0 |
| 2 | 309 | 0 | 0 |
| 2 | 311 | 0 | 0 |
| 2 | 312 | 0 | 0 |
| 2 | 313 | 0 | 0 |
| 2 | 401 | 0 | 0 |
| 2 | 404 | 0 | 0 |
| 2 | 406 | 0 | 0 |
| 2 | 407 | 0 | 0 |
| 2 | 408 | 0 | 0 |
| 2 | 409 | 0 | 0 |
| 2 | 410 | 0 | 0 |
| 2 | 411 | 0 | 0 |
| 2 | 501 | 0 | 0 |
| 2 | 502 | 0 | 0 |
| 2 | 503 | 0 | 0 |
| 2 | 504 | 0 | 0 |
| 2 | 505 | 0 | 0 |
| 2 | 506 | 0 | 0 |
| 2 | 507 | 0 | 0 |
| 2 | 508 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|   |     |   |
|---|-----|---|
| 2 | 509 | 0 |
| 2 | 510 | 0 |
| 2 | 511 | 0 |
| 2 | 512 | 0 |
| 2 | 513 | 0 |
| 2 | 514 | 0 |
| 2 | 515 | 0 |
| 2 | 601 | 0 |
| 2 | 603 | 0 |
| 2 | 604 | 0 |
| 2 | 605 | 0 |
| 2 | 606 | 0 |
| 2 | 607 | 0 |
| 2 | 704 | 0 |
| 2 | 705 | 0 |
| 2 | 706 | 0 |
| 2 | 803 | 0 |
| 3 | 203 | 0 |
| 3 | 206 | 0 |
| 3 | 207 | 0 |
| 3 | 212 | 0 |
| 3 | 301 | 0 |
| 3 | 305 | 0 |
| 3 | 503 | 0 |
| 3 | 504 | 0 |
| 3 | 506 | 0 |
| 3 | 515 | 0 |
| 3 | 601 | 0 |
| 3 | 605 | 0 |
| 3 | 705 | 0 |
| 3 | 706 | 0 |
| 3 | 803 | 0 |
| 4 | 201 | 0 |
| 4 | 305 | 0 |
| 4 | 705 | 0 |
| 5 | 212 | 0 |
| 5 | 305 | 0 |
| 5 | 501 | 0 |
| 5 | 502 | 0 |
| 5 | 503 | 0 |
| 5 | 504 | 0 |
| 5 | 505 | 0 |
| 5 | 506 | 0 |
| 5 | 511 | 0 |
| 5 | 601 | 0 |
| 5 | 705 | 0 |
| 6 | 201 | 0 |
| 6 | 204 | 0 |
| 6 | 213 | 0 |
| 6 | 301 | 0 |
| 6 | 302 | 0 |
| 6 | 303 | 0 |

|   |     |   |
|---|-----|---|
| 2 | 504 | 0 |
| 2 | 505 | 0 |
| 2 | 506 | 0 |
| 2 | 507 | 0 |
| 2 | 508 | 0 |
| 2 | 509 | 0 |
| 2 | 510 | 0 |
| 2 | 511 | 0 |
| 2 | 512 | 0 |
| 2 | 513 | 0 |
| 2 | 514 | 0 |
| 2 | 515 | 0 |
| 2 | 601 | 0 |
| 2 | 603 | 0 |
| 2 | 604 | 0 |
| 2 | 605 | 0 |
| 2 | 606 | 0 |
| 2 | 607 | 0 |
| 2 | 704 | 0 |
| 2 | 705 | 0 |
| 2 | 706 | 0 |
| 2 | 803 | 0 |
| 2 | 203 | 0 |
| 2 | 206 | 0 |
| 2 | 207 | 0 |
| 2 | 212 | 0 |
| 2 | 301 | 0 |
| 2 | 305 | 0 |
| 2 | 503 | 0 |
| 2 | 504 | 0 |
| 2 | 506 | 0 |
| 2 | 515 | 0 |
| 2 | 601 | 0 |
| 2 | 605 | 0 |
| 2 | 705 | 0 |
| 2 | 706 | 0 |
| 2 | 803 | 0 |
| 3 | 201 | 0 |
| 3 | 305 | 0 |
| 3 | 705 | 0 |
| 3 | 706 | 0 |
| 3 | 803 | 0 |
| 3 | 212 | 0 |
| 3 | 305 | 0 |
| 3 | 501 | 0 |
| 3 | 502 | 0 |
| 3 | 503 | 0 |
| 3 | 504 | 0 |
| 3 | 505 | 0 |
| 3 | 506 | 0 |
| 3 | 511 | 0 |
| 3 | 601 | 0 |
| 3 | 705 | 0 |
| 3 | 204 | 0 |
| 3 | 213 | 0 |
| 3 | 301 | 0 |
| 3 | 302 | 0 |
| 3 | 303 | 0 |

|   |     |   |
|---|-----|---|
| 2 | 507 | 0 |
| 2 | 508 | 0 |
| 2 | 509 | 0 |
| 2 | 510 | 0 |
| 2 | 511 | 0 |
| 2 | 512 | 0 |
| 2 | 513 | 0 |
| 2 | 514 | 0 |
| 2 | 515 | 0 |
| 2 | 601 | 0 |
| 2 | 603 | 0 |
| 2 | 604 | 0 |
| 2 | 605 | 0 |
| 2 | 606 | 0 |
| 2 | 607 | 0 |
| 2 | 704 | 0 |
| 2 | 705 | 0 |
| 2 | 706 | 0 |
| 2 | 803 | 0 |
| 3 | 203 | 0 |
| 3 | 206 | 0 |
| 3 | 207 | 0 |
| 3 | 212 | 0 |
| 3 | 301 | 0 |
| 3 | 305 | 0 |
| 3 | 503 | 0 |
| 3 | 504 | 0 |
| 3 | 506 | 0 |
| 3 | 515 | 0 |
| 3 | 601 | 0 |
| 3 | 605 | 0 |
| 3 | 705 | 0 |
| 3 | 706 | 0 |
| 3 | 803 | 0 |
| 4 | 201 | 0 |
| 4 | 305 | 0 |
| 4 | 705 | 0 |
| 4 | 212 | 0 |
| 4 | 305 | 0 |
| 4 | 501 | 0 |
| 4 | 502 | 0 |
| 4 | 503 | 0 |
| 4 | 504 | 0 |
| 4 | 505 | 0 |
| 4 | 506 | 0 |
| 4 | 511 | 0 |
| 4 | 601 | 0 |
| 4 | 705 | 0 |
| 4 | 201 | 0 |
| 4 | 204 | 0 |
| 4 | 213 | 0 |
| 4 | 301 | 0 |
| 4 | 302 | 0 |
| 4 | 303 | 0 |

|   |     |   |   |
|---|-----|---|---|
| 2 | 509 | 0 | 0 |
| 2 | 510 | 0 | 0 |
| 2 | 511 | 0 | 0 |
| 2 | 512 | 0 | 0 |
| 2 | 513 | 0 | 0 |
| 2 | 514 | 0 | 0 |
| 2 | 515 | 0 | 0 |
| 2 | 601 | 0 | 0 |
| 2 | 603 | 0 | 0 |
| 2 | 604 | 0 | 0 |
| 2 | 605 | 0 | 0 |
| 2 | 606 | 0 | 0 |
| 2 | 607 | 0 | 0 |
| 2 | 704 | 0 | 0 |
| 2 | 705 | 0 | 0 |
| 2 | 706 | 0 | 0 |
| 2 | 803 | 0 | 0 |
| 3 | 203 | 0 | 0 |
| 3 | 206 | 0 | 0 |
| 3 | 207 | 0 | 0 |
| 3 | 212 | 0 | 0 |
| 3 | 301 | 0 | 0 |
| 3 | 305 | 0 | 0 |
| 3 | 503 | 0 | 0 |
| 3 | 504 | 0 | 0 |
| 3 | 506 | 0 | 0 |
| 3 | 515 | 0 | 0 |
| 3 | 601 | 0 | 0 |
| 3 | 605 | 0 | 0 |
| 3 | 705 | 0 | 0 |
| 3 | 706 | 0 | 0 |
| 3 | 803 | 0 | 0 |
| 4 | 201 | 0 | 0 |
| 4 | 305 | 0 | 0 |
| 4 | 705 | 0 | 0 |
| 5 | 212 | 0 | 0 |
| 5 | 305 | 0 | 0 |
| 5 | 501 | 0 | 0 |
| 5 | 502 | 0 | 0 |
| 5 | 503 | 0 | 0 |
| 5 | 504 | 0 | 0 |
| 5 | 505 | 0 | 0 |
| 5 | 506 | 0 | 0 |
| 5 | 511 | 0 | 0 |
| 5 | 601 | 0 | 0 |
| 5 | 705 | 0 | 0 |
| 6 | 201 | 0 | 0 |
| 6 | 204 | 0 | 0 |
| 6 | 213 | 0 | 0 |
| 6 | 301 | 0 | 0 |
| 6 | 302 | 0 | 0 |
| 6 | 303 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|   |     |   |
|---|-----|---|
| 6 | 305 | 0 |
| 6 | 308 | 0 |
| 6 | 313 | 0 |
| 6 | 404 | 0 |
| 6 | 504 | 0 |
| 6 | 505 | 0 |
| 6 | 510 | 0 |
| 6 | 514 | 0 |
| 6 | 603 | 0 |
| 6 | 604 | 0 |
| 6 | 607 | 0 |
| 6 | 706 | 0 |
| 7 | 201 | 0 |
| 7 | 203 | 0 |
| 7 | 204 | 0 |
| 7 | 205 | 0 |
| 7 | 206 | 0 |
| 7 | 207 | 0 |
| 7 | 210 | 0 |
| 7 | 211 | 0 |
| 7 | 212 | 0 |
| 7 | 214 | 0 |
| 7 | 301 | 0 |
| 7 | 303 | 0 |
| 7 | 304 | 0 |
| 7 | 305 | 0 |
| 7 | 306 | 0 |
| 7 | 307 | 0 |
| 7 | 308 | 0 |
| 7 | 311 | 0 |
| 7 | 312 | 0 |
| 7 | 313 | 0 |
| 7 | 402 | 0 |
| 7 | 403 | 0 |
| 7 | 407 | 0 |
| 7 | 408 | 0 |
| 7 | 409 | 0 |
| 7 | 411 | 0 |
| 7 | 413 | 0 |
| 7 | 501 | 0 |
| 7 | 502 | 0 |
| 7 | 503 | 0 |
| 7 | 504 | 0 |
| 7 | 505 | 0 |
| 7 | 507 | 0 |
| 7 | 509 | 0 |
| 7 | 510 | 0 |
| 7 | 514 | 0 |
| 7 | 515 | 0 |
| 7 | 601 | 0 |
| 7 | 602 | 0 |
| 7 | 603 | 0 |

|   |     |   |
|---|-----|---|
| 6 | 204 | 0 |
| 6 | 213 | 0 |
| 6 | 301 | 0 |
| 6 | 302 | 0 |
| 6 | 303 | 0 |
| 6 | 305 | 0 |
| 6 | 308 | 0 |
| 6 | 313 | 0 |
| 6 | 404 | 0 |
| 6 | 504 | 0 |
| 6 | 505 | 0 |
| 6 | 510 | 0 |
| 6 | 514 | 0 |
| 6 | 603 | 0 |
| 6 | 604 | 0 |
| 6 | 607 | 0 |
| 6 | 706 | 0 |
| 6 | 603 | 0 |
| 6 | 604 | 0 |
| 6 | 607 | 0 |
| 6 | 706 | 0 |
| 7 | 201 | 0 |
| 7 | 203 | 0 |
| 7 | 204 | 0 |
| 7 | 205 | 0 |
| 7 | 206 | 0 |
| 7 | 207 | 0 |
| 7 | 210 | 0 |
| 7 | 211 | 0 |
| 7 | 212 | 0 |
| 7 | 214 | 0 |
| 7 | 301 | 0 |
| 7 | 303 | 0 |
| 7 | 304 | 0 |
| 7 | 305 | 0 |
| 7 | 306 | 0 |
| 7 | 307 | 0 |
| 7 | 308 | 0 |
| 7 | 311 | 0 |
| 7 | 312 | 0 |
| 7 | 313 | 0 |
| 7 | 402 | 0 |
| 7 | 403 | 0 |
| 7 | 407 | 0 |
| 7 | 408 | 0 |
| 7 | 409 | 0 |
| 7 | 411 | 0 |
| 7 | 413 | 0 |
| 7 | 501 | 0 |
| 7 | 502 | 0 |
| 7 | 503 | 0 |
| 7 | 504 | 0 |
| 7 | 505 | 0 |
| 7 | 507 | 0 |
| 7 | 509 | 0 |
| 7 | 510 | 0 |
| 7 | 514 | 0 |
| 7 | 515 | 0 |
| 7 | 601 | 0 |
| 7 | 602 | 0 |
| 7 | 603 | 0 |

|   |     |   |
|---|-----|---|
| 6 | 302 | 0 |
| 6 | 303 | 0 |
| 6 | 305 | 0 |
| 6 | 308 | 0 |
| 6 | 313 | 0 |
| 6 | 404 | 0 |
| 6 | 504 | 0 |
| 6 | 505 | 0 |
| 6 | 510 | 0 |
| 6 | 514 | 0 |
| 6 | 603 | 0 |
| 6 | 604 | 0 |
| 6 | 607 | 0 |
| 6 | 706 | 0 |
| 7 | 201 | 0 |
| 7 | 203 | 0 |
| 7 | 204 | 0 |
| 7 | 205 | 0 |
| 7 | 206 | 0 |
| 7 | 207 | 0 |
| 7 | 210 | 0 |
| 7 | 211 | 0 |
| 7 | 212 | 0 |
| 7 | 214 | 0 |
| 7 | 301 | 0 |
| 7 | 303 | 0 |
| 7 | 304 | 0 |
| 7 | 305 | 0 |
| 7 | 306 | 0 |
| 7 | 307 | 0 |
| 7 | 308 | 0 |
| 7 | 311 | 0 |
| 7 | 312 | 0 |
| 7 | 313 | 0 |
| 7 | 402 | 0 |
| 7 | 403 | 0 |
| 7 | 407 | 0 |
| 7 | 408 | 0 |
| 7 | 409 | 0 |
| 7 | 411 | 0 |
| 7 | 413 | 0 |
| 7 | 501 | 0 |
| 7 | 502 | 0 |
| 7 | 503 | 0 |
| 7 | 504 | 0 |
| 7 | 505 | 0 |
| 7 | 507 | 0 |
| 7 | 509 | 0 |
| 7 | 510 | 0 |
| 7 | 514 | 0 |
| 7 | 515 | 0 |
| 7 | 601 | 0 |

|   |     |   |   |
|---|-----|---|---|
| 6 | 305 | 0 | 0 |
| 6 | 308 | 0 | 0 |
| 6 | 313 | 0 | 0 |
| 6 | 404 | 0 | 0 |
| 6 | 504 | 0 | 0 |
| 6 | 505 | 0 | 0 |
| 6 | 510 | 0 | 0 |
| 6 | 514 | 0 | 0 |
| 6 | 603 | 0 | 0 |
| 6 | 604 | 0 | 0 |
| 6 | 607 | 0 | 0 |
| 6 | 706 | 0 | 0 |
| 7 | 201 | 0 | 0 |
| 7 | 203 | 0 | 0 |
| 7 | 204 | 0 | 0 |
| 7 | 205 | 0 | 0 |
| 7 | 206 | 0 | 0 |
| 7 | 207 | 0 | 0 |
| 7 | 210 | 0 | 0 |
| 7 | 211 | 0 | 0 |
| 7 | 212 | 0 | 0 |
| 7 | 214 | 0 | 0 |
| 7 | 301 | 0 | 0 |
| 7 | 303 | 0 | 0 |
| 7 | 304 | 0 | 0 |
| 7 | 305 | 0 | 0 |
| 7 | 306 | 0 | 0 |
| 7 | 307 | 0 | 0 |
| 7 | 308 | 0 | 0 |
| 7 | 311 | 0 | 0 |
| 7 | 312 | 0 | 0 |
| 7 | 313 | 0 | 0 |
| 7 | 402 | 0 | 0 |
| 7 | 403 | 0 | 0 |
| 7 | 407 | 0 | 0 |
| 7 | 408 | 0 | 0 |
| 7 | 409 | 0 | 0 |
| 7 | 411 | 0 | 0 |
| 7 | 413 | 0 | 0 |
| 7 | 501 | 0 | 0 |
| 7 | 502 | 0 | 0 |
| 7 | 503 | 0 | 0 |
| 7 | 504 | 0 | 0 |
| 7 | 505 | 0 | 0 |
| 7 | 507 | 0 | 0 |
| 7 | 509 | 0 | 0 |
| 7 | 510 | 0 | 0 |
| 7 | 514 | 0 | 0 |
| 7 | 515 | 0 | 0 |
| 7 | 601 | 0 | 0 |
| 7 | 602 | 0 | 0 |
| 7 | 603 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|    |     |   |
|----|-----|---|
| 7  | 604 | 0 |
| 7  | 605 | 0 |
| 7  | 606 | 0 |
| 7  | 607 | 0 |
| 7  | 705 | 0 |
| 7  | 706 | 0 |
| 8  | 212 | 0 |
| 8  | 503 | 0 |
| 8  | 505 | 0 |
| 8  | 506 | 0 |
| 8  | 601 | 0 |
| 8  | 603 | 0 |
| 8  | 606 | 0 |
| 8  | 706 | 0 |
| 9  | 101 | 0 |
| 9  | 105 | 0 |
| 9  | 106 | 0 |
| 9  | 107 | 0 |
| 9  | 201 | 0 |
| 9  | 203 | 0 |
| 9  | 208 | 0 |
| 9  | 212 | 0 |
| 9  | 213 | 0 |
| 9  | 301 | 0 |
| 9  | 305 | 0 |
| 9  | 313 | 0 |
| 9  | 406 | 0 |
| 9  | 407 | 0 |
| 9  | 408 | 0 |
| 9  | 411 | 0 |
| 9  | 501 | 0 |
| 9  | 502 | 0 |
| 9  | 503 | 0 |
| 9  | 505 | 0 |
| 9  | 506 | 0 |
| 9  | 511 | 0 |
| 9  | 512 | 0 |
| 9  | 513 | 0 |
| 9  | 514 | 0 |
| 9  | 515 | 0 |
| 9  | 601 | 0 |
| 9  | 602 | 0 |
| 9  | 603 | 0 |
| 9  | 604 | 0 |
| 9  | 605 | 0 |
| 9  | 606 | 0 |
| 9  | 705 | 0 |
| 9  | 706 | 0 |
| 10 | 101 | 0 |
| 10 | 105 | 0 |
| 10 | 201 | 0 |
| 10 | 203 | 0 |

|    |     |   |
|----|-----|---|
| 7  | 514 | 0 |
| 7  | 515 | 0 |
| 7  | 601 | 0 |
| 7  | 602 | 0 |
| 7  | 603 | 0 |
| 7  | 604 | 0 |
| 7  | 605 | 0 |
| 7  | 606 | 0 |
| 7  | 607 | 0 |
| 7  | 705 | 0 |
| 7  | 706 | 0 |
| 8  | 212 | 0 |
| 8  | 503 | 0 |
| 8  | 505 | 0 |
| 8  | 506 | 0 |
| 8  | 601 | 0 |
| 8  | 603 | 0 |
| 8  | 606 | 0 |
| 8  | 706 | 0 |
| 8  | 101 | 0 |
| 8  | 105 | 0 |
| 8  | 106 | 0 |
| 8  | 107 | 0 |
| 8  | 201 | 0 |
| 8  | 203 | 0 |
| 8  | 208 | 0 |
| 8  | 212 | 0 |
| 8  | 213 | 0 |
| 8  | 301 | 0 |
| 8  | 305 | 0 |
| 8  | 313 | 0 |
| 8  | 406 | 0 |
| 8  | 407 | 0 |
| 8  | 408 | 0 |
| 8  | 411 | 0 |
| 8  | 501 | 0 |
| 8  | 502 | 0 |
| 8  | 503 | 0 |
| 8  | 505 | 0 |
| 8  | 506 | 0 |
| 8  | 511 | 0 |
| 8  | 512 | 0 |
| 8  | 513 | 0 |
| 8  | 514 | 0 |
| 8  | 515 | 0 |
| 8  | 601 | 0 |
| 8  | 602 | 0 |
| 8  | 603 | 0 |
| 8  | 604 | 0 |
| 8  | 605 | 0 |
| 8  | 606 | 0 |
| 8  | 705 | 0 |
| 8  | 706 | 0 |
| 9  | 101 | 0 |
| 9  | 105 | 0 |
| 9  | 201 | 0 |
| 9  | 203 | 0 |
| 9  | 208 | 0 |
| 9  | 212 | 0 |
| 9  | 213 | 0 |
| 9  | 301 | 0 |
| 9  | 305 | 0 |
| 9  | 313 | 0 |
| 9  | 406 | 0 |
| 9  | 407 | 0 |
| 9  | 408 | 0 |
| 9  | 411 | 0 |
| 9  | 501 | 0 |
| 9  | 502 | 0 |
| 9  | 503 | 0 |
| 9  | 505 | 0 |
| 9  | 506 | 0 |
| 9  | 511 | 0 |
| 9  | 512 | 0 |
| 9  | 513 | 0 |
| 9  | 514 | 0 |
| 9  | 515 | 0 |
| 9  | 601 | 0 |
| 9  | 602 | 0 |
| 9  | 603 | 0 |
| 9  | 604 | 0 |
| 9  | 605 | 0 |
| 9  | 606 | 0 |
| 9  | 705 | 0 |
| 9  | 706 | 0 |
| 10 | 101 | 0 |
| 10 | 105 | 0 |
| 10 | 201 | 0 |
| 10 | 203 | 0 |

|    |     |   |
|----|-----|---|
| 7  | 602 | 0 |
| 7  | 603 | 0 |
| 7  | 604 | 0 |
| 7  | 605 | 0 |
| 7  | 606 | 0 |
| 7  | 607 | 0 |
| 7  | 705 | 0 |
| 7  | 706 | 0 |
| 8  | 212 | 0 |
| 8  | 503 | 0 |
| 8  | 505 | 0 |
| 8  | 506 | 0 |
| 8  | 601 | 0 |
| 8  | 603 | 0 |
| 8  | 606 | 0 |
| 8  | 706 | 0 |
| 8  | 101 | 0 |
| 8  | 105 | 0 |
| 8  | 106 | 0 |
| 8  | 107 | 0 |
| 8  | 201 | 0 |
| 8  | 203 | 0 |
| 8  | 208 | 0 |
| 8  | 212 | 0 |
| 8  | 213 | 0 |
| 8  | 301 | 0 |
| 8  | 305 | 0 |
| 8  | 313 | 0 |
| 8  | 406 | 0 |
| 8  | 407 | 0 |
| 8  | 408 | 0 |
| 8  | 411 | 0 |
| 8  | 501 | 0 |
| 8  | 502 | 0 |
| 8  | 503 | 0 |
| 8  | 505 | 0 |
| 8  | 506 | 0 |
| 8  | 511 | 0 |
| 8  | 512 | 0 |
| 8  | 513 | 0 |
| 8  | 514 | 0 |
| 8  | 515 | 0 |
| 8  | 601 | 0 |
| 8  | 602 | 0 |
| 8  | 603 | 0 |
| 8  | 604 | 0 |
| 8  | 605 | 0 |
| 8  | 606 | 0 |
| 8  | 705 | 0 |
| 8  | 706 | 0 |
| 9  | 101 | 0 |
| 9  | 105 | 0 |
| 9  | 201 | 0 |
| 9  | 203 | 0 |
| 9  | 208 | 0 |
| 9  | 212 | 0 |
| 9  | 213 | 0 |
| 9  | 301 | 0 |
| 9  | 305 | 0 |
| 9  | 313 | 0 |
| 9  | 406 | 0 |
| 9  | 407 | 0 |
| 9  | 408 | 0 |
| 9  | 411 | 0 |
| 9  | 501 | 0 |
| 9  | 502 | 0 |
| 9  | 503 | 0 |
| 9  | 505 | 0 |
| 9  | 506 | 0 |
| 9  | 511 | 0 |
| 9  | 512 | 0 |
| 9  | 513 | 0 |
| 9  | 514 | 0 |
| 9  | 515 | 0 |
| 9  | 601 | 0 |
| 9  | 602 | 0 |
| 9  | 603 | 0 |
| 9  | 604 | 0 |
| 9  | 605 | 0 |
| 9  | 606 | 0 |
| 9  | 705 | 0 |
| 9  | 706 | 0 |
| 10 | 101 | 0 |
| 10 | 105 | 0 |

|    |     |   |   |
|----|-----|---|---|
| 7  | 604 | 0 | 0 |
| 7  | 605 | 0 | 0 |
| 7  | 606 | 0 | 0 |
| 7  | 607 | 0 | 0 |
| 7  | 705 | 0 | 0 |
| 7  | 706 | 0 | 0 |
| 8  | 212 | 0 | 0 |
| 8  | 503 | 0 | 0 |
| 8  | 505 | 0 | 0 |
| 8  | 506 | 0 | 0 |
| 8  | 601 | 0 | 0 |
| 8  | 603 | 0 | 0 |
| 8  | 606 | 0 | 0 |
| 8  | 706 | 0 | 0 |
| 9  | 101 | 0 | 0 |
| 9  | 105 | 0 | 0 |
| 9  | 106 | 0 | 0 |
| 9  | 107 | 0 | 0 |
| 9  | 201 | 0 | 0 |
| 9  | 203 | 0 | 0 |
| 9  | 208 | 0 | 0 |
| 9  | 212 | 0 | 0 |
| 9  | 213 | 0 | 0 |
| 9  | 301 | 0 | 0 |
| 9  | 305 | 0 | 0 |
| 9  | 313 | 0 | 0 |
| 9  | 406 | 0 | 0 |
| 9  | 407 | 0 | 0 |
| 9  | 408 | 0 | 0 |
| 9  | 411 | 0 | 0 |
| 9  | 501 | 0 | 0 |
| 9  | 502 | 0 | 0 |
| 9  | 503 | 0 | 0 |
| 9  | 505 | 0 | 0 |
| 9  | 506 | 0 | 0 |
| 9  | 511 | 0 | 0 |
| 9  | 512 | 0 | 0 |
| 9  | 513 | 0 | 0 |
| 9  | 514 | 0 | 0 |
| 9  | 515 | 0 | 0 |
| 9  | 601 | 0 | 0 |
| 9  | 602 | 0 | 0 |
| 9  | 603 | 0 | 0 |
| 9  | 604 | 0 | 0 |
| 9  | 605 | 0 | 0 |
| 9  | 606 | 0 | 0 |
| 9  | 705 | 0 | 0 |
| 9  | 706 | 0 | 0 |
| 10 | 101 | 0 | 0 |
| 10 | 105 | 0 | 0 |
| 10 | 201 | 0 | 0 |
| 10 | 203 | 0 | 0 |



North I-25  
RSA to RSA Trip Comparison

|    |     |  |  |   |
|----|-----|--|--|---|
| 10 | 206 |  |  | 0 |
| 10 | 208 |  |  | 0 |
| 10 | 210 |  |  | 0 |
| 10 | 211 |  |  | 0 |
| 10 | 214 |  |  | 0 |
| 10 | 301 |  |  | 0 |
| 10 | 302 |  |  | 0 |
| 10 | 305 |  |  | 0 |
| 10 | 312 |  |  | 0 |
| 10 | 313 |  |  | 0 |
| 10 | 401 |  |  | 0 |
| 10 | 403 |  |  | 0 |
| 10 | 406 |  |  | 0 |
| 10 | 409 |  |  | 0 |
| 10 | 501 |  |  | 0 |
| 10 | 505 |  |  | 0 |
| 10 | 506 |  |  | 0 |
| 10 | 507 |  |  | 0 |
| 10 | 509 |  |  | 0 |
| 10 | 510 |  |  | 0 |
| 10 | 514 |  |  | 0 |
| 10 | 515 |  |  | 0 |
| 10 | 601 |  |  | 0 |
| 10 | 602 |  |  | 0 |
| 10 | 603 |  |  | 0 |
| 10 | 604 |  |  | 0 |
| 10 | 605 |  |  | 0 |
| 10 | 606 |  |  | 0 |
| 10 | 607 |  |  | 0 |
| 10 | 705 |  |  | 0 |
| 10 | 706 |  |  | 0 |
| 11 | 106 |  |  | 0 |
| 11 | 201 |  |  | 0 |
| 11 | 505 |  |  | 0 |
| 11 | 601 |  |  | 0 |
| 12 | 102 |  |  | 0 |
| 12 | 106 |  |  | 0 |
| 12 | 107 |  |  | 0 |
| 12 | 201 |  |  | 0 |
| 12 | 203 |  |  | 0 |
| 12 | 204 |  |  | 0 |
| 12 | 206 |  |  | 0 |
| 12 | 207 |  |  | 0 |
| 12 | 212 |  |  | 0 |
| 12 | 213 |  |  | 0 |
| 12 | 214 |  |  | 0 |
| 12 | 301 |  |  | 0 |
| 12 | 302 |  |  | 0 |
| 12 | 305 |  |  | 0 |
| 12 | 309 |  |  | 0 |
| 12 | 312 |  |  | 0 |
| 12 | 313 |  |  | 0 |

|    |     |  |  |   |
|----|-----|--|--|---|
| 9  | 706 |  |  | 0 |
| 10 | 101 |  |  | 0 |
| 10 | 105 |  |  | 0 |
| 10 | 201 |  |  | 0 |
| 10 | 203 |  |  | 0 |
| 10 | 206 |  |  | 0 |
| 10 | 208 |  |  | 0 |
| 10 | 210 |  |  | 0 |
| 10 | 211 |  |  | 0 |
| 10 | 214 |  |  | 0 |
| 10 | 301 |  |  | 0 |
| 10 | 302 |  |  | 0 |
| 10 | 305 |  |  | 0 |
| 10 | 312 |  |  | 0 |
| 10 | 313 |  |  | 0 |
| 10 | 401 |  |  | 0 |
| 10 | 403 |  |  | 0 |
| 10 | 406 |  |  | 0 |
| 10 | 409 |  |  | 0 |
| 10 | 501 |  |  | 0 |
| 10 | 505 |  |  | 0 |
| 10 | 506 |  |  | 0 |
| 10 | 507 |  |  | 0 |
| 10 | 509 |  |  | 0 |
| 10 | 510 |  |  | 0 |
| 10 | 514 |  |  | 0 |
| 10 | 515 |  |  | 0 |
| 10 | 601 |  |  | 0 |
| 10 | 602 |  |  | 0 |
| 10 | 603 |  |  | 0 |
| 10 | 604 |  |  | 0 |
| 10 | 605 |  |  | 0 |
| 10 | 606 |  |  | 0 |
| 10 | 607 |  |  | 0 |
| 10 | 603 |  |  | 0 |
| 10 | 604 |  |  | 0 |
| 10 | 605 |  |  | 0 |
| 10 | 601 |  |  | 0 |
| 10 | 602 |  |  | 0 |
| 10 | 603 |  |  | 0 |
| 10 | 604 |  |  | 0 |
| 10 | 605 |  |  | 0 |
| 10 | 606 |  |  | 0 |
| 10 | 607 |  |  | 0 |
| 10 | 705 |  |  | 0 |
| 10 | 706 |  |  | 0 |
| 11 | 106 |  |  | 0 |
| 11 | 201 |  |  | 0 |
| 11 | 505 |  |  | 0 |
| 11 | 601 |  |  | 0 |
| 12 | 102 |  |  | 0 |
| 12 | 106 |  |  | 0 |
| 12 | 107 |  |  | 0 |
| 12 | 201 |  |  | 0 |
| 12 | 203 |  |  | 0 |
| 12 | 204 |  |  | 0 |
| 12 | 206 |  |  | 0 |
| 12 | 207 |  |  | 0 |
| 12 | 212 |  |  | 0 |
| 12 | 213 |  |  | 0 |
| 12 | 214 |  |  | 0 |
| 12 | 301 |  |  | 0 |
| 12 | 302 |  |  | 0 |
| 12 | 305 |  |  | 0 |
| 12 | 309 |  |  | 0 |
| 12 | 312 |  |  | 0 |
| 12 | 313 |  |  | 0 |

|    |     |  |  |   |
|----|-----|--|--|---|
| 10 | 201 |  |  | 0 |
| 10 | 203 |  |  | 0 |
| 10 | 206 |  |  | 0 |
| 10 | 208 |  |  | 0 |
| 10 | 210 |  |  | 0 |
| 10 | 211 |  |  | 0 |
| 10 | 214 |  |  | 0 |
| 10 | 301 |  |  | 0 |
| 10 | 302 |  |  | 0 |
| 10 | 305 |  |  | 0 |
| 10 | 312 |  |  | 0 |
| 10 | 313 |  |  | 0 |
| 10 | 401 |  |  | 0 |
| 10 | 403 |  |  | 0 |
| 10 | 406 |  |  | 0 |
| 10 | 409 |  |  | 0 |
| 10 | 501 |  |  | 0 |
| 10 | 505 |  |  | 0 |
| 10 | 506 |  |  | 0 |
| 10 | 507 |  |  | 0 |
| 10 | 509 |  |  | 0 |
| 10 | 510 |  |  | 0 |
| 10 | 514 |  |  | 0 |
| 10 | 515 |  |  | 0 |
| 10 | 601 |  |  | 0 |
| 10 | 602 |  |  | 0 |
| 10 | 603 |  |  | 0 |
| 10 | 604 |  |  | 0 |
| 10 | 605 |  |  | 0 |
| 10 | 606 |  |  | 0 |
| 10 | 607 |  |  | 0 |
| 10 | 705 |  |  | 0 |
| 10 | 706 |  |  | 0 |
| 11 | 106 |  |  | 0 |
| 11 | 201 |  |  | 0 |
| 11 | 505 |  |  | 0 |
| 11 | 601 |  |  | 0 |
| 12 | 102 |  |  | 0 |
| 12 | 106 |  |  | 0 |
| 12 | 107 |  |  | 0 |
| 12 | 201 |  |  | 0 |
| 12 | 203 |  |  | 0 |
| 12 | 204 |  |  | 0 |
| 12 | 206 |  |  | 0 |
| 12 | 207 |  |  | 0 |
| 12 | 212 |  |  | 0 |
| 12 | 213 |  |  | 0 |
| 12 | 214 |  |  | 0 |
| 12 | 301 |  |  | 0 |
| 12 | 302 |  |  | 0 |
| 12 | 305 |  |  | 0 |
| 12 | 309 |  |  | 0 |

|    |     |   |   |
|----|-----|---|---|
| 10 | 206 | 0 | 0 |
| 10 | 208 | 0 | 0 |
| 10 | 210 | 0 | 0 |
| 10 | 211 | 0 | 0 |
| 10 | 214 | 0 | 0 |
| 10 | 301 | 0 | 0 |
| 10 | 302 | 0 | 0 |
| 10 | 305 | 0 | 0 |
| 10 | 312 | 0 | 0 |
| 10 | 313 | 0 | 0 |
| 10 | 401 | 0 | 0 |
| 10 | 403 | 0 | 0 |
| 10 | 406 | 0 | 0 |
| 10 | 409 | 0 | 0 |
| 10 | 501 | 0 | 0 |
| 10 | 505 | 0 | 0 |
| 10 | 506 | 0 | 0 |
| 10 | 507 | 0 | 0 |
| 10 | 509 | 0 | 0 |
| 10 | 510 | 0 | 0 |
| 10 | 514 | 0 | 0 |
| 10 | 515 | 0 | 0 |
| 10 | 601 | 0 | 0 |
| 10 | 602 | 0 | 0 |
| 10 | 603 | 0 | 0 |
| 10 | 604 | 0 | 0 |
| 10 | 605 | 0 | 0 |
| 10 | 606 | 0 | 0 |
| 10 | 607 | 0 | 0 |
| 10 | 705 | 0 | 0 |
| 10 | 706 | 0 | 0 |
| 11 | 106 | 0 | 0 |
| 11 | 201 | 0 | 0 |
| 11 | 505 | 0 | 0 |
| 11 | 601 | 0 | 0 |
| 12 | 102 | 0 | 0 |
| 12 | 106 | 0 | 0 |
| 12 | 107 | 0 | 0 |
| 12 | 201 | 0 | 0 |
| 12 | 203 | 0 | 0 |
| 12 | 204 | 0 | 0 |
| 12 | 206 | 0 | 0 |
| 12 | 207 | 0 | 0 |
| 12 | 212 | 0 | 0 |
| 12 | 213 | 0 | 0 |
| 12 | 214 | 0 | 0 |
| 12 | 301 | 0 | 0 |
| 12 | 302 | 0 | 0 |
| 12 | 305 | 0 | 0 |
| 12 | 309 | 0 | 0 |
| 12 | 312 | 0 | 0 |
| 12 | 313 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|    |     |   |
|----|-----|---|
| 12 | 408 | 0 |
| 12 | 411 | 0 |
| 12 | 501 | 0 |
| 12 | 503 | 0 |
| 12 | 504 | 0 |
| 12 | 505 | 0 |
| 12 | 506 | 0 |
| 12 | 507 | 0 |
| 12 | 509 | 0 |
| 12 | 510 | 0 |
| 12 | 513 | 0 |
| 12 | 514 | 0 |
| 12 | 515 | 0 |
| 12 | 601 | 0 |
| 12 | 602 | 0 |
| 12 | 604 | 0 |
| 12 | 605 | 0 |
| 12 | 704 | 0 |
| 12 | 705 | 0 |
| 12 | 706 | 0 |
| 13 | 101 | 0 |
| 13 | 106 | 0 |
| 13 | 201 | 0 |
| 13 | 204 | 0 |
| 13 | 207 | 0 |
| 13 | 210 | 0 |
| 13 | 212 | 0 |
| 13 | 213 | 0 |
| 13 | 214 | 0 |
| 13 | 301 | 0 |
| 13 | 302 | 0 |
| 13 | 305 | 0 |
| 13 | 313 | 0 |
| 13 | 401 | 0 |
| 13 | 403 | 0 |
| 13 | 407 | 0 |
| 13 | 408 | 0 |
| 13 | 501 | 0 |
| 13 | 503 | 0 |
| 13 | 504 | 0 |
| 13 | 505 | 0 |
| 13 | 506 | 0 |
| 13 | 507 | 0 |
| 13 | 509 | 0 |
| 13 | 510 | 0 |
| 13 | 511 | 0 |
| 13 | 512 | 0 |
| 13 | 513 | 0 |
| 13 | 514 | 0 |
| 13 | 515 | 0 |
| 13 | 602 | 0 |
| 13 | 603 | 0 |

|    |     |   |
|----|-----|---|
| 12 | 302 | 0 |
| 12 | 305 | 0 |
| 12 | 309 | 0 |
| 12 | 312 | 0 |
| 12 | 313 | 0 |
| 12 | 408 | 0 |
| 12 | 411 | 0 |
| 12 | 501 | 0 |
| 12 | 503 | 0 |
| 12 | 504 | 0 |
| 12 | 505 | 0 |
| 12 | 506 | 0 |
| 12 | 507 | 0 |
| 12 | 509 | 0 |
| 12 | 510 | 0 |
| 12 | 513 | 0 |
| 12 | 514 | 0 |
| 12 | 515 | 0 |
| 12 | 601 | 0 |
| 12 | 602 | 0 |
| 12 | 604 | 0 |
| 12 | 605 | 0 |
| 12 | 704 | 0 |
| 12 | 705 | 0 |
| 12 | 706 | 0 |
| 13 | 101 | 0 |
| 13 | 106 | 0 |
| 13 | 201 | 0 |
| 13 | 204 | 0 |
| 13 | 207 | 0 |
| 13 | 210 | 0 |
| 13 | 212 | 0 |
| 13 | 213 | 0 |
| 13 | 214 | 0 |
| 13 | 301 | 0 |
| 13 | 302 | 0 |
| 13 | 305 | 0 |
| 13 | 313 | 0 |
| 13 | 401 | 0 |
| 13 | 403 | 0 |
| 13 | 407 | 0 |
| 13 | 408 | 0 |
| 13 | 501 | 0 |
| 13 | 503 | 0 |
| 13 | 504 | 0 |
| 13 | 505 | 0 |
| 13 | 506 | 0 |
| 13 | 507 | 0 |
| 13 | 509 | 0 |
| 13 | 510 | 0 |
| 13 | 511 | 0 |
| 13 | 512 | 0 |
| 13 | 513 | 0 |
| 13 | 514 | 0 |
| 13 | 515 | 0 |
| 13 | 602 | 0 |
| 13 | 603 | 0 |

|    |     |   |
|----|-----|---|
| 12 | 312 | 0 |
| 12 | 313 | 0 |
| 12 | 408 | 0 |
| 12 | 411 | 0 |
| 12 | 501 | 0 |
| 12 | 503 | 0 |
| 12 | 504 | 0 |
| 12 | 505 | 0 |
| 12 | 506 | 0 |
| 12 | 507 | 0 |
| 12 | 509 | 0 |
| 12 | 510 | 0 |
| 12 | 513 | 0 |
| 12 | 514 | 0 |
| 12 | 515 | 0 |
| 12 | 601 | 0 |
| 12 | 602 | 0 |
| 12 | 604 | 0 |
| 12 | 605 | 0 |
| 12 | 704 | 0 |
| 12 | 705 | 0 |
| 12 | 706 | 0 |
| 13 | 101 | 0 |
| 13 | 106 | 0 |
| 13 | 201 | 0 |
| 13 | 204 | 0 |
| 13 | 207 | 0 |
| 13 | 210 | 0 |
| 13 | 212 | 0 |
| 13 | 213 | 0 |
| 13 | 214 | 0 |
| 13 | 301 | 0 |
| 13 | 302 | 0 |
| 13 | 305 | 0 |
| 13 | 313 | 0 |
| 13 | 401 | 0 |
| 13 | 403 | 0 |
| 13 | 407 | 0 |
| 13 | 408 | 0 |
| 13 | 501 | 0 |
| 13 | 503 | 0 |
| 13 | 504 | 0 |
| 13 | 505 | 0 |
| 13 | 506 | 0 |
| 13 | 507 | 0 |
| 13 | 509 | 0 |
| 13 | 510 | 0 |
| 13 | 511 | 0 |
| 13 | 512 | 0 |
| 13 | 513 | 0 |
| 13 | 514 | 0 |
| 13 | 515 | 0 |

|    |     |   |   |
|----|-----|---|---|
| 12 | 408 | 0 | 0 |
| 12 | 411 | 0 | 0 |
| 12 | 501 | 0 | 0 |
| 12 | 503 | 0 | 0 |
| 12 | 504 | 0 | 0 |
| 12 | 505 | 0 | 0 |
| 12 | 506 | 0 | 0 |
| 12 | 507 | 0 | 0 |
| 12 | 509 | 0 | 0 |
| 12 | 510 | 0 | 0 |
| 12 | 513 | 0 | 0 |
| 12 | 514 | 0 | 0 |
| 12 | 515 | 0 | 0 |
| 12 | 601 | 0 | 0 |
| 12 | 602 | 0 | 0 |
| 12 | 604 | 0 | 0 |
| 12 | 605 | 0 | 0 |
| 12 | 704 | 0 | 0 |
| 12 | 705 | 0 | 0 |
| 12 | 706 | 0 | 0 |
| 13 | 101 | 0 | 0 |
| 13 | 106 | 0 | 0 |
| 13 | 201 | 0 | 0 |
| 13 | 204 | 0 | 0 |
| 13 | 207 | 0 | 0 |
| 13 | 210 | 0 | 0 |
| 13 | 212 | 0 | 0 |
| 13 | 213 | 0 | 0 |
| 13 | 214 | 0 | 0 |
| 13 | 301 | 0 | 0 |
| 13 | 302 | 0 | 0 |
| 13 | 305 | 0 | 0 |
| 13 | 313 | 0 | 0 |
| 13 | 401 | 0 | 0 |
| 13 | 403 | 0 | 0 |
| 13 | 407 | 0 | 0 |
| 13 | 408 | 0 | 0 |
| 13 | 501 | 0 | 0 |
| 13 | 503 | 0 | 0 |
| 13 | 504 | 0 | 0 |
| 13 | 505 | 0 | 0 |
| 13 | 506 | 0 | 0 |
| 13 | 507 | 0 | 0 |
| 13 | 509 | 0 | 0 |
| 13 | 510 | 0 | 0 |
| 13 | 511 | 0 | 0 |
| 13 | 512 | 0 | 0 |
| 13 | 513 | 0 | 0 |
| 13 | 514 | 0 | 0 |
| 13 | 515 | 0 | 0 |
| 13 | 602 | 0 | 0 |
| 13 | 603 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |   |
|-----|-----|---|
| 13  | 604 | 0 |
| 13  | 605 | 0 |
| 13  | 606 | 0 |
| 13  | 607 | 0 |
| 13  | 704 | 0 |
| 13  | 705 | 0 |
| 13  | 706 | 0 |
| 101 | 1   | 0 |
| 101 | 2   | 0 |
| 101 | 7   | 0 |
| 101 | 9   | 0 |
| 101 | 10  | 0 |
| 101 | 12  | 0 |
| 101 | 13  | 0 |
| 101 | 14  | 0 |
| 102 | 9   | 0 |
| 103 | 12  | 0 |
| 104 | 2   | 0 |
| 105 | 1   | 0 |
| 105 | 2   | 0 |
| 105 | 12  | 0 |
| 106 | 1   | 0 |
| 106 | 2   | 0 |
| 106 | 3   | 0 |
| 106 | 7   | 0 |
| 106 | 9   | 0 |
| 106 | 10  | 0 |
| 106 | 12  | 0 |
| 106 | 13  | 0 |
| 106 | 14  | 0 |
| 107 | 7   | 0 |
| 107 | 9   | 0 |
| 107 | 13  | 0 |
| 107 | 14  | 0 |
| 108 | 2   | 0 |
| 108 | 7   | 0 |
| 108 | 9   | 0 |
| 108 | 12  | 0 |
| 108 | 13  | 0 |
| 108 | 14  | 0 |
| 201 | 1   | 0 |
| 201 | 2   | 0 |
| 201 | 3   | 0 |
| 201 | 4   | 0 |
| 201 | 5   | 0 |
| 201 | 6   | 0 |
| 201 | 7   | 0 |
| 201 | 8   | 0 |
| 201 | 9   | 0 |
| 201 | 10  | 0 |
| 201 | 11  | 0 |
| 201 | 12  | 0 |

|     |     |   |
|-----|-----|---|
| 13  | 513 | 0 |
| 13  | 514 | 0 |
| 13  | 515 | 0 |
| 13  | 602 | 0 |
| 13  | 603 | 0 |
| 13  | 604 | 0 |
| 13  | 605 | 0 |
| 13  | 606 | 0 |
| 13  | 607 | 0 |
| 13  | 704 | 0 |
| 13  | 705 | 0 |
| 13  | 706 | 0 |
| 101 | 1   | 0 |
| 101 | 2   | 0 |
| 101 | 7   | 0 |
| 101 | 9   | 0 |
| 101 | 10  | 0 |
| 101 | 12  | 0 |
| 101 | 13  | 0 |
| 101 | 14  | 0 |
| 102 | 9   | 0 |
| 103 | 12  | 0 |
| 104 | 2   | 0 |
| 105 | 1   | 0 |
| 105 | 2   | 0 |
| 105 | 12  | 0 |
| 106 | 1   | 0 |
| 106 | 2   | 0 |
| 106 | 3   | 0 |
| 106 | 7   | 0 |
| 106 | 9   | 0 |
| 106 | 10  | 0 |
| 106 | 12  | 0 |
| 106 | 13  | 0 |
| 106 | 14  | 0 |
| 107 | 7   | 0 |
| 107 | 9   | 0 |
| 107 | 13  | 0 |
| 107 | 14  | 0 |
| 108 | 2   | 0 |
| 108 | 7   | 0 |
| 108 | 9   | 0 |
| 108 | 12  | 0 |
| 108 | 13  | 0 |
| 108 | 14  | 0 |
| 201 | 1   | 0 |
| 201 | 2   | 0 |
| 201 | 3   | 0 |
| 201 | 4   | 0 |
| 201 | 5   | 0 |
| 201 | 6   | 0 |
| 201 | 7   | 0 |

|     |     |   |
|-----|-----|---|
| 13  | 602 | 0 |
| 13  | 603 | 0 |
| 13  | 604 | 0 |
| 13  | 605 | 0 |
| 13  | 606 | 0 |
| 13  | 607 | 0 |
| 13  | 704 | 0 |
| 13  | 705 | 0 |
| 13  | 706 | 0 |
| 101 | 1   | 0 |
| 101 | 2   | 0 |
| 101 | 7   | 0 |
| 101 | 9   | 0 |
| 101 | 10  | 0 |
| 101 | 12  | 0 |
| 101 | 13  | 0 |
| 101 | 14  | 0 |
| 102 | 9   | 0 |
| 103 | 12  | 0 |
| 104 | 2   | 0 |
| 105 | 1   | 0 |
| 105 | 2   | 0 |
| 106 | 1   | 0 |
| 106 | 2   | 0 |
| 106 | 3   | 0 |
| 106 | 7   | 0 |
| 106 | 9   | 0 |
| 106 | 10  | 0 |
| 106 | 12  | 0 |
| 106 | 13  | 0 |
| 106 | 14  | 0 |
| 107 | 7   | 0 |
| 107 | 9   | 0 |
| 107 | 13  | 0 |
| 107 | 14  | 0 |
| 108 | 2   | 0 |
| 108 | 7   | 0 |
| 108 | 9   | 0 |
| 108 | 12  | 0 |
| 108 | 13  | 0 |
| 108 | 14  | 0 |
| 201 | 1   | 0 |
| 201 | 2   | 0 |
| 201 | 3   | 0 |
| 201 | 4   | 0 |
| 201 | 5   | 0 |
| 201 | 6   | 0 |
| 201 | 7   | 0 |
| 201 | 8   | 0 |
| 201 | 9   | 0 |
| 201 | 10  | 0 |

|     |     |   |   |
|-----|-----|---|---|
| 13  | 604 | 0 | 0 |
| 13  | 605 | 0 | 0 |
| 13  | 606 | 0 | 0 |
| 13  | 607 | 0 | 0 |
| 13  | 704 | 0 | 0 |
| 13  | 705 | 0 | 0 |
| 13  | 706 | 0 | 0 |
| 101 | 1   | 0 | 0 |
| 101 | 2   | 0 | 0 |
| 101 | 7   | 0 | 0 |
| 101 | 9   | 0 | 0 |
| 101 | 10  | 0 | 0 |
| 101 | 12  | 0 | 0 |
| 101 | 13  | 0 | 0 |
| 101 | 14  | 0 | 0 |
| 102 | 9   | 0 | 0 |
| 103 | 12  | 0 | 0 |
| 104 | 2   | 0 | 0 |
| 105 | 1   | 0 | 0 |
| 105 | 2   | 0 | 0 |
| 105 | 12  | 0 | 0 |
| 106 | 1   | 0 | 0 |
| 106 | 2   | 0 | 0 |
| 106 | 3   | 0 | 0 |
| 106 | 7   | 0 | 0 |
| 106 | 9   | 0 | 0 |
| 106 | 10  | 0 | 0 |
| 106 | 12  | 0 | 0 |
| 106 | 13  | 0 | 0 |
| 106 | 14  | 0 | 0 |
| 107 | 7   | 0 | 0 |
| 107 | 9   | 0 | 0 |
| 107 | 13  | 0 | 0 |
| 107 | 14  | 0 | 0 |
| 108 | 2   | 0 | 0 |
| 108 | 7   | 0 | 0 |
| 108 | 9   | 0 | 0 |
| 108 | 12  | 0 | 0 |
| 108 | 13  | 0 | 0 |
| 108 | 14  | 0 | 0 |
| 201 | 1   | 0 | 0 |
| 201 | 2   | 0 | 0 |
| 201 | 3   | 0 | 0 |
| 201 | 4   | 0 | 0 |
| 201 | 5   | 0 | 0 |
| 201 | 6   | 0 | 0 |
| 201 | 7   | 0 | 0 |
| 201 | 8   | 0 | 0 |
| 201 | 9   | 0 | 0 |
| 201 | 10  | 0 | 0 |
| 201 | 11  | 0 | 0 |
| 201 | 12  | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |    |   |
|-----|----|---|
| 201 | 13 | 0 |
| 201 | 14 | 0 |
| 202 | 1  | 0 |
| 202 | 2  | 0 |
| 202 | 7  | 0 |
| 202 | 9  | 0 |
| 203 | 1  | 0 |
| 203 | 2  | 0 |
| 203 | 3  | 0 |
| 203 | 7  | 0 |
| 203 | 9  | 0 |
| 203 | 12 | 0 |
| 203 | 13 | 0 |
| 203 | 14 | 0 |
| 204 | 1  | 0 |
| 204 | 2  | 0 |
| 204 | 3  | 0 |
| 204 | 6  | 0 |
| 204 | 8  | 0 |
| 204 | 9  | 0 |
| 204 | 10 | 0 |
| 204 | 12 | 0 |
| 204 | 14 | 0 |
| 205 | 1  | 0 |
| 205 | 2  | 0 |
| 205 | 6  | 0 |
| 205 | 7  | 0 |
| 205 | 9  | 0 |
| 205 | 10 | 0 |
| 205 | 12 | 0 |
| 205 | 14 | 0 |
| 206 | 3  | 0 |
| 206 | 5  | 0 |
| 206 | 6  | 0 |
| 206 | 7  | 0 |
| 206 | 9  | 0 |
| 206 | 10 | 0 |
| 206 | 12 | 0 |
| 206 | 13 | 0 |
| 206 | 14 | 0 |
| 207 | 1  | 0 |
| 207 | 2  | 0 |
| 207 | 7  | 0 |
| 207 | 8  | 0 |
| 207 | 10 | 0 |
| 207 | 12 | 0 |
| 207 | 14 | 0 |
| 208 | 1  | 0 |
| 208 | 2  | 0 |
| 208 | 7  | 0 |
| 208 | 9  | 0 |
| 208 | 12 | 0 |

|     |    |   |
|-----|----|---|
| 201 | 8  | 0 |
| 201 | 9  | 0 |
| 201 | 10 | 0 |
| 201 | 11 | 0 |
| 201 | 12 | 0 |
| 201 | 13 | 0 |
| 201 | 14 | 0 |
| 202 | 1  | 0 |
| 202 | 2  | 0 |
| 202 | 7  | 0 |
| 202 | 9  | 0 |
| 203 | 1  | 0 |
| 203 | 2  | 0 |
| 203 | 3  | 0 |
| 203 | 7  | 0 |
| 203 | 9  | 0 |
| 203 | 12 | 0 |
| 203 | 13 | 0 |
| 203 | 14 | 0 |
| 204 | 1  | 0 |
| 204 | 2  | 0 |
| 204 | 3  | 0 |
| 204 | 6  | 0 |
| 204 | 8  | 0 |
| 204 | 9  | 0 |
| 204 | 10 | 0 |
| 204 | 12 | 0 |
| 204 | 14 | 0 |
| 205 | 1  | 0 |
| 205 | 2  | 0 |
| 205 | 6  | 0 |
| 205 | 7  | 0 |
| 205 | 9  | 0 |
| 205 | 10 | 0 |
| 205 | 12 | 0 |
| 205 | 14 | 0 |
| 206 | 3  | 0 |
| 206 | 5  | 0 |
| 206 | 6  | 0 |
| 206 | 7  | 0 |
| 206 | 9  | 0 |
| 206 | 10 | 0 |
| 206 | 12 | 0 |
| 206 | 13 | 0 |
| 206 | 14 | 0 |
| 207 | 1  | 0 |
| 207 | 2  | 0 |
| 207 | 7  | 0 |
| 207 | 8  | 0 |
| 207 | 10 | 0 |
| 207 | 12 | 0 |
| 207 | 14 | 0 |
| 208 | 1  | 0 |
| 208 | 2  | 0 |
| 208 | 7  | 0 |
| 208 | 9  | 0 |
| 208 | 12 | 0 |

|     |    |   |
|-----|----|---|
| 201 | 11 | 0 |
| 201 | 12 | 0 |
| 201 | 13 | 0 |
| 201 | 14 | 0 |
| 202 | 1  | 0 |
| 202 | 2  | 0 |
| 202 | 7  | 0 |
| 202 | 9  | 0 |
| 203 | 1  | 0 |
| 203 | 2  | 0 |
| 203 | 3  | 0 |
| 203 | 7  | 0 |
| 203 | 9  | 0 |
| 203 | 12 | 0 |
| 203 | 13 | 0 |
| 203 | 14 | 0 |
| 204 | 1  | 0 |
| 204 | 2  | 0 |
| 204 | 3  | 0 |
| 204 | 6  | 0 |
| 204 | 8  | 0 |
| 204 | 9  | 0 |
| 204 | 10 | 0 |
| 204 | 12 | 0 |
| 204 | 14 | 0 |
| 205 | 1  | 0 |
| 205 | 2  | 0 |
| 205 | 6  | 0 |
| 205 | 7  | 0 |
| 205 | 9  | 0 |
| 205 | 10 | 0 |
| 205 | 12 | 0 |
| 205 | 14 | 0 |
| 206 | 3  | 0 |
| 206 | 5  | 0 |
| 206 | 6  | 0 |
| 206 | 7  | 0 |
| 206 | 9  | 0 |
| 206 | 10 | 0 |
| 206 | 12 | 0 |
| 206 | 13 | 0 |
| 206 | 14 | 0 |
| 207 | 1  | 0 |
| 207 | 2  | 0 |
| 207 | 7  | 0 |
| 207 | 8  | 0 |
| 207 | 10 | 0 |
| 207 | 12 | 0 |
| 207 | 14 | 0 |
| 208 | 1  | 0 |
| 208 | 2  | 0 |
| 208 | 7  | 0 |

|     |    |   |   |
|-----|----|---|---|
| 201 | 13 | 0 | 0 |
| 201 | 14 | 0 | 0 |
| 202 | 1  | 0 | 0 |
| 202 | 2  | 0 | 0 |
| 202 | 7  | 0 | 0 |
| 202 | 9  | 0 | 0 |
| 203 | 1  | 0 | 0 |
| 203 | 2  | 0 | 0 |
| 203 | 3  | 0 | 0 |
| 203 | 7  | 0 | 0 |
| 203 | 9  | 0 | 0 |
| 203 | 12 | 0 | 0 |
| 203 | 13 | 0 | 0 |
| 203 | 14 | 0 | 0 |
| 204 | 1  | 0 | 0 |
| 204 | 2  | 0 | 0 |
| 204 | 3  | 0 | 0 |
| 204 | 6  | 0 | 0 |
| 204 | 8  | 0 | 0 |
| 204 | 9  | 0 | 0 |
| 204 | 10 | 0 | 0 |
| 204 | 12 | 0 | 0 |
| 204 | 14 | 0 | 0 |
| 205 | 1  | 0 | 0 |
| 205 | 2  | 0 | 0 |
| 205 | 6  | 0 | 0 |
| 205 | 7  | 0 | 0 |
| 205 | 9  | 0 | 0 |
| 205 | 10 | 0 | 0 |
| 205 | 12 | 0 | 0 |
| 205 | 14 | 0 | 0 |
| 206 | 3  | 0 | 0 |
| 206 | 5  | 0 | 0 |
| 206 | 6  | 0 | 0 |
| 206 | 7  | 0 | 0 |
| 206 | 9  | 0 | 0 |
| 206 | 10 | 0 | 0 |
| 206 | 12 | 0 | 0 |
| 206 | 13 | 0 | 0 |
| 206 | 14 | 0 | 0 |
| 207 | 1  | 0 | 0 |
| 207 | 2  | 0 | 0 |
| 207 | 7  | 0 | 0 |
| 207 | 8  | 0 | 0 |
| 207 | 10 | 0 | 0 |
| 207 | 12 | 0 | 0 |
| 207 | 14 | 0 | 0 |
| 208 | 1  | 0 | 0 |
| 208 | 2  | 0 | 0 |
| 208 | 7  | 0 | 0 |
| 208 | 9  | 0 | 0 |
| 208 | 12 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |    |   |
|-----|----|---|
| 208 | 13 | 0 |
| 208 | 14 | 0 |
| 209 | 1  | 0 |
| 209 | 2  | 0 |
| 209 | 10 | 0 |
| 209 | 13 | 0 |
| 209 | 14 | 0 |
| 210 | 1  | 0 |
| 210 | 2  | 0 |
| 210 | 3  | 0 |
| 210 | 9  | 0 |
| 210 | 10 | 0 |
| 210 | 14 | 0 |
| 211 | 1  | 0 |
| 211 | 6  | 0 |
| 211 | 7  | 0 |
| 211 | 9  | 0 |
| 211 | 12 | 0 |
| 211 | 13 | 0 |
| 211 | 14 | 0 |
| 212 | 1  | 0 |
| 212 | 3  | 0 |
| 212 | 6  | 0 |
| 212 | 7  | 0 |
| 212 | 8  | 0 |
| 212 | 9  | 0 |
| 212 | 12 | 0 |
| 212 | 13 | 0 |
| 212 | 14 | 0 |
| 213 | 1  | 0 |
| 213 | 2  | 0 |
| 213 | 3  | 0 |
| 213 | 8  | 0 |
| 213 | 9  | 0 |
| 213 | 10 | 0 |
| 213 | 12 | 0 |
| 213 | 13 | 0 |
| 213 | 14 | 0 |
| 214 | 1  | 0 |
| 214 | 2  | 0 |
| 214 | 6  | 0 |
| 214 | 7  | 0 |
| 214 | 9  | 0 |
| 214 | 10 | 0 |
| 214 | 12 | 0 |
| 214 | 13 | 0 |
| 214 | 14 | 0 |
| 301 | 1  | 0 |
| 301 | 2  | 0 |
| 301 | 3  | 0 |
| 301 | 7  | 0 |
| 301 | 9  | 0 |

|     |    |   |
|-----|----|---|
| 208 | 1  | 0 |
| 208 | 2  | 0 |
| 208 | 7  | 0 |
| 208 | 9  | 0 |
| 208 | 12 | 0 |
| 208 | 13 | 0 |
| 208 | 14 | 0 |
| 209 | 1  | 0 |
| 209 | 2  | 0 |
| 209 | 10 | 0 |
| 209 | 13 | 0 |
| 209 | 14 | 0 |
| 210 | 1  | 0 |
| 210 | 2  | 0 |
| 210 | 3  | 0 |
| 210 | 9  | 0 |
| 210 | 10 | 0 |
| 210 | 14 | 0 |
| 211 | 1  | 0 |
| 211 | 6  | 0 |
| 211 | 7  | 0 |
| 211 | 9  | 0 |
| 211 | 12 | 0 |
| 211 | 13 | 0 |
| 211 | 14 | 0 |
| 212 | 1  | 0 |
| 212 | 3  | 0 |
| 212 | 6  | 0 |
| 212 | 7  | 0 |
| 212 | 8  | 0 |
| 212 | 9  | 0 |
| 212 | 12 | 0 |
| 212 | 13 | 0 |
| 212 | 14 | 0 |
| 213 | 1  | 0 |
| 213 | 2  | 0 |
| 213 | 3  | 0 |
| 213 | 8  | 0 |
| 213 | 9  | 0 |
| 213 | 10 | 0 |
| 213 | 12 | 0 |
| 213 | 13 | 0 |
| 213 | 14 | 0 |
| 214 | 1  | 0 |
| 214 | 2  | 0 |
| 214 | 6  | 0 |
| 214 | 7  | 0 |
| 214 | 9  | 0 |
| 214 | 10 | 0 |
| 214 | 12 | 0 |
| 214 | 13 | 0 |
| 214 | 14 | 0 |
| 301 | 1  | 0 |
| 301 | 2  | 0 |
| 301 | 3  | 0 |
| 301 | 7  | 0 |
| 301 | 9  | 0 |

|     |    |   |
|-----|----|---|
| 208 | 9  | 0 |
| 208 | 12 | 0 |
| 208 | 13 | 0 |
| 208 | 14 | 0 |
| 209 | 1  | 0 |
| 209 | 2  | 0 |
| 209 | 10 | 0 |
| 209 | 13 | 0 |
| 209 | 14 | 0 |
| 210 | 1  | 0 |
| 210 | 2  | 0 |
| 210 | 3  | 0 |
| 210 | 9  | 0 |
| 210 | 10 | 0 |
| 210 | 14 | 0 |
| 211 | 1  | 0 |
| 211 | 6  | 0 |
| 211 | 7  | 0 |
| 211 | 9  | 0 |
| 211 | 12 | 0 |
| 211 | 13 | 0 |
| 211 | 14 | 0 |
| 212 | 1  | 0 |
| 212 | 3  | 0 |
| 212 | 6  | 0 |
| 212 | 7  | 0 |
| 212 | 8  | 0 |
| 212 | 9  | 0 |
| 212 | 12 | 0 |
| 212 | 13 | 0 |
| 212 | 14 | 0 |
| 213 | 1  | 0 |
| 213 | 2  | 0 |
| 213 | 3  | 0 |
| 213 | 8  | 0 |
| 213 | 9  | 0 |
| 213 | 10 | 0 |
| 213 | 12 | 0 |
| 213 | 13 | 0 |
| 213 | 14 | 0 |
| 214 | 1  | 0 |
| 214 | 2  | 0 |
| 214 | 6  | 0 |
| 214 | 7  | 0 |
| 214 | 9  | 0 |
| 214 | 10 | 0 |
| 214 | 12 | 0 |
| 214 | 13 | 0 |
| 214 | 14 | 0 |
| 301 | 1  | 0 |
| 301 | 2  | 0 |
| 301 | 3  | 0 |

|     |    |   |   |
|-----|----|---|---|
| 208 | 13 | 0 | 0 |
| 208 | 14 | 0 | 0 |
| 209 | 1  | 0 | 0 |
| 209 | 2  | 0 | 0 |
| 209 | 10 | 0 | 0 |
| 209 | 13 | 0 | 0 |
| 209 | 14 | 0 | 0 |
| 210 | 1  | 0 | 0 |
| 210 | 2  | 0 | 0 |
| 210 | 3  | 0 | 0 |
| 210 | 9  | 0 | 0 |
| 210 | 10 | 0 | 0 |
| 210 | 14 | 0 | 0 |
| 211 | 1  | 0 | 0 |
| 211 | 6  | 0 | 0 |
| 211 | 7  | 0 | 0 |
| 211 | 9  | 0 | 0 |
| 211 | 12 | 0 | 0 |
| 211 | 13 | 0 | 0 |
| 211 | 14 | 0 | 0 |
| 212 | 1  | 0 | 0 |
| 212 | 3  | 0 | 0 |
| 212 | 6  | 0 | 0 |
| 212 | 7  | 0 | 0 |
| 212 | 8  | 0 | 0 |
| 212 | 9  | 0 | 0 |
| 212 | 12 | 0 | 0 |
| 212 | 13 | 0 | 0 |
| 212 | 14 | 0 | 0 |
| 213 | 1  | 0 | 0 |
| 213 | 2  | 0 | 0 |
| 213 | 3  | 0 | 0 |
| 213 | 8  | 0 | 0 |
| 213 | 9  | 0 | 0 |
| 213 | 10 | 0 | 0 |
| 213 | 12 | 0 | 0 |
| 213 | 13 | 0 | 0 |
| 213 | 14 | 0 | 0 |
| 214 | 1  | 0 | 0 |
| 214 | 2  | 0 | 0 |
| 214 | 6  | 0 | 0 |
| 214 | 7  | 0 | 0 |
| 214 | 9  | 0 | 0 |
| 214 | 10 | 0 | 0 |
| 214 | 12 | 0 | 0 |
| 214 | 13 | 0 | 0 |
| 214 | 14 | 0 | 0 |
| 301 | 1  | 0 | 0 |
| 301 | 2  | 0 | 0 |
| 301 | 3  | 0 | 0 |
| 301 | 7  | 0 | 0 |
| 301 | 9  | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |    |   |
|-----|----|---|
| 301 | 10 | 0 |
| 301 | 12 | 0 |
| 301 | 13 | 0 |
| 301 | 14 | 0 |
| 302 | 1  | 0 |
| 302 | 6  | 0 |
| 302 | 7  | 0 |
| 302 | 12 | 0 |
| 302 | 13 | 0 |
| 302 | 14 | 0 |
| 303 | 1  | 0 |
| 303 | 2  | 0 |
| 303 | 7  | 0 |
| 303 | 13 | 0 |
| 304 | 2  | 0 |
| 304 | 7  | 0 |
| 304 | 10 | 0 |
| 304 | 12 | 0 |
| 305 | 1  | 0 |
| 305 | 2  | 0 |
| 305 | 3  | 0 |
| 305 | 4  | 0 |
| 305 | 5  | 0 |
| 305 | 7  | 0 |
| 305 | 8  | 0 |
| 305 | 12 | 0 |
| 305 | 13 | 0 |
| 305 | 14 | 0 |
| 306 | 7  | 0 |
| 306 | 12 | 0 |
| 307 | 1  | 0 |
| 307 | 2  | 0 |
| 307 | 3  | 0 |
| 307 | 6  | 0 |
| 307 | 10 | 0 |
| 308 | 1  | 0 |
| 308 | 2  | 0 |
| 308 | 3  | 0 |
| 308 | 6  | 0 |
| 308 | 7  | 0 |
| 308 | 12 | 0 |
| 308 | 14 | 0 |
| 309 | 1  | 0 |
| 309 | 2  | 0 |
| 309 | 7  | 0 |
| 309 | 10 | 0 |
| 309 | 12 | 0 |
| 309 | 14 | 0 |
| 310 | 2  | 0 |
| 310 | 7  | 0 |
| 310 | 12 | 0 |
| 310 | 14 | 0 |

|     |    |   |
|-----|----|---|
| 301 | 1  | 0 |
| 301 | 2  | 0 |
| 301 | 3  | 0 |
| 301 | 7  | 0 |
| 301 | 9  | 0 |
| 301 | 10 | 0 |
| 301 | 12 | 0 |
| 301 | 13 | 0 |
| 301 | 14 | 0 |
| 302 | 1  | 0 |
| 302 | 6  | 0 |
| 302 | 7  | 0 |
| 302 | 12 | 0 |
| 302 | 13 | 0 |
| 302 | 14 | 0 |
| 303 | 1  | 0 |
| 303 | 2  | 0 |
| 303 | 7  | 0 |
| 303 | 13 | 0 |
| 303 | 14 | 0 |
| 303 | 1  | 0 |
| 303 | 2  | 0 |
| 303 | 7  | 0 |
| 303 | 13 | 0 |
| 304 | 2  | 0 |
| 304 | 7  | 0 |
| 304 | 10 | 0 |
| 304 | 12 | 0 |
| 305 | 1  | 0 |
| 305 | 2  | 0 |
| 305 | 3  | 0 |
| 305 | 4  | 0 |
| 305 | 5  | 0 |
| 305 | 7  | 0 |
| 305 | 8  | 0 |
| 305 | 12 | 0 |
| 305 | 13 | 0 |
| 305 | 14 | 0 |
| 305 | 7  | 0 |
| 305 | 8  | 0 |
| 305 | 12 | 0 |
| 305 | 13 | 0 |
| 305 | 14 | 0 |
| 306 | 7  | 0 |
| 306 | 12 | 0 |
| 307 | 1  | 0 |
| 307 | 2  | 0 |
| 307 | 3  | 0 |
| 307 | 6  | 0 |
| 307 | 10 | 0 |
| 308 | 1  | 0 |
| 308 | 2  | 0 |
| 308 | 3  | 0 |
| 308 | 6  | 0 |
| 308 | 7  | 0 |
| 308 | 12 | 0 |
| 308 | 14 | 0 |
| 308 | 3  | 0 |
| 308 | 6  | 0 |
| 308 | 7  | 0 |
| 308 | 12 | 0 |
| 308 | 14 | 0 |
| 308 | 3  | 0 |
| 308 | 6  | 0 |
| 308 | 7  | 0 |
| 308 | 12 | 0 |
| 308 | 14 | 0 |
| 309 | 1  | 0 |
| 309 | 2  | 0 |
| 309 | 6  | 0 |
| 309 | 7  | 0 |
| 309 | 12 | 0 |
| 309 | 14 | 0 |
| 309 | 1  | 0 |
| 309 | 2  | 0 |
| 309 | 7  | 0 |
| 309 | 10 | 0 |
| 309 | 12 | 0 |
| 309 | 14 | 0 |
| 309 | 1  | 0 |
| 309 | 2  | 0 |
| 309 | 7  | 0 |
| 309 | 10 | 0 |
| 309 | 12 | 0 |

|     |    |   |
|-----|----|---|
| 301 | 7  | 0 |
| 301 | 9  | 0 |
| 301 | 10 | 0 |
| 301 | 12 | 0 |
| 301 | 13 | 0 |
| 301 | 14 | 0 |
| 302 | 1  | 0 |
| 302 | 6  | 0 |
| 302 | 7  | 0 |
| 302 | 12 | 0 |
| 302 | 13 | 0 |
| 302 | 14 | 0 |
| 303 | 1  | 0 |
| 303 | 2  | 0 |
| 303 | 7  | 0 |
| 303 | 13 | 0 |
| 304 | 2  | 0 |
| 304 | 7  | 0 |
| 304 | 10 | 0 |
| 304 | 12 | 0 |
| 305 | 1  | 0 |
| 305 | 2  | 0 |
| 305 | 3  | 0 |
| 305 | 4  | 0 |
| 305 | 5  | 0 |
| 305 | 7  | 0 |
| 305 | 8  | 0 |
| 305 | 12 | 0 |
| 305 | 13 | 0 |
| 305 | 14 | 0 |
| 306 | 7  | 0 |
| 306 | 12 | 0 |
| 307 | 1  | 0 |
| 307 | 2  | 0 |
| 307 | 3  | 0 |
| 307 | 6  | 0 |
| 307 | 10 | 0 |
| 308 | 1  | 0 |
| 308 | 2  | 0 |
| 308 | 3  | 0 |
| 308 | 6  | 0 |
| 308 | 7  | 0 |
| 308 | 12 | 0 |
| 308 | 14 | 0 |
| 309 | 1  | 0 |
| 309 | 2  | 0 |
| 309 | 7  | 0 |
| 309 | 10 | 0 |
| 309 | 12 | 0 |
| 309 | 14 | 0 |
| 309 | 1  | 0 |
| 309 | 2  | 0 |
| 309 | 7  | 0 |
| 309 | 10 | 0 |
| 309 | 12 | 0 |
| 309 | 14 | 0 |
| 310 | 2  | 0 |
| 310 | 7  | 0 |

|     |    |   |   |
|-----|----|---|---|
| 301 | 10 | 0 | 0 |
| 301 | 12 | 0 | 0 |
| 301 | 13 | 0 | 0 |
| 301 | 14 | 0 | 0 |
| 302 | 1  | 0 | 0 |
| 302 | 6  | 0 | 0 |
| 302 | 7  | 0 | 0 |
| 302 | 12 | 0 | 0 |
| 302 | 13 | 0 | 0 |
| 302 | 14 | 0 | 0 |
| 303 | 1  | 0 | 0 |
| 303 | 2  | 0 | 0 |
| 303 | 7  | 0 | 0 |
| 303 | 13 | 0 | 0 |
| 304 | 2  | 0 | 0 |
| 304 | 7  | 0 | 0 |
| 304 | 10 | 0 | 0 |
| 304 | 12 | 0 | 0 |
| 305 | 1  | 0 | 0 |
| 305 | 2  | 0 | 0 |
| 305 | 3  | 0 | 0 |
| 305 | 4  | 0 | 0 |
| 305 | 5  | 0 | 0 |
| 305 | 7  | 0 | 0 |
| 305 | 8  | 0 | 0 |
| 305 | 12 | 0 | 0 |
| 305 | 13 | 0 | 0 |
| 305 | 14 | 0 | 0 |
| 306 | 7  | 0 | 0 |
| 306 | 12 | 0 | 0 |
| 307 | 1  | 0 | 0 |
| 307 | 2  | 0 | 0 |
| 307 | 3  | 0 | 0 |
| 307 | 6  | 0 | 0 |
| 307 | 10 | 0 | 0 |
| 308 | 1  | 0 | 0 |
| 308 | 2  | 0 | 0 |
| 308 | 3  | 0 | 0 |
| 308 | 6  | 0 | 0 |
| 308 | 7  | 0 | 0 |
| 308 | 12 | 0 | 0 |
| 308 | 14 | 0 | 0 |
| 309 | 1  | 0 | 0 |
| 309 | 2  | 0 | 0 |
| 309 | 7  | 0 | 0 |
| 309 | 10 | 0 | 0 |
| 309 | 12 | 0 | 0 |
| 309 | 14 | 0 | 0 |
| 310 | 2  | 0 | 0 |
| 310 | 7  | 0 | 0 |
| 310 | 12 | 0 | 0 |
| 310 | 14 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |    |   |
|-----|----|---|
| 311 | 1  | 0 |
| 311 | 2  | 0 |
| 311 | 3  | 0 |
| 311 | 9  | 0 |
| 311 | 10 | 0 |
| 312 | 1  | 0 |
| 312 | 2  | 0 |
| 312 | 6  | 0 |
| 312 | 8  | 0 |
| 312 | 12 | 0 |
| 312 | 13 | 0 |
| 312 | 14 | 0 |
| 313 | 1  | 0 |
| 313 | 2  | 0 |
| 313 | 3  | 0 |
| 313 | 5  | 0 |
| 313 | 6  | 0 |
| 313 | 7  | 0 |
| 313 | 8  | 0 |
| 313 | 9  | 0 |
| 313 | 10 | 0 |
| 313 | 12 | 0 |
| 313 | 13 | 0 |
| 313 | 14 | 0 |
| 401 | 1  | 0 |
| 401 | 2  | 0 |
| 401 | 6  | 0 |
| 401 | 7  | 0 |
| 401 | 10 | 0 |
| 401 | 12 | 0 |
| 401 | 14 | 0 |
| 402 | 2  | 0 |
| 402 | 7  | 0 |
| 403 | 1  | 0 |
| 403 | 2  | 0 |
| 403 | 7  | 0 |
| 403 | 9  | 0 |
| 403 | 10 | 0 |
| 403 | 13 | 0 |
| 404 | 1  | 0 |
| 404 | 2  | 0 |
| 404 | 9  | 0 |
| 404 | 10 | 0 |
| 404 | 14 | 0 |
| 405 | 1  | 0 |
| 405 | 6  | 0 |
| 405 | 7  | 0 |
| 405 | 9  | 0 |
| 405 | 13 | 0 |
| 405 | 14 | 0 |
| 406 | 2  | 0 |
| 406 | 6  | 0 |

|     |    |   |
|-----|----|---|
| 309 | 14 | 0 |
| 310 | 2  | 0 |
| 310 | 7  | 0 |
| 310 | 12 | 0 |
| 310 | 14 | 0 |
| 311 | 1  | 0 |
| 311 | 2  | 0 |
| 311 | 3  | 0 |
| 311 | 9  | 0 |
| 311 | 10 | 0 |
| 312 | 1  | 0 |
| 312 | 2  | 0 |
| 312 | 6  | 0 |
| 312 | 8  | 0 |
| 312 | 12 | 0 |
| 312 | 13 | 0 |
| 312 | 14 | 0 |
| 313 | 1  | 0 |
| 313 | 2  | 0 |
| 313 | 3  | 0 |
| 313 | 5  | 0 |
| 313 | 6  | 0 |
| 313 | 7  | 0 |
| 313 | 8  | 0 |
| 313 | 9  | 0 |
| 313 | 10 | 0 |
| 313 | 12 | 0 |
| 313 | 13 | 0 |
| 313 | 14 | 0 |
| 401 | 1  | 0 |
| 401 | 2  | 0 |
| 401 | 6  | 0 |
| 401 | 7  | 0 |
| 401 | 10 | 0 |
| 401 | 12 | 0 |
| 401 | 14 | 0 |
| 402 | 2  | 0 |
| 402 | 7  | 0 |
| 403 | 1  | 0 |
| 403 | 2  | 0 |
| 403 | 7  | 0 |
| 403 | 9  | 0 |
| 403 | 10 | 0 |
| 403 | 13 | 0 |
| 404 | 1  | 0 |
| 404 | 2  | 0 |
| 404 | 9  | 0 |
| 404 | 10 | 0 |
| 404 | 13 | 0 |
| 404 | 14 | 0 |
| 405 | 1  | 0 |
| 405 | 2  | 0 |
| 405 | 9  | 0 |
| 405 | 10 | 0 |
| 405 | 14 | 0 |
| 405 | 1  | 0 |
| 405 | 2  | 0 |
| 405 | 9  | 0 |
| 405 | 10 | 0 |
| 405 | 14 | 0 |
| 405 | 1  | 0 |
| 405 | 6  | 0 |
| 405 | 7  | 0 |

|     |    |   |
|-----|----|---|
| 310 | 12 | 0 |
| 310 | 14 | 0 |
| 311 | 1  | 0 |
| 311 | 2  | 0 |
| 311 | 3  | 0 |
| 311 | 9  | 0 |
| 311 | 10 | 0 |
| 312 | 1  | 0 |
| 312 | 2  | 0 |
| 312 | 6  | 0 |
| 312 | 8  | 0 |
| 312 | 12 | 0 |
| 312 | 13 | 0 |
| 312 | 14 | 0 |
| 313 | 1  | 0 |
| 313 | 2  | 0 |
| 313 | 3  | 0 |
| 313 | 5  | 0 |
| 313 | 6  | 0 |
| 313 | 7  | 0 |
| 313 | 8  | 0 |
| 313 | 9  | 0 |
| 313 | 10 | 0 |
| 313 | 12 | 0 |
| 313 | 13 | 0 |
| 313 | 14 | 0 |
| 401 | 1  | 0 |
| 401 | 2  | 0 |
| 401 | 6  | 0 |
| 401 | 7  | 0 |
| 401 | 10 | 0 |
| 401 | 12 | 0 |
| 401 | 14 | 0 |
| 402 | 2  | 0 |
| 402 | 7  | 0 |
| 403 | 1  | 0 |
| 403 | 2  | 0 |
| 403 | 7  | 0 |
| 403 | 9  | 0 |
| 403 | 10 | 0 |
| 403 | 13 | 0 |
| 404 | 1  | 0 |
| 404 | 2  | 0 |
| 404 | 9  | 0 |
| 404 | 10 | 0 |
| 404 | 14 | 0 |
| 405 | 1  | 0 |
| 405 | 6  | 0 |
| 405 | 7  | 0 |
| 405 | 9  | 0 |
| 405 | 13 | 0 |
| 405 | 14 | 0 |

|     |    |   |   |
|-----|----|---|---|
| 311 | 1  | 0 | 0 |
| 311 | 2  | 0 | 0 |
| 311 | 3  | 0 | 0 |
| 311 | 9  | 0 | 0 |
| 311 | 10 | 0 | 0 |
| 312 | 1  | 0 | 0 |
| 312 | 2  | 0 | 0 |
| 312 | 6  | 0 | 0 |
| 312 | 8  | 0 | 0 |
| 312 | 12 | 0 | 0 |
| 312 | 13 | 0 | 0 |
| 312 | 14 | 0 | 0 |
| 313 | 1  | 0 | 0 |
| 313 | 2  | 0 | 0 |
| 313 | 3  | 0 | 0 |
| 313 | 5  | 0 | 0 |
| 313 | 6  | 0 | 0 |
| 313 | 7  | 0 | 0 |
| 313 | 8  | 0 | 0 |
| 313 | 9  | 0 | 0 |
| 313 | 10 | 0 | 0 |
| 313 | 12 | 0 | 0 |
| 313 | 13 | 0 | 0 |
| 313 | 14 | 0 | 0 |
| 401 | 1  | 0 | 0 |
| 401 | 2  | 0 | 0 |
| 401 | 6  | 0 | 0 |
| 401 | 7  | 0 | 0 |
| 401 | 10 | 0 | 0 |
| 401 | 12 | 0 | 0 |
| 401 | 14 | 0 | 0 |
| 402 | 2  | 0 | 0 |
| 402 | 7  | 0 | 0 |
| 403 | 1  | 0 | 0 |
| 403 | 2  | 0 | 0 |
| 403 | 7  | 0 | 0 |
| 403 | 9  | 0 | 0 |
| 403 | 10 | 0 | 0 |
| 403 | 13 | 0 | 0 |
| 404 | 1  | 0 | 0 |
| 404 | 2  | 0 | 0 |
| 404 | 9  | 0 | 0 |
| 404 | 10 | 0 | 0 |
| 404 | 14 | 0 | 0 |
| 405 | 1  | 0 | 0 |
| 405 | 6  | 0 | 0 |
| 405 | 7  | 0 | 0 |
| 405 | 9  | 0 | 0 |
| 405 | 13 | 0 | 0 |
| 405 | 14 | 0 | 0 |
| 406 | 2  | 0 | 0 |
| 406 | 6  | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |    |   |
|-----|----|---|
| 406 | 8  | 0 |
| 406 | 9  | 0 |
| 406 | 12 | 0 |
| 406 | 13 | 0 |
| 407 | 1  | 0 |
| 407 | 2  | 0 |
| 407 | 6  | 0 |
| 407 | 7  | 0 |
| 407 | 10 | 0 |
| 408 | 1  | 0 |
| 408 | 2  | 0 |
| 408 | 3  | 0 |
| 408 | 7  | 0 |
| 408 | 9  | 0 |
| 408 | 10 | 0 |
| 408 | 12 | 0 |
| 408 | 13 | 0 |
| 408 | 14 | 0 |
| 409 | 1  | 0 |
| 409 | 2  | 0 |
| 409 | 7  | 0 |
| 409 | 9  | 0 |
| 409 | 14 | 0 |
| 410 | 1  | 0 |
| 410 | 6  | 0 |
| 410 | 7  | 0 |
| 410 | 9  | 0 |
| 410 | 10 | 0 |
| 410 | 14 | 0 |
| 411 | 1  | 0 |
| 411 | 2  | 0 |
| 411 | 3  | 0 |
| 411 | 6  | 0 |
| 411 | 7  | 0 |
| 411 | 8  | 0 |
| 411 | 9  | 0 |
| 411 | 10 | 0 |
| 411 | 12 | 0 |
| 411 | 14 | 0 |
| 412 | 1  | 0 |
| 412 | 2  | 0 |
| 412 | 8  | 0 |
| 412 | 9  | 0 |
| 412 | 10 | 0 |
| 412 | 12 | 0 |
| 412 | 14 | 0 |
| 413 | 1  | 0 |
| 413 | 2  | 0 |
| 413 | 7  | 0 |
| 413 | 9  | 0 |
| 413 | 12 | 0 |
| 413 | 13 | 0 |

|     |    |   |
|-----|----|---|
| 405 | 9  | 0 |
| 405 | 13 | 0 |
| 405 | 14 | 0 |
| 406 | 2  | 0 |
| 406 | 6  | 0 |
| 406 | 8  | 0 |
| 406 | 9  | 0 |
| 406 | 12 | 0 |
| 406 | 13 | 0 |
| 407 | 1  | 0 |
| 407 | 2  | 0 |
| 407 | 6  | 0 |
| 407 | 7  | 0 |
| 407 | 10 | 0 |
| 408 | 1  | 0 |
| 408 | 2  | 0 |
| 408 | 3  | 0 |
| 408 | 7  | 0 |
| 408 | 9  | 0 |
| 408 | 10 | 0 |
| 408 | 12 | 0 |
| 408 | 13 | 0 |
| 408 | 14 | 0 |
| 409 | 1  | 0 |
| 409 | 2  | 0 |
| 409 | 7  | 0 |
| 409 | 9  | 0 |
| 409 | 14 | 0 |
| 410 | 1  | 0 |
| 410 | 6  | 0 |
| 410 | 7  | 0 |
| 410 | 9  | 0 |
| 410 | 10 | 0 |
| 410 | 14 | 0 |
| 411 | 1  | 0 |
| 411 | 2  | 0 |
| 411 | 3  | 0 |
| 411 | 6  | 0 |
| 411 | 7  | 0 |
| 411 | 8  | 0 |
| 411 | 9  | 0 |
| 411 | 10 | 0 |
| 411 | 12 | 0 |
| 411 | 14 | 0 |
| 411 | 1  | 0 |
| 411 | 2  | 0 |
| 411 | 3  | 0 |
| 411 | 6  | 0 |
| 411 | 7  | 0 |
| 411 | 8  | 0 |
| 411 | 9  | 0 |
| 411 | 10 | 0 |
| 411 | 12 | 0 |
| 411 | 14 | 0 |
| 412 | 1  | 0 |
| 412 | 2  | 0 |
| 412 | 8  | 0 |
| 412 | 9  | 0 |
| 412 | 10 | 0 |
| 412 | 12 | 0 |
| 412 | 14 | 0 |
| 412 | 1  | 0 |
| 412 | 2  | 0 |
| 412 | 8  | 0 |
| 412 | 9  | 0 |
| 412 | 10 | 0 |
| 412 | 12 | 0 |
| 412 | 14 | 0 |
| 413 | 1  | 0 |

|     |    |   |
|-----|----|---|
| 406 | 2  | 0 |
| 406 | 6  | 0 |
| 406 | 8  | 0 |
| 406 | 9  | 0 |
| 406 | 12 | 0 |
| 406 | 13 | 0 |
| 407 | 1  | 0 |
| 407 | 2  | 0 |
| 407 | 6  | 0 |
| 407 | 7  | 0 |
| 407 | 10 | 0 |
| 408 | 1  | 0 |
| 408 | 2  | 0 |
| 408 | 3  | 0 |
| 408 | 7  | 0 |
| 408 | 9  | 0 |
| 408 | 10 | 0 |
| 408 | 12 | 0 |
| 408 | 13 | 0 |
| 408 | 14 | 0 |
| 409 | 1  | 0 |
| 409 | 2  | 0 |
| 409 | 7  | 0 |
| 409 | 9  | 0 |
| 409 | 14 | 0 |
| 410 | 1  | 0 |
| 410 | 6  | 0 |
| 410 | 7  | 0 |
| 410 | 9  | 0 |
| 410 | 10 | 0 |
| 410 | 14 | 0 |
| 411 | 1  | 0 |
| 411 | 2  | 0 |
| 411 | 3  | 0 |
| 411 | 6  | 0 |
| 411 | 7  | 0 |
| 411 | 8  | 0 |
| 411 | 9  | 0 |
| 411 | 10 | 0 |
| 411 | 12 | 0 |
| 411 | 14 | 0 |
| 412 | 1  | 0 |
| 412 | 2  | 0 |
| 412 | 8  | 0 |
| 412 | 9  | 0 |
| 412 | 10 | 0 |
| 412 | 12 | 0 |
| 412 | 14 | 0 |
| 413 | 1  | 0 |
| 413 | 2  | 0 |
| 413 | 7  | 0 |
| 413 | 9  | 0 |

|     |    |   |   |
|-----|----|---|---|
| 406 | 8  | 0 | 0 |
| 406 | 9  | 0 | 0 |
| 406 | 12 | 0 | 0 |
| 406 | 13 | 0 | 0 |
| 407 | 1  | 0 | 0 |
| 407 | 2  | 0 | 0 |
| 407 | 6  | 0 | 0 |
| 407 | 7  | 0 | 0 |
| 407 | 10 | 0 | 0 |
| 408 | 1  | 0 | 0 |
| 408 | 2  | 0 | 0 |
| 408 | 3  | 0 | 0 |
| 408 | 7  | 0 | 0 |
| 408 | 9  | 0 | 0 |
| 408 | 10 | 0 | 0 |
| 408 | 12 | 0 | 0 |
| 408 | 13 | 0 | 0 |
| 408 | 14 | 0 | 0 |
| 409 | 1  | 0 | 0 |
| 409 | 2  | 0 | 0 |
| 409 | 7  | 0 | 0 |
| 409 | 9  | 0 | 0 |
| 409 | 14 | 0 | 0 |
| 410 | 1  | 0 | 0 |
| 410 | 6  | 0 | 0 |
| 410 | 7  | 0 | 0 |
| 410 | 9  | 0 | 0 |
| 410 | 10 | 0 | 0 |
| 410 | 14 | 0 | 0 |
| 411 | 1  | 0 | 0 |
| 411 | 2  | 0 | 0 |
| 411 | 3  | 0 | 0 |
| 411 | 6  | 0 | 0 |
| 411 | 7  | 0 | 0 |
| 411 | 8  | 0 | 0 |
| 411 | 9  | 0 | 0 |
| 411 | 10 | 0 | 0 |
| 411 | 12 | 0 | 0 |
| 411 | 14 | 0 | 0 |
| 412 | 1  | 0 | 0 |
| 412 | 2  | 0 | 0 |
| 412 | 8  | 0 | 0 |
| 412 | 9  | 0 | 0 |
| 412 | 10 | 0 | 0 |
| 412 | 12 | 0 | 0 |
| 412 | 14 | 0 | 0 |
| 413 | 1  | 0 | 0 |
| 413 | 2  | 0 | 0 |
| 413 | 7  | 0 | 0 |
| 413 | 9  | 0 | 0 |
| 413 | 12 | 0 | 0 |
| 413 | 13 | 0 | 0 |



North I-25  
RSA to RSA Trip Comparison

|     |    |   |
|-----|----|---|
| 413 | 14 | 0 |
| 501 | 1  | 0 |
| 501 | 2  | 0 |
| 501 | 5  | 0 |
| 501 | 6  | 0 |
| 501 | 7  | 0 |
| 501 | 8  | 0 |
| 501 | 9  | 0 |
| 501 | 12 | 0 |
| 501 | 13 | 0 |
| 501 | 14 | 0 |
| 502 | 1  | 0 |
| 502 | 2  | 0 |
| 502 | 3  | 0 |
| 502 | 5  | 0 |
| 502 | 6  | 0 |
| 502 | 7  | 0 |
| 502 | 8  | 0 |
| 502 | 10 | 0 |
| 502 | 13 | 0 |
| 502 | 14 | 0 |
| 503 | 1  | 0 |
| 503 | 2  | 0 |
| 503 | 3  | 0 |
| 503 | 5  | 0 |
| 503 | 6  | 0 |
| 503 | 7  | 0 |
| 503 | 8  | 0 |
| 503 | 9  | 0 |
| 503 | 12 | 0 |
| 503 | 13 | 0 |
| 503 | 14 | 0 |
| 504 | 1  | 0 |
| 504 | 2  | 0 |
| 504 | 3  | 0 |
| 504 | 4  | 0 |
| 504 | 6  | 0 |
| 504 | 8  | 0 |
| 504 | 9  | 0 |
| 504 | 10 | 0 |
| 504 | 12 | 0 |
| 504 | 13 | 0 |
| 504 | 14 | 0 |
| 505 | 1  | 0 |
| 505 | 2  | 0 |
| 505 | 3  | 0 |
| 505 | 6  | 0 |
| 505 | 7  | 0 |
| 505 | 8  | 0 |
| 505 | 12 | 0 |
| 505 | 13 | 0 |
| 505 | 14 | 0 |

|     |    |   |
|-----|----|---|
| 413 | 2  | 0 |
| 413 | 7  | 0 |
| 413 | 9  | 0 |
| 413 | 12 | 0 |
| 413 | 13 | 0 |
| 413 | 14 | 0 |
| 501 | 1  | 0 |
| 501 | 2  | 0 |
| 501 | 5  | 0 |
| 501 | 6  | 0 |
| 501 | 7  | 0 |
| 501 | 8  | 0 |
| 501 | 9  | 0 |
| 501 | 12 | 0 |
| 501 | 13 | 0 |
| 501 | 14 | 0 |
| 502 | 1  | 0 |
| 502 | 2  | 0 |
| 502 | 3  | 0 |
| 502 | 5  | 0 |
| 502 | 6  | 0 |
| 502 | 7  | 0 |
| 502 | 8  | 0 |
| 502 | 10 | 0 |
| 502 | 13 | 0 |
| 502 | 14 | 0 |
| 503 | 1  | 0 |
| 503 | 2  | 0 |
| 503 | 3  | 0 |
| 503 | 5  | 0 |
| 503 | 6  | 0 |
| 503 | 7  | 0 |
| 503 | 8  | 0 |
| 503 | 9  | 0 |
| 503 | 12 | 0 |
| 503 | 13 | 0 |
| 503 | 14 | 0 |
| 504 | 1  | 0 |
| 504 | 2  | 0 |
| 504 | 3  | 0 |
| 504 | 4  | 0 |
| 504 | 6  | 0 |
| 504 | 8  | 0 |
| 504 | 9  | 0 |
| 504 | 10 | 0 |
| 504 | 12 | 0 |
| 504 | 13 | 0 |
| 504 | 14 | 0 |
| 505 | 1  | 0 |
| 505 | 10 | 0 |
| 505 | 12 | 0 |
| 505 | 13 | 0 |
| 505 | 14 | 0 |
| 505 | 1  | 0 |
| 505 | 2  | 0 |
| 505 | 3  | 0 |
| 505 | 6  | 0 |

|     |    |   |
|-----|----|---|
| 413 | 12 | 0 |
| 413 | 13 | 0 |
| 413 | 14 | 0 |
| 501 | 1  | 0 |
| 501 | 2  | 0 |
| 501 | 5  | 0 |
| 501 | 6  | 0 |
| 501 | 7  | 0 |
| 501 | 8  | 0 |
| 501 | 9  | 0 |
| 501 | 12 | 0 |
| 501 | 13 | 0 |
| 501 | 14 | 0 |
| 502 | 1  | 0 |
| 502 | 2  | 0 |
| 502 | 3  | 0 |
| 502 | 5  | 0 |
| 502 | 6  | 0 |
| 502 | 7  | 0 |
| 502 | 8  | 0 |
| 502 | 10 | 0 |
| 502 | 13 | 0 |
| 502 | 14 | 0 |
| 503 | 1  | 0 |
| 503 | 2  | 0 |
| 503 | 3  | 0 |
| 503 | 5  | 0 |
| 503 | 6  | 0 |
| 503 | 7  | 0 |
| 503 | 8  | 0 |
| 503 | 9  | 0 |
| 503 | 12 | 0 |
| 503 | 13 | 0 |
| 503 | 14 | 0 |
| 504 | 1  | 0 |
| 504 | 2  | 0 |
| 504 | 3  | 0 |
| 504 | 4  | 0 |
| 504 | 6  | 0 |
| 504 | 8  | 0 |
| 504 | 9  | 0 |
| 504 | 10 | 0 |
| 504 | 12 | 0 |
| 504 | 13 | 0 |
| 504 | 14 | 0 |
| 505 | 1  | 0 |
| 505 | 2  | 0 |
| 505 | 3  | 0 |
| 505 | 6  | 0 |
| 505 | 7  | 0 |
| 505 | 8  | 0 |
| 505 | 12 | 0 |

|     |    |   |   |
|-----|----|---|---|
| 413 | 14 | 0 | 0 |
| 501 | 1  | 0 | 0 |
| 501 | 2  | 0 | 0 |
| 501 | 5  | 0 | 0 |
| 501 | 6  | 0 | 0 |
| 501 | 7  | 0 | 0 |
| 501 | 8  | 0 | 0 |
| 501 | 9  | 0 | 0 |
| 501 | 12 | 0 | 0 |
| 501 | 13 | 0 | 0 |
| 501 | 14 | 0 | 0 |
| 502 | 1  | 0 | 0 |
| 502 | 2  | 0 | 0 |
| 502 | 3  | 0 | 0 |
| 502 | 5  | 0 | 0 |
| 502 | 6  | 0 | 0 |
| 502 | 7  | 0 | 0 |
| 502 | 8  | 0 | 0 |
| 502 | 10 | 0 | 0 |
| 502 | 13 | 0 | 0 |
| 502 | 14 | 0 | 0 |
| 503 | 1  | 0 | 0 |
| 503 | 2  | 0 | 0 |
| 503 | 3  | 0 | 0 |
| 503 | 5  | 0 | 0 |
| 503 | 6  | 0 | 0 |
| 503 | 7  | 0 | 0 |
| 503 | 8  | 0 | 0 |
| 503 | 9  | 0 | 0 |
| 503 | 12 | 0 | 0 |
| 503 | 13 | 0 | 0 |
| 503 | 14 | 0 | 0 |
| 504 | 1  | 0 | 0 |
| 504 | 2  | 0 | 0 |
| 504 | 3  | 0 | 0 |
| 504 | 4  | 0 | 0 |
| 504 | 6  | 0 | 0 |
| 504 | 8  | 0 | 0 |
| 504 | 9  | 0 | 0 |
| 504 | 10 | 0 | 0 |
| 504 | 12 | 0 | 0 |
| 504 | 13 | 0 | 0 |
| 504 | 14 | 0 | 0 |
| 505 | 1  | 0 | 0 |
| 505 | 2  | 0 | 0 |
| 505 | 3  | 0 | 0 |
| 505 | 6  | 0 | 0 |
| 505 | 7  | 0 | 0 |
| 505 | 8  | 0 | 0 |
| 505 | 12 | 0 | 0 |
| 505 | 13 | 0 | 0 |
| 505 | 14 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |    |   |
|-----|----|---|
| 506 | 2  | 0 |
| 506 | 3  | 0 |
| 506 | 7  | 0 |
| 506 | 8  | 0 |
| 506 | 9  | 0 |
| 506 | 10 | 0 |
| 506 | 12 | 0 |
| 506 | 13 | 0 |
| 506 | 14 | 0 |
| 507 | 1  | 0 |
| 507 | 2  | 0 |
| 507 | 6  | 0 |
| 507 | 7  | 0 |
| 507 | 9  | 0 |
| 508 | 1  | 0 |
| 508 | 2  | 0 |
| 508 | 3  | 0 |
| 508 | 9  | 0 |
| 508 | 10 | 0 |
| 508 | 13 | 0 |
| 508 | 14 | 0 |
| 509 | 2  | 0 |
| 509 | 6  | 0 |
| 509 | 7  | 0 |
| 509 | 8  | 0 |
| 509 | 9  | 0 |
| 509 | 10 | 0 |
| 509 | 12 | 0 |
| 509 | 13 | 0 |
| 509 | 14 | 0 |
| 510 | 1  | 0 |
| 510 | 2  | 0 |
| 510 | 5  | 0 |
| 510 | 6  | 0 |
| 510 | 7  | 0 |
| 510 | 8  | 0 |
| 510 | 9  | 0 |
| 510 | 10 | 0 |
| 510 | 12 | 0 |
| 510 | 13 | 0 |
| 510 | 14 | 0 |
| 511 | 1  | 0 |
| 511 | 2  | 0 |
| 511 | 3  | 0 |
| 511 | 6  | 0 |
| 511 | 7  | 0 |
| 511 | 9  | 0 |
| 511 | 10 | 0 |
| 511 | 11 | 0 |
| 511 | 12 | 0 |
| 511 | 13 | 0 |
| 511 | 14 | 0 |

|     |    |   |
|-----|----|---|
| 505 | 7  | 0 |
| 505 | 8  | 0 |
| 505 | 12 | 0 |
| 505 | 13 | 0 |
| 505 | 14 | 0 |
| 506 | 2  | 0 |
| 506 | 3  | 0 |
| 506 | 7  | 0 |
| 506 | 8  | 0 |
| 506 | 9  | 0 |
| 506 | 10 | 0 |
| 506 | 12 | 0 |
| 506 | 13 | 0 |
| 506 | 14 | 0 |
| 507 | 1  | 0 |
| 507 | 2  | 0 |
| 507 | 6  | 0 |
| 507 | 7  | 0 |
| 507 | 9  | 0 |
| 508 | 1  | 0 |
| 508 | 2  | 0 |
| 508 | 3  | 0 |
| 508 | 9  | 0 |
| 508 | 10 | 0 |
| 508 | 13 | 0 |
| 508 | 14 | 0 |
| 509 | 2  | 0 |
| 509 | 6  | 0 |
| 509 | 7  | 0 |
| 509 | 8  | 0 |
| 509 | 9  | 0 |
| 509 | 10 | 0 |
| 509 | 12 | 0 |
| 509 | 13 | 0 |
| 509 | 14 | 0 |
| 510 | 1  | 0 |
| 510 | 2  | 0 |
| 510 | 5  | 0 |
| 510 | 6  | 0 |
| 510 | 7  | 0 |
| 510 | 8  | 0 |
| 510 | 9  | 0 |
| 510 | 10 | 0 |
| 510 | 12 | 0 |
| 510 | 13 | 0 |
| 510 | 14 | 0 |
| 511 | 1  | 0 |
| 511 | 10 | 0 |
| 511 | 12 | 0 |
| 511 | 13 | 0 |
| 511 | 14 | 0 |
| 511 | 1  | 0 |
| 511 | 2  | 0 |
| 511 | 3  | 0 |
| 511 | 6  | 0 |
| 511 | 7  | 0 |
| 511 | 9  | 0 |

|     |    |   |
|-----|----|---|
| 505 | 13 | 0 |
| 505 | 14 | 0 |
| 506 | 2  | 0 |
| 506 | 3  | 0 |
| 506 | 7  | 0 |
| 506 | 8  | 0 |
| 506 | 9  | 0 |
| 506 | 10 | 0 |
| 506 | 12 | 0 |
| 506 | 13 | 0 |
| 506 | 14 | 0 |
| 507 | 1  | 0 |
| 507 | 2  | 0 |
| 507 | 6  | 0 |
| 507 | 7  | 0 |
| 507 | 9  | 0 |
| 508 | 1  | 0 |
| 508 | 2  | 0 |
| 508 | 9  | 0 |
| 508 | 10 | 0 |
| 508 | 13 | 0 |
| 508 | 14 | 0 |
| 509 | 2  | 0 |
| 509 | 6  | 0 |
| 509 | 7  | 0 |
| 509 | 8  | 0 |
| 509 | 9  | 0 |
| 509 | 10 | 0 |
| 509 | 12 | 0 |
| 509 | 13 | 0 |
| 509 | 14 | 0 |
| 510 | 1  | 0 |
| 510 | 2  | 0 |
| 510 | 5  | 0 |
| 510 | 6  | 0 |
| 510 | 7  | 0 |
| 510 | 8  | 0 |
| 510 | 9  | 0 |
| 510 | 10 | 0 |
| 510 | 12 | 0 |
| 510 | 13 | 0 |
| 510 | 14 | 0 |
| 511 | 1  | 0 |
| 511 | 2  | 0 |
| 511 | 3  | 0 |
| 511 | 6  | 0 |
| 511 | 7  | 0 |
| 511 | 9  | 0 |
| 511 | 10 | 0 |
| 511 | 11 | 0 |
| 511 | 12 | 0 |

|     |    |   |   |
|-----|----|---|---|
| 506 | 2  | 0 | 0 |
| 506 | 3  | 0 | 0 |
| 506 | 7  | 0 | 0 |
| 506 | 8  | 0 | 0 |
| 506 | 9  | 0 | 0 |
| 506 | 10 | 0 | 0 |
| 506 | 12 | 0 | 0 |
| 506 | 13 | 0 | 0 |
| 506 | 14 | 0 | 0 |
| 507 | 1  | 0 | 0 |
| 507 | 2  | 0 | 0 |
| 507 | 6  | 0 | 0 |
| 507 | 7  | 0 | 0 |
| 507 | 9  | 0 | 0 |
| 508 | 1  | 0 | 0 |
| 508 | 2  | 0 | 0 |
| 508 | 3  | 0 | 0 |
| 508 | 9  | 0 | 0 |
| 508 | 10 | 0 | 0 |
| 508 | 13 | 0 | 0 |
| 508 | 14 | 0 | 0 |
| 509 | 2  | 0 | 0 |
| 509 | 6  | 0 | 0 |
| 509 | 7  | 0 | 0 |
| 509 | 8  | 0 | 0 |
| 509 | 9  | 0 | 0 |
| 509 | 10 | 0 | 0 |
| 509 | 12 | 0 | 0 |
| 509 | 13 | 0 | 0 |
| 509 | 14 | 0 | 0 |
| 510 | 1  | 0 | 0 |
| 510 | 2  | 0 | 0 |
| 510 | 5  | 0 | 0 |
| 510 | 6  | 0 | 0 |
| 510 | 7  | 0 | 0 |
| 510 | 8  | 0 | 0 |
| 510 | 9  | 0 | 0 |
| 510 | 10 | 0 | 0 |
| 510 | 12 | 0 | 0 |
| 510 | 13 | 0 | 0 |
| 510 | 14 | 0 | 0 |
| 511 | 1  | 0 | 0 |
| 511 | 2  | 0 | 0 |
| 511 | 3  | 0 | 0 |
| 511 | 6  | 0 | 0 |
| 511 | 7  | 0 | 0 |
| 511 | 9  | 0 | 0 |
| 511 | 10 | 0 | 0 |
| 511 | 11 | 0 | 0 |
| 511 | 12 | 0 | 0 |
| 511 | 13 | 0 | 0 |
| 511 | 14 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |    |   |
|-----|----|---|
| 512 | 1  | 0 |
| 512 | 2  | 0 |
| 512 | 7  | 0 |
| 512 | 8  | 0 |
| 512 | 9  | 0 |
| 512 | 10 | 0 |
| 512 | 12 | 0 |
| 512 | 13 | 0 |
| 512 | 14 | 0 |
| 513 | 1  | 0 |
| 513 | 2  | 0 |
| 513 | 3  | 0 |
| 513 | 5  | 0 |
| 513 | 6  | 0 |
| 513 | 8  | 0 |
| 513 | 9  | 0 |
| 513 | 10 | 0 |
| 513 | 12 | 0 |
| 513 | 13 | 0 |
| 513 | 14 | 0 |
| 514 | 2  | 0 |
| 514 | 3  | 0 |
| 514 | 6  | 0 |
| 514 | 7  | 0 |
| 514 | 8  | 0 |
| 514 | 9  | 0 |
| 514 | 10 | 0 |
| 514 | 12 | 0 |
| 514 | 13 | 0 |
| 514 | 14 | 0 |
| 515 | 1  | 0 |
| 515 | 2  | 0 |
| 515 | 7  | 0 |
| 515 | 8  | 0 |
| 515 | 9  | 0 |
| 515 | 10 | 0 |
| 515 | 13 | 0 |
| 515 | 14 | 0 |
| 601 | 1  | 0 |
| 601 | 2  | 0 |
| 601 | 3  | 0 |
| 601 | 4  | 0 |
| 601 | 5  | 0 |
| 601 | 6  | 0 |
| 601 | 7  | 0 |
| 601 | 8  | 0 |
| 601 | 9  | 0 |
| 601 | 10 | 0 |
| 601 | 12 | 0 |
| 601 | 13 | 0 |
| 601 | 14 | 0 |
| 602 | 1  | 0 |

|     |    |   |
|-----|----|---|
| 511 | 10 | 0 |
| 511 | 11 | 0 |
| 511 | 12 | 0 |
| 511 | 13 | 0 |
| 511 | 14 | 0 |
| 512 | 1  | 0 |
| 512 | 2  | 0 |
| 512 | 7  | 0 |
| 512 | 8  | 0 |
| 512 | 9  | 0 |
| 512 | 10 | 0 |
| 512 | 12 | 0 |
| 512 | 13 | 0 |
| 512 | 14 | 0 |
| 513 | 1  | 0 |
| 513 | 2  | 0 |
| 513 | 3  | 0 |
| 513 | 5  | 0 |
| 513 | 6  | 0 |
| 513 | 8  | 0 |
| 513 | 9  | 0 |
| 513 | 10 | 0 |
| 513 | 12 | 0 |
| 513 | 13 | 0 |
| 513 | 14 | 0 |
| 514 | 2  | 0 |
| 514 | 3  | 0 |
| 514 | 6  | 0 |
| 514 | 7  | 0 |
| 514 | 8  | 0 |
| 514 | 9  | 0 |
| 514 | 10 | 0 |
| 514 | 12 | 0 |
| 514 | 13 | 0 |
| 514 | 14 | 0 |
| 515 | 1  | 0 |
| 515 | 2  | 0 |
| 515 | 7  | 0 |
| 515 | 8  | 0 |
| 515 | 9  | 0 |
| 515 | 10 | 0 |
| 515 | 13 | 0 |
| 515 | 14 | 0 |
| 601 | 1  | 0 |
| 601 | 2  | 0 |
| 601 | 3  | 0 |
| 601 | 4  | 0 |
| 601 | 5  | 0 |
| 601 | 6  | 0 |
| 601 | 7  | 0 |
| 601 | 8  | 0 |
| 601 | 9  | 0 |

|     |    |   |
|-----|----|---|
| 511 | 13 | 0 |
| 511 | 14 | 0 |
| 512 | 1  | 0 |
| 512 | 2  | 0 |
| 512 | 7  | 0 |
| 512 | 8  | 0 |
| 512 | 9  | 0 |
| 512 | 10 | 0 |
| 512 | 12 | 0 |
| 512 | 13 | 0 |
| 512 | 14 | 0 |
| 513 | 1  | 0 |
| 513 | 2  | 0 |
| 513 | 3  | 0 |
| 513 | 5  | 0 |
| 513 | 6  | 0 |
| 513 | 8  | 0 |
| 513 | 9  | 0 |
| 513 | 10 | 0 |
| 513 | 12 | 0 |
| 513 | 13 | 0 |
| 513 | 14 | 0 |
| 514 | 2  | 0 |
| 514 | 3  | 0 |
| 514 | 6  | 0 |
| 514 | 7  | 0 |
| 514 | 8  | 0 |
| 514 | 9  | 0 |
| 514 | 10 | 0 |
| 514 | 12 | 0 |
| 514 | 13 | 0 |
| 514 | 14 | 0 |
| 515 | 1  | 0 |
| 515 | 2  | 0 |
| 515 | 7  | 0 |
| 515 | 8  | 0 |
| 515 | 9  | 0 |
| 515 | 10 | 0 |
| 515 | 13 | 0 |
| 515 | 14 | 0 |
| 601 | 1  | 0 |
| 601 | 2  | 0 |
| 601 | 3  | 0 |
| 601 | 4  | 0 |
| 601 | 5  | 0 |
| 601 | 6  | 0 |
| 601 | 7  | 0 |
| 601 | 8  | 0 |
| 601 | 9  | 0 |
| 601 | 10 | 0 |
| 601 | 12 | 0 |
| 601 | 13 | 0 |

|     |    |   |   |
|-----|----|---|---|
| 512 | 1  | 0 | 0 |
| 512 | 2  | 0 | 0 |
| 512 | 7  | 0 | 0 |
| 512 | 8  | 0 | 0 |
| 512 | 9  | 0 | 0 |
| 512 | 10 | 0 | 0 |
| 512 | 12 | 0 | 0 |
| 512 | 13 | 0 | 0 |
| 512 | 14 | 0 | 0 |
| 513 | 1  | 0 | 0 |
| 513 | 2  | 0 | 0 |
| 513 | 3  | 0 | 0 |
| 513 | 5  | 0 | 0 |
| 513 | 6  | 0 | 0 |
| 513 | 8  | 0 | 0 |
| 513 | 9  | 0 | 0 |
| 513 | 10 | 0 | 0 |
| 513 | 12 | 0 | 0 |
| 513 | 13 | 0 | 0 |
| 513 | 14 | 0 | 0 |
| 514 | 2  | 0 | 0 |
| 514 | 3  | 0 | 0 |
| 514 | 6  | 0 | 0 |
| 514 | 7  | 0 | 0 |
| 514 | 8  | 0 | 0 |
| 514 | 9  | 0 | 0 |
| 514 | 10 | 0 | 0 |
| 514 | 12 | 0 | 0 |
| 514 | 13 | 0 | 0 |
| 514 | 14 | 0 | 0 |
| 515 | 1  | 0 | 0 |
| 515 | 2  | 0 | 0 |
| 515 | 7  | 0 | 0 |
| 515 | 8  | 0 | 0 |
| 515 | 9  | 0 | 0 |
| 515 | 10 | 0 | 0 |
| 515 | 13 | 0 | 0 |
| 515 | 14 | 0 | 0 |
| 601 | 1  | 0 | 0 |
| 601 | 2  | 0 | 0 |
| 601 | 3  | 0 | 0 |
| 601 | 4  | 0 | 0 |
| 601 | 5  | 0 | 0 |
| 601 | 6  | 0 | 0 |
| 601 | 7  | 0 | 0 |
| 601 | 8  | 0 | 0 |
| 601 | 9  | 0 | 0 |
| 601 | 10 | 0 | 0 |
| 601 | 12 | 0 | 0 |
| 601 | 13 | 0 | 0 |
| 601 | 14 | 0 | 0 |
| 602 | 1  | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |    |   |
|-----|----|---|
| 602 | 2  | 0 |
| 602 | 6  | 0 |
| 602 | 7  | 0 |
| 602 | 9  | 0 |
| 602 | 10 | 0 |
| 602 | 13 | 0 |
| 602 | 14 | 0 |
| 603 | 1  | 0 |
| 603 | 2  | 0 |
| 603 | 3  | 0 |
| 603 | 6  | 0 |
| 603 | 7  | 0 |
| 603 | 8  | 0 |
| 603 | 9  | 0 |
| 603 | 10 | 0 |
| 603 | 11 | 0 |
| 603 | 12 | 0 |
| 603 | 13 | 0 |
| 603 | 14 | 0 |
| 604 | 1  | 0 |
| 604 | 2  | 0 |
| 604 | 4  | 0 |
| 604 | 8  | 0 |
| 604 | 9  | 0 |
| 604 | 10 | 0 |
| 604 | 13 | 0 |
| 604 | 14 | 0 |
| 605 | 1  | 0 |
| 605 | 2  | 0 |
| 605 | 3  | 0 |
| 605 | 5  | 0 |
| 605 | 6  | 0 |
| 605 | 7  | 0 |
| 605 | 8  | 0 |
| 605 | 9  | 0 |
| 605 | 10 | 0 |
| 605 | 12 | 0 |
| 605 | 13 | 0 |
| 605 | 14 | 0 |
| 606 | 1  | 0 |
| 606 | 2  | 0 |
| 606 | 5  | 0 |
| 606 | 7  | 0 |
| 606 | 8  | 0 |
| 606 | 9  | 0 |
| 606 | 10 | 0 |
| 606 | 12 | 0 |
| 606 | 13 | 0 |
| 607 | 1  | 0 |
| 607 | 2  | 0 |
| 607 | 3  | 0 |
| 607 | 6  | 0 |

|     |    |   |
|-----|----|---|
| 601 | 10 | 0 |
| 601 | 12 | 0 |
| 601 | 13 | 0 |
| 601 | 14 | 0 |
| 602 | 1  | 0 |
| 602 | 2  | 0 |
| 602 | 6  | 0 |
| 602 | 7  | 0 |
| 602 | 9  | 0 |
| 602 | 10 | 0 |
| 602 | 13 | 0 |
| 602 | 14 | 0 |
| 603 | 1  | 0 |
| 603 | 2  | 0 |
| 603 | 3  | 0 |
| 603 | 6  | 0 |
| 603 | 7  | 0 |
| 603 | 8  | 0 |
| 603 | 9  | 0 |
| 603 | 10 | 0 |
| 603 | 11 | 0 |
| 603 | 12 | 0 |
| 603 | 13 | 0 |
| 603 | 14 | 0 |
| 604 | 1  | 0 |
| 604 | 2  | 0 |
| 604 | 4  | 0 |
| 604 | 8  | 0 |
| 604 | 9  | 0 |
| 604 | 10 | 0 |
| 604 | 13 | 0 |
| 604 | 14 | 0 |
| 605 | 1  | 0 |
| 605 | 2  | 0 |
| 605 | 3  | 0 |
| 605 | 5  | 0 |
| 605 | 6  | 0 |
| 605 | 7  | 0 |
| 605 | 8  | 0 |
| 605 | 9  | 0 |
| 605 | 10 | 0 |
| 605 | 12 | 0 |
| 605 | 13 | 0 |
| 605 | 14 | 0 |
| 606 | 1  | 0 |
| 606 | 2  | 0 |
| 606 | 5  | 0 |
| 606 | 7  | 0 |
| 606 | 8  | 0 |
| 606 | 9  | 0 |
| 606 | 10 | 0 |
| 606 | 12 | 0 |
| 606 | 13 | 0 |
| 606 | 14 | 0 |

|     |    |   |
|-----|----|---|
| 601 | 14 | 0 |
| 602 | 1  | 0 |
| 602 | 2  | 0 |
| 602 | 6  | 0 |
| 602 | 7  | 0 |
| 602 | 9  | 0 |
| 602 | 10 | 0 |
| 602 | 13 | 0 |
| 602 | 14 | 0 |
| 603 | 1  | 0 |
| 603 | 2  | 0 |
| 603 | 3  | 0 |
| 603 | 6  | 0 |
| 603 | 7  | 0 |
| 603 | 8  | 0 |
| 603 | 9  | 0 |
| 603 | 10 | 0 |
| 603 | 11 | 0 |
| 603 | 12 | 0 |
| 603 | 13 | 0 |
| 603 | 14 | 0 |
| 604 | 1  | 0 |
| 604 | 2  | 0 |
| 604 | 4  | 0 |
| 604 | 8  | 0 |
| 604 | 9  | 0 |
| 604 | 10 | 0 |
| 604 | 13 | 0 |
| 604 | 14 | 0 |
| 605 | 1  | 0 |
| 605 | 2  | 0 |
| 605 | 3  | 0 |
| 605 | 5  | 0 |
| 605 | 6  | 0 |
| 605 | 7  | 0 |
| 605 | 8  | 0 |
| 605 | 9  | 0 |
| 605 | 10 | 0 |
| 605 | 12 | 0 |
| 605 | 13 | 0 |
| 605 | 14 | 0 |
| 606 | 1  | 0 |
| 606 | 2  | 0 |
| 606 | 5  | 0 |
| 606 | 7  | 0 |
| 606 | 8  | 0 |
| 606 | 9  | 0 |
| 606 | 10 | 0 |
| 606 | 12 | 0 |
| 606 | 13 | 0 |
| 607 | 1  | 0 |
| 607 | 2  | 0 |

|     |    |   |   |
|-----|----|---|---|
| 602 | 2  | 0 | 0 |
| 602 | 6  | 0 | 0 |
| 602 | 7  | 0 | 0 |
| 602 | 9  | 0 | 0 |
| 602 | 10 | 0 | 0 |
| 602 | 13 | 0 | 0 |
| 602 | 14 | 0 | 0 |
| 603 | 1  | 0 | 0 |
| 603 | 2  | 0 | 0 |
| 603 | 3  | 0 | 0 |
| 603 | 6  | 0 | 0 |
| 603 | 7  | 0 | 0 |
| 603 | 8  | 0 | 0 |
| 603 | 9  | 0 | 0 |
| 603 | 10 | 0 | 0 |
| 603 | 11 | 0 | 0 |
| 603 | 12 | 0 | 0 |
| 603 | 13 | 0 | 0 |
| 603 | 14 | 0 | 0 |
| 604 | 1  | 0 | 0 |
| 604 | 2  | 0 | 0 |
| 604 | 4  | 0 | 0 |
| 604 | 8  | 0 | 0 |
| 604 | 9  | 0 | 0 |
| 604 | 10 | 0 | 0 |
| 604 | 13 | 0 | 0 |
| 604 | 14 | 0 | 0 |
| 605 | 1  | 0 | 0 |
| 605 | 2  | 0 | 0 |
| 605 | 3  | 0 | 0 |
| 605 | 5  | 0 | 0 |
| 605 | 6  | 0 | 0 |
| 605 | 7  | 0 | 0 |
| 605 | 8  | 0 | 0 |
| 605 | 9  | 0 | 0 |
| 605 | 10 | 0 | 0 |
| 605 | 12 | 0 | 0 |
| 605 | 13 | 0 | 0 |
| 605 | 14 | 0 | 0 |
| 606 | 1  | 0 | 0 |
| 606 | 2  | 0 | 0 |
| 606 | 5  | 0 | 0 |
| 606 | 7  | 0 | 0 |
| 606 | 8  | 0 | 0 |
| 606 | 9  | 0 | 0 |
| 606 | 10 | 0 | 0 |
| 606 | 12 | 0 | 0 |
| 606 | 13 | 0 | 0 |
| 607 | 1  | 0 | 0 |
| 607 | 2  | 0 | 0 |
| 607 | 3  | 0 | 0 |
| 607 | 6  | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |  |  |   |
|-----|-----|--|--|---|
| 607 | 7   |  |  | 0 |
| 607 | 8   |  |  | 0 |
| 607 | 9   |  |  | 0 |
| 607 | 12  |  |  | 0 |
| 607 | 14  |  |  | 0 |
| 704 | 1   |  |  | 0 |
| 704 | 2   |  |  | 0 |
| 704 | 9   |  |  | 0 |
| 704 | 12  |  |  | 0 |
| 704 | 13  |  |  | 0 |
| 704 | 14  |  |  | 0 |
| 705 | 1   |  |  | 0 |
| 705 | 2   |  |  | 0 |
| 705 | 3   |  |  | 0 |
| 705 | 6   |  |  | 0 |
| 705 | 9   |  |  | 0 |
| 705 | 10  |  |  | 0 |
| 705 | 12  |  |  | 0 |
| 705 | 13  |  |  | 0 |
| 705 | 14  |  |  | 0 |
| 706 | 1   |  |  | 0 |
| 706 | 2   |  |  | 0 |
| 706 | 3   |  |  | 0 |
| 706 | 6   |  |  | 0 |
| 706 | 7   |  |  | 0 |
| 706 | 8   |  |  | 0 |
| 706 | 9   |  |  | 0 |
| 706 | 10  |  |  | 0 |
| 706 | 12  |  |  | 0 |
| 706 | 13  |  |  | 0 |
| 803 | 2   |  |  | 0 |
| 803 | 7   |  |  | 0 |
| 5   | 701 |  |  | 0 |
| 11  | 702 |  |  | 0 |
| 701 | 11  |  |  | 0 |
| 701 | 4   |  |  | 0 |
| 3   | 701 |  |  | 0 |
| 4   | 702 |  |  | 0 |
| 9   | 701 |  |  | 0 |
| 1   | 701 |  |  | 0 |
| 1   | 702 |  |  | 0 |
| 2   | 701 |  |  | 0 |
| 2   | 702 |  |  | 0 |
| 3   | 702 |  |  | 0 |
| 4   | 701 |  |  | 0 |
| 5   | 702 |  |  | 0 |
| 6   | 701 |  |  | 0 |
| 6   | 702 |  |  | 0 |
| 7   | 701 |  |  | 0 |
| 7   | 702 |  |  | 0 |
| 8   | 701 |  |  | 0 |
| 8   | 702 |  |  | 0 |

|     |     |  |  |   |
|-----|-----|--|--|---|
| 606 | 13  |  |  | 0 |
| 607 | 1   |  |  | 0 |
| 607 | 2   |  |  | 0 |
| 607 | 3   |  |  | 0 |
| 607 | 6   |  |  | 0 |
| 607 | 7   |  |  | 0 |
| 607 | 8   |  |  | 0 |
| 607 | 9   |  |  | 0 |
| 607 | 12  |  |  | 0 |
| 607 | 14  |  |  | 0 |
| 704 | 1   |  |  | 0 |
| 704 | 2   |  |  | 0 |
| 704 | 9   |  |  | 0 |
| 704 | 12  |  |  | 0 |
| 704 | 13  |  |  | 0 |
| 704 | 14  |  |  | 0 |
| 705 | 1   |  |  | 0 |
| 705 | 2   |  |  | 0 |
| 705 | 13  |  |  | 0 |
| 705 | 14  |  |  | 0 |
| 705 | 1   |  |  | 0 |
| 705 | 2   |  |  | 0 |
| 705 | 3   |  |  | 0 |
| 705 | 6   |  |  | 0 |
| 705 | 9   |  |  | 0 |
| 705 | 10  |  |  | 0 |
| 705 | 12  |  |  | 0 |
| 705 | 13  |  |  | 0 |
| 705 | 14  |  |  | 0 |
| 706 | 1   |  |  | 0 |
| 706 | 2   |  |  | 0 |
| 706 | 3   |  |  | 0 |
| 706 | 6   |  |  | 0 |
| 706 | 7   |  |  | 0 |
| 706 | 8   |  |  | 0 |
| 706 | 9   |  |  | 0 |
| 706 | 10  |  |  | 0 |
| 706 | 12  |  |  | 0 |
| 706 | 13  |  |  | 0 |
| 803 | 2   |  |  | 0 |
| 803 | 7   |  |  | 0 |
| 5   | 701 |  |  | 0 |
| 11  | 702 |  |  | 0 |
| 706 | 13  |  |  | 0 |
| 803 | 2   |  |  | 0 |
| 803 | 7   |  |  | 0 |
| 5   | 701 |  |  | 0 |
| 11  | 702 |  |  | 0 |
| 1   | 701 |  |  | 0 |
| 1   | 702 |  |  | 0 |
| 2   | 701 |  |  | 0 |
| 2   | 702 |  |  | 0 |
| 3   | 702 |  |  | 0 |
| 4   | 701 |  |  | 0 |
| 5   | 702 |  |  | 0 |
| 6   | 701 |  |  | 0 |
| 6   | 702 |  |  | 0 |
| 7   | 701 |  |  | 0 |
| 7   | 702 |  |  | 0 |
| 8   | 701 |  |  | 0 |
| 8   | 702 |  |  | 0 |

|     |     |  |  |   |
|-----|-----|--|--|---|
| 607 | 3   |  |  | 0 |
| 607 | 6   |  |  | 0 |
| 607 | 7   |  |  | 0 |
| 607 | 8   |  |  | 0 |
| 607 | 9   |  |  | 0 |
| 607 | 12  |  |  | 0 |
| 607 | 14  |  |  | 0 |
| 704 | 1   |  |  | 0 |
| 704 | 2   |  |  | 0 |
| 704 | 9   |  |  | 0 |
| 704 | 12  |  |  | 0 |
| 704 | 13  |  |  | 0 |
| 704 | 14  |  |  | 0 |
| 705 | 1   |  |  | 0 |
| 705 | 2   |  |  | 0 |
| 705 | 3   |  |  | 0 |
| 705 | 6   |  |  | 0 |
| 705 | 9   |  |  | 0 |
| 705 | 10  |  |  | 0 |
| 705 | 12  |  |  | 0 |
| 705 | 13  |  |  | 0 |
| 705 | 14  |  |  | 0 |
| 706 | 1   |  |  | 0 |
| 706 | 2   |  |  | 0 |
| 706 | 3   |  |  | 0 |
| 706 | 6   |  |  | 0 |
| 706 | 7   |  |  | 0 |
| 706 | 8   |  |  | 0 |
| 706 | 9   |  |  | 0 |
| 706 | 10  |  |  | 0 |
| 706 | 12  |  |  | 0 |
| 706 | 13  |  |  | 0 |
| 803 | 2   |  |  | 0 |
| 803 | 7   |  |  | 0 |
| 701 | 11  |  |  | 0 |
| 701 | 4   |  |  | 0 |
| 3   | 701 |  |  | 0 |
| 4   | 702 |  |  | 0 |
| 9   | 701 |  |  | 0 |
| 1   | 701 |  |  | 0 |
| 1   | 702 |  |  | 0 |
| 2   | 701 |  |  | 0 |
| 2   | 702 |  |  | 0 |
| 3   | 702 |  |  | 0 |
| 4   | 701 |  |  | 0 |
| 5   | 702 |  |  | 0 |
| 6   | 701 |  |  | 0 |
| 6   | 702 |  |  | 0 |
| 7   | 701 |  |  | 0 |
| 7   | 702 |  |  | 0 |
| 8   | 701 |  |  | 0 |
| 8   | 702 |  |  | 0 |

|     |     |   |   |
|-----|-----|---|---|
| 607 | 7   | 0 | 0 |
| 607 | 8   | 0 | 0 |
| 607 | 9   | 0 | 0 |
| 607 | 12  | 0 | 0 |
| 607 | 14  | 0 | 0 |
| 704 | 1   | 0 | 0 |
| 704 | 2   | 0 | 0 |
| 704 | 9   | 0 | 0 |
| 704 | 12  | 0 | 0 |
| 704 | 13  | 0 | 0 |
| 704 | 14  | 0 | 0 |
| 705 | 1   | 0 | 0 |
| 705 | 2   | 0 | 0 |
| 705 | 3   | 0 | 0 |
| 705 | 6   | 0 | 0 |
| 705 | 9   | 0 | 0 |
| 705 | 10  | 0 | 0 |
| 705 | 12  | 0 | 0 |
| 705 | 13  | 0 | 0 |
| 705 | 14  | 0 | 0 |
| 706 | 1   | 0 | 0 |
| 706 | 2   | 0 | 0 |
| 706 | 3   | 0 | 0 |
| 706 | 6   | 0 | 0 |
| 706 | 7   | 0 | 0 |
| 706 | 8   | 0 | 0 |
| 706 | 9   | 0 | 0 |
| 706 | 10  | 0 | 0 |
| 706 | 12  | 0 | 0 |
| 706 | 13  | 0 | 0 |
| 803 | 2   | 0 | 0 |
| 803 | 7   | 0 | 0 |
| 5   | 701 | 0 | 0 |
| 11  | 702 | 0 | 0 |
| 701 | 11  | 0 | 0 |
| 701 | 4   | 0 | 0 |
| 3   | 701 | 0 | 0 |
| 4   | 702 | 0 | 0 |
| 9   | 701 | 0 | 0 |
| 1   | 701 | 0 | 0 |
| 1   | 702 | 0 | 0 |
| 2   | 701 | 0 | 0 |
| 2   | 702 | 0 | 0 |
| 3   | 702 | 0 | 0 |
| 4   | 701 | 0 | 0 |
| 5   | 702 | 0 | 0 |
| 6   | 701 | 0 | 0 |
| 6   | 702 | 0 | 0 |
| 7   | 701 | 0 | 0 |
| 7   | 702 | 0 | 0 |
| 8   | 701 | 0 | 0 |
| 8   | 702 | 0 | 0 |

North I-25  
RSA to RSA Trip Comparison

|     |     |  |  |
|-----|-----|--|--|
| 9   | 702 |  |  |
| 10  | 701 |  |  |
| 10  | 702 |  |  |
| 12  | 701 |  |  |
| 12  | 702 |  |  |
| 13  | 701 |  |  |
| 13  | 702 |  |  |
| 14  | 701 |  |  |
| 14  | 702 |  |  |
| 701 | 1   |  |  |
| 701 | 2   |  |  |
| 701 | 3   |  |  |
| 701 | 5   |  |  |
| 701 | 6   |  |  |
| 701 | 7   |  |  |
| 701 | 9   |  |  |
| 701 | 10  |  |  |
| 701 | 12  |  |  |
| 701 | 13  |  |  |
| 701 | 14  |  |  |
| 702 | 1   |  |  |
| 702 | 2   |  |  |
| 702 | 6   |  |  |
| 702 | 7   |  |  |
| 702 | 8   |  |  |
| 702 | 9   |  |  |
| 702 | 10  |  |  |
| 702 | 12  |  |  |
| 702 | 13  |  |  |
| 702 | 14  |  |  |

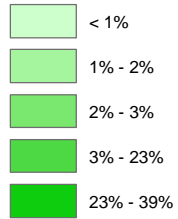
|     |     |  |  |
|-----|-----|--|--|
| 9   | 702 |  |  |
| 10  | 701 |  |  |
| 10  | 702 |  |  |
| 12  | 701 |  |  |
| 12  | 702 |  |  |
| 13  | 701 |  |  |
| 13  | 702 |  |  |
| 14  | 701 |  |  |
| 14  | 702 |  |  |
| 701 | 1   |  |  |
| 701 | 2   |  |  |
| 701 | 3   |  |  |
| 701 | 5   |  |  |
| 701 | 6   |  |  |
| 701 | 7   |  |  |
| 701 | 9   |  |  |
| 701 | 10  |  |  |
| 701 | 12  |  |  |
| 701 | 13  |  |  |
| 701 | 14  |  |  |
| 702 | 1   |  |  |
| 702 | 2   |  |  |
| 702 | 6   |  |  |
| 702 | 7   |  |  |
| 702 | 8   |  |  |
| 702 | 9   |  |  |
| 702 | 10  |  |  |
| 702 | 12  |  |  |
| 702 | 13  |  |  |
| 702 | 14  |  |  |

|     |     |  |  |
|-----|-----|--|--|
| 9   | 702 |  |  |
| 10  | 701 |  |  |
| 10  | 702 |  |  |
| 12  | 701 |  |  |
| 12  | 702 |  |  |
| 13  | 701 |  |  |
| 13  | 702 |  |  |
| 14  | 701 |  |  |
| 14  | 702 |  |  |
| 701 | 1   |  |  |
| 701 | 2   |  |  |
| 701 | 3   |  |  |
| 701 | 5   |  |  |
| 701 | 6   |  |  |
| 701 | 7   |  |  |
| 701 | 9   |  |  |
| 701 | 10  |  |  |
| 701 | 12  |  |  |
| 701 | 13  |  |  |
| 701 | 14  |  |  |
| 702 | 1   |  |  |
| 702 | 2   |  |  |
| 702 | 6   |  |  |
| 702 | 7   |  |  |
| 702 | 8   |  |  |
| 702 | 9   |  |  |
| 702 | 10  |  |  |
| 702 | 12  |  |  |
| 702 | 13  |  |  |
| 702 | 14  |  |  |

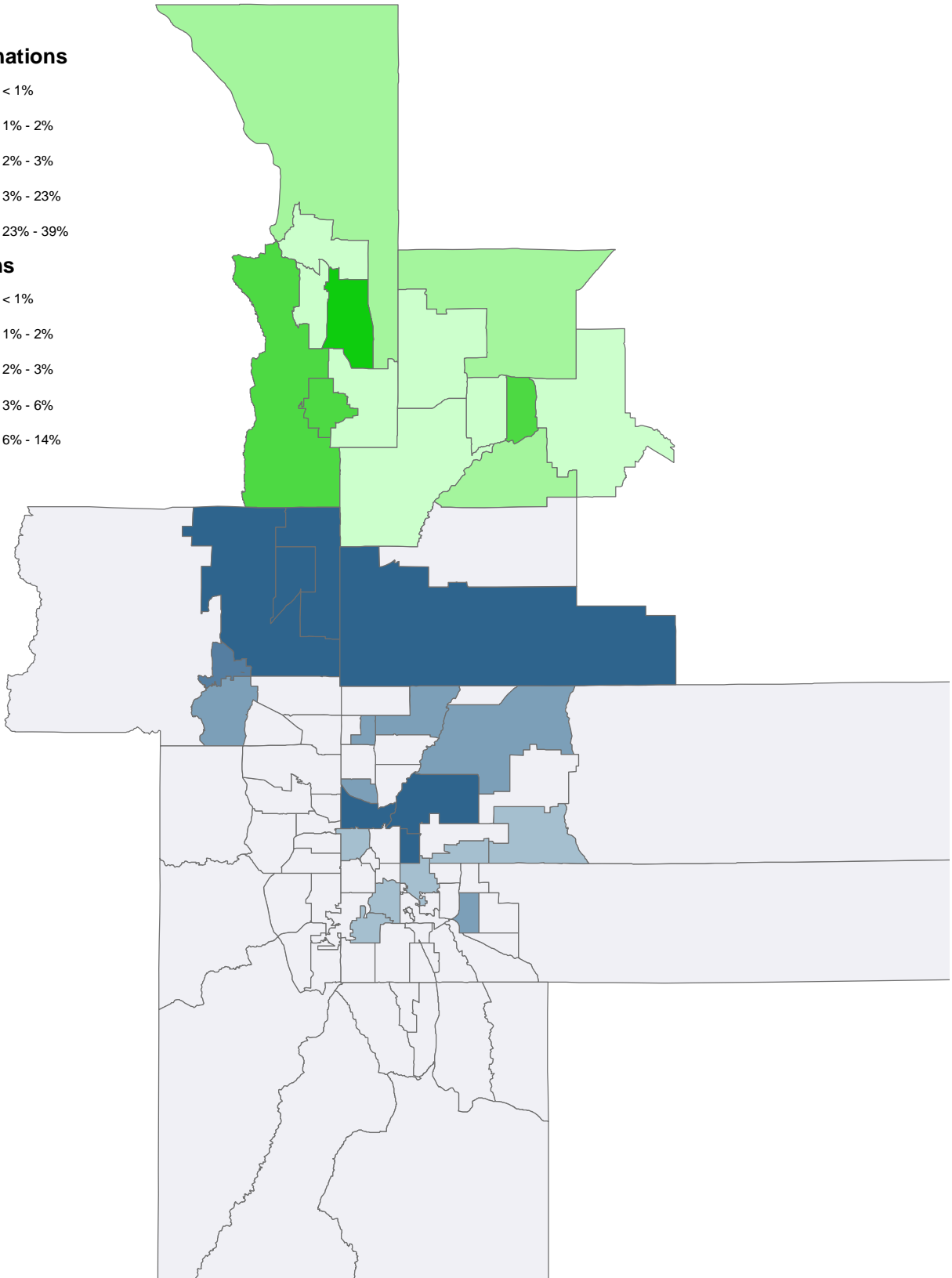
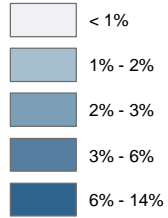
|     |     |   |  |
|-----|-----|---|--|
| 9   | 702 | 0 |  |
| 10  | 701 | 0 |  |
| 10  | 702 | 0 |  |
| 12  | 701 | 0 |  |
| 12  | 702 | 0 |  |
| 13  | 701 | 0 |  |
| 13  | 702 | 0 |  |
| 14  | 701 | 0 |  |
| 14  | 702 | 0 |  |
| 701 | 1   | 0 |  |
| 701 | 2   | 0 |  |
| 701 | 3   | 0 |  |
| 701 | 5   | 0 |  |
| 701 | 6   | 0 |  |
| 701 | 7   | 0 |  |
| 701 | 9   | 0 |  |
| 701 | 10  | 0 |  |
| 701 | 12  | 0 |  |
| 701 | 13  | 0 |  |
| 701 | 14  | 0 |  |
| 702 | 1   | 0 |  |
| 702 | 2   | 0 |  |
| 702 | 6   | 0 |  |
| 702 | 7   | 0 |  |
| 702 | 8   | 0 |  |
| 702 | 9   | 0 |  |
| 702 | 10  | 0 |  |
| 702 | 12  | 0 |  |
| 702 | 13  | 0 |  |
| 702 | 14  | 0 |  |



**Destinations**



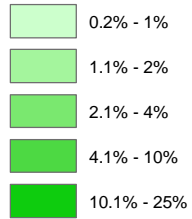
**Origins**



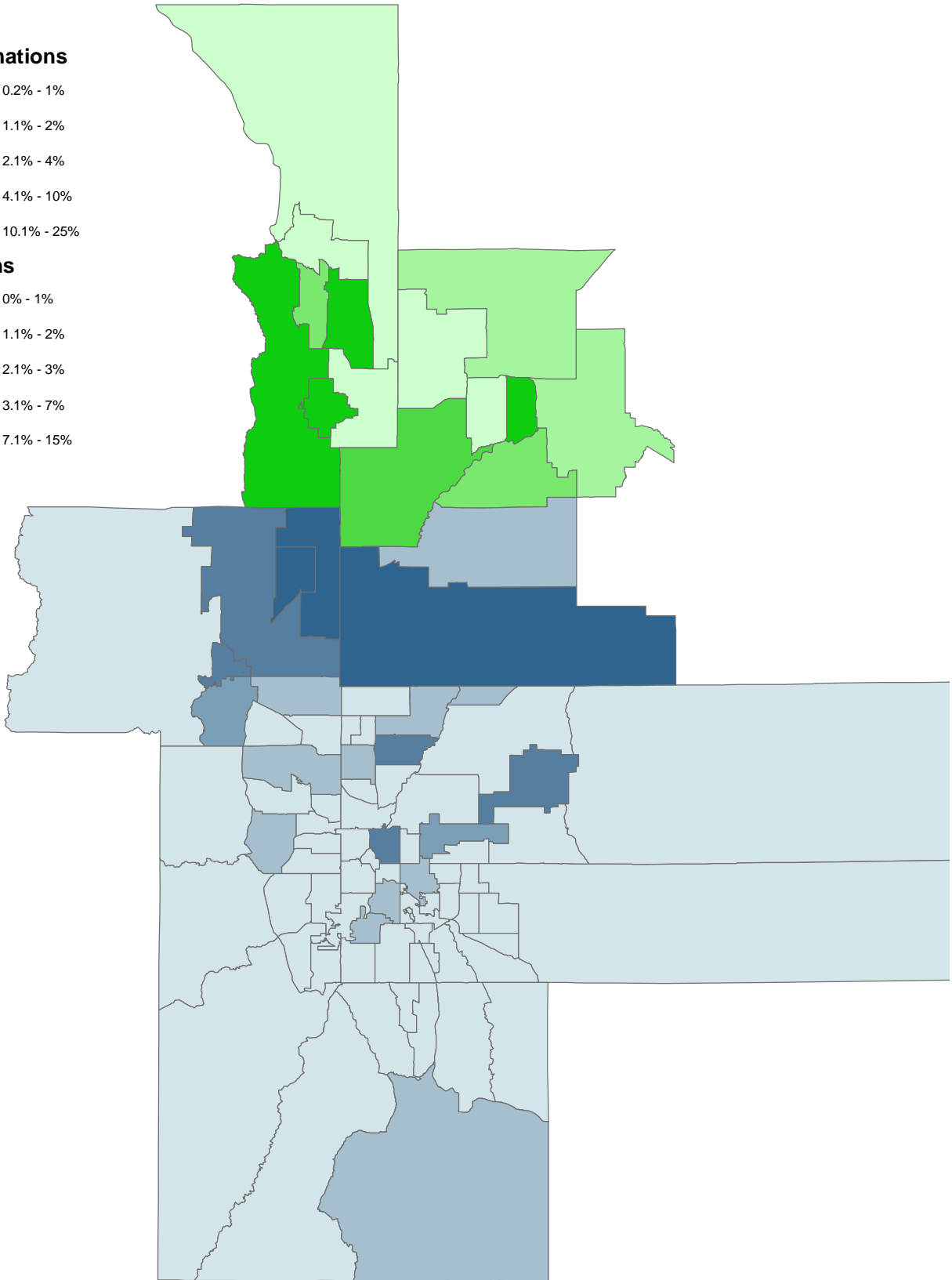
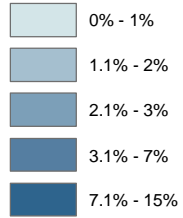
Trip Purpose: COM  
Source: Bi-Regional Trip Table  
Origin: DRCOG  
Destination: NFR



**Destinations**



**Origins**



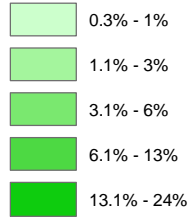
Trip Purpose: HBO

Source: Bi-Regional Trip Table

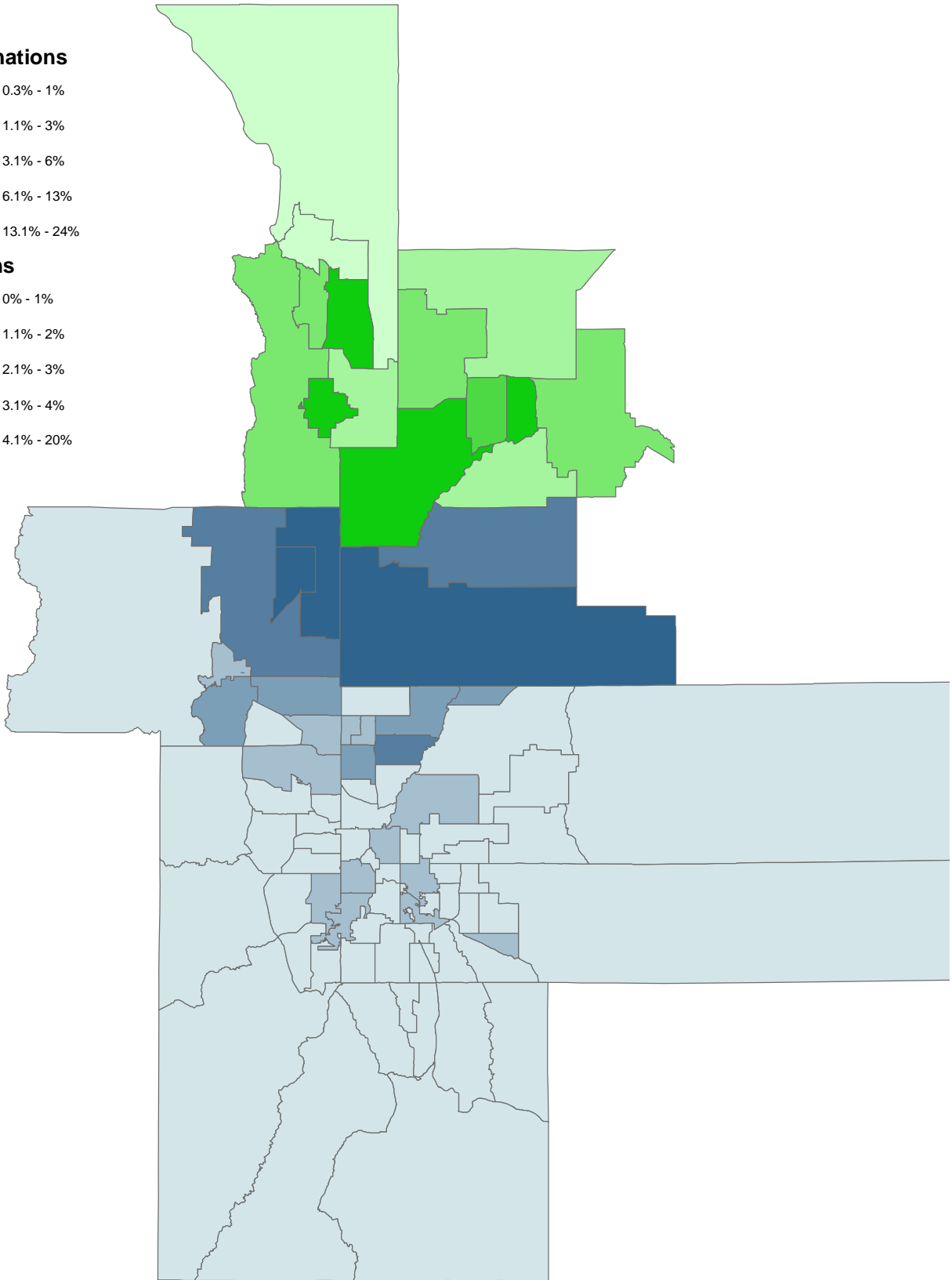
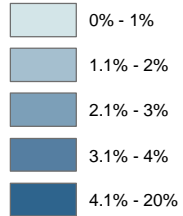
Origin: DRCOG

Destination: NFR

**Destinations**



**Origins**



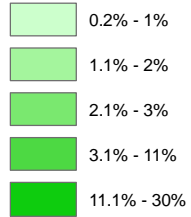
Trip Purpose: HBW

Source: Bi-Regional Trip Table

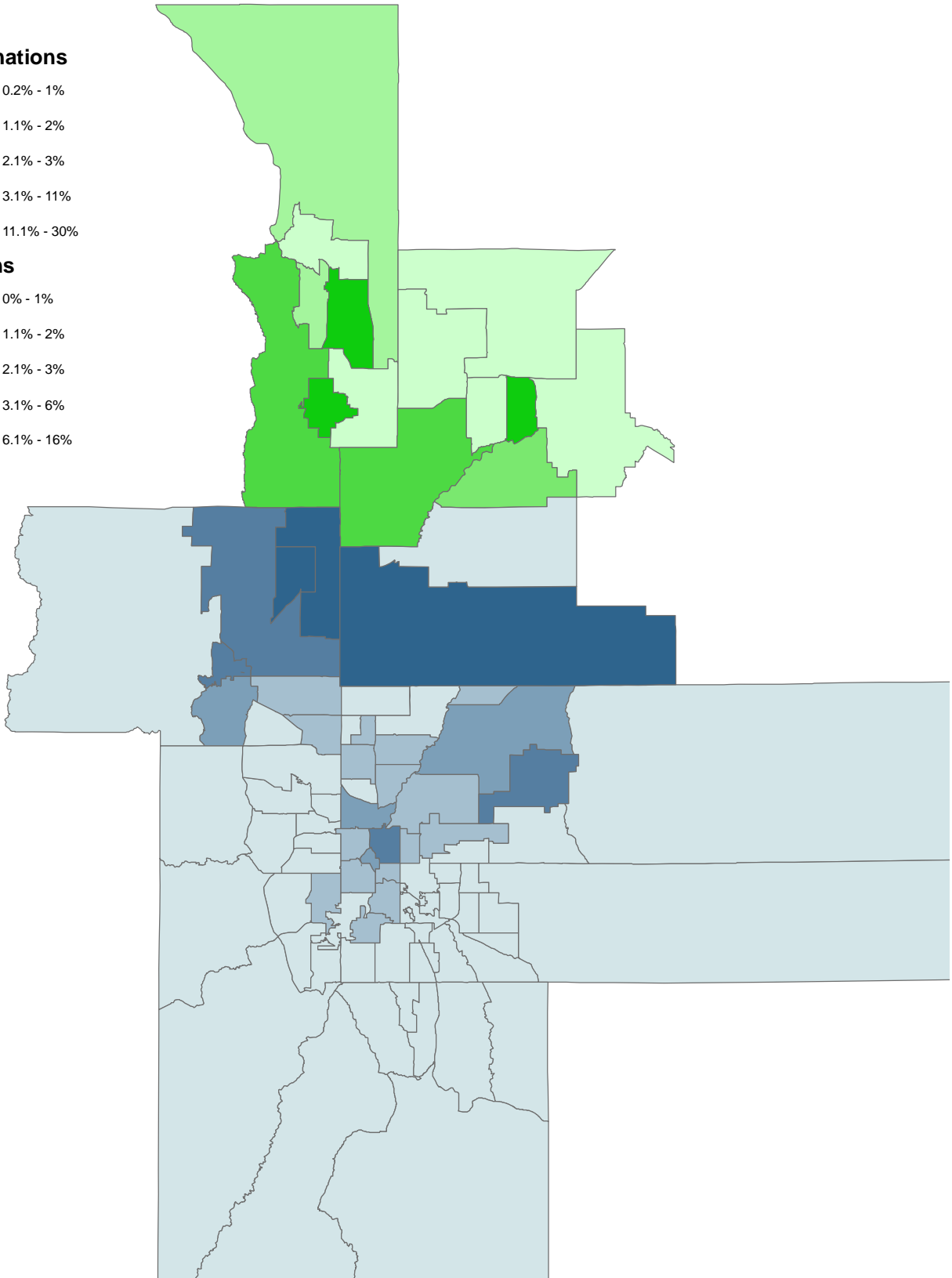
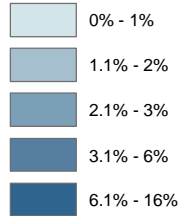
Origin: DRCOG

Destination: NFR

**Destinations**



**Origins**



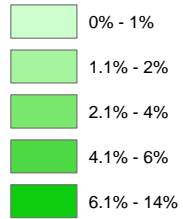
Trip Purpose: NHB

Source: Bi-Regional Trip Table

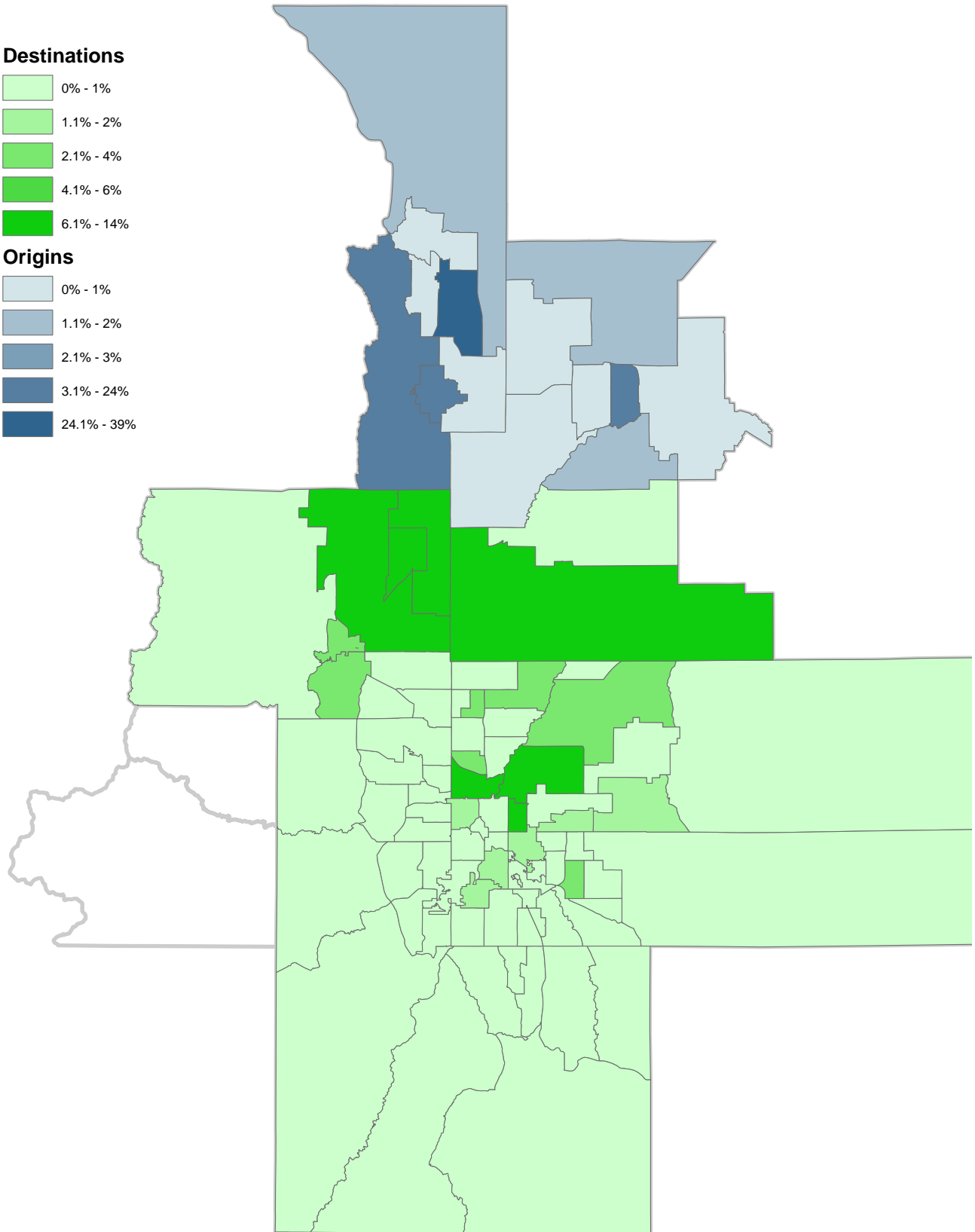
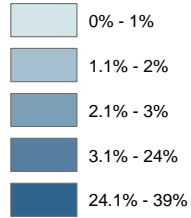
Origin: DRCOG

Destination: NFR

**Destinations**



**Origins**



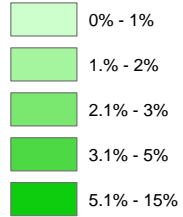
Trip Purpose: COM

Source: Bi-Regional Trip Table

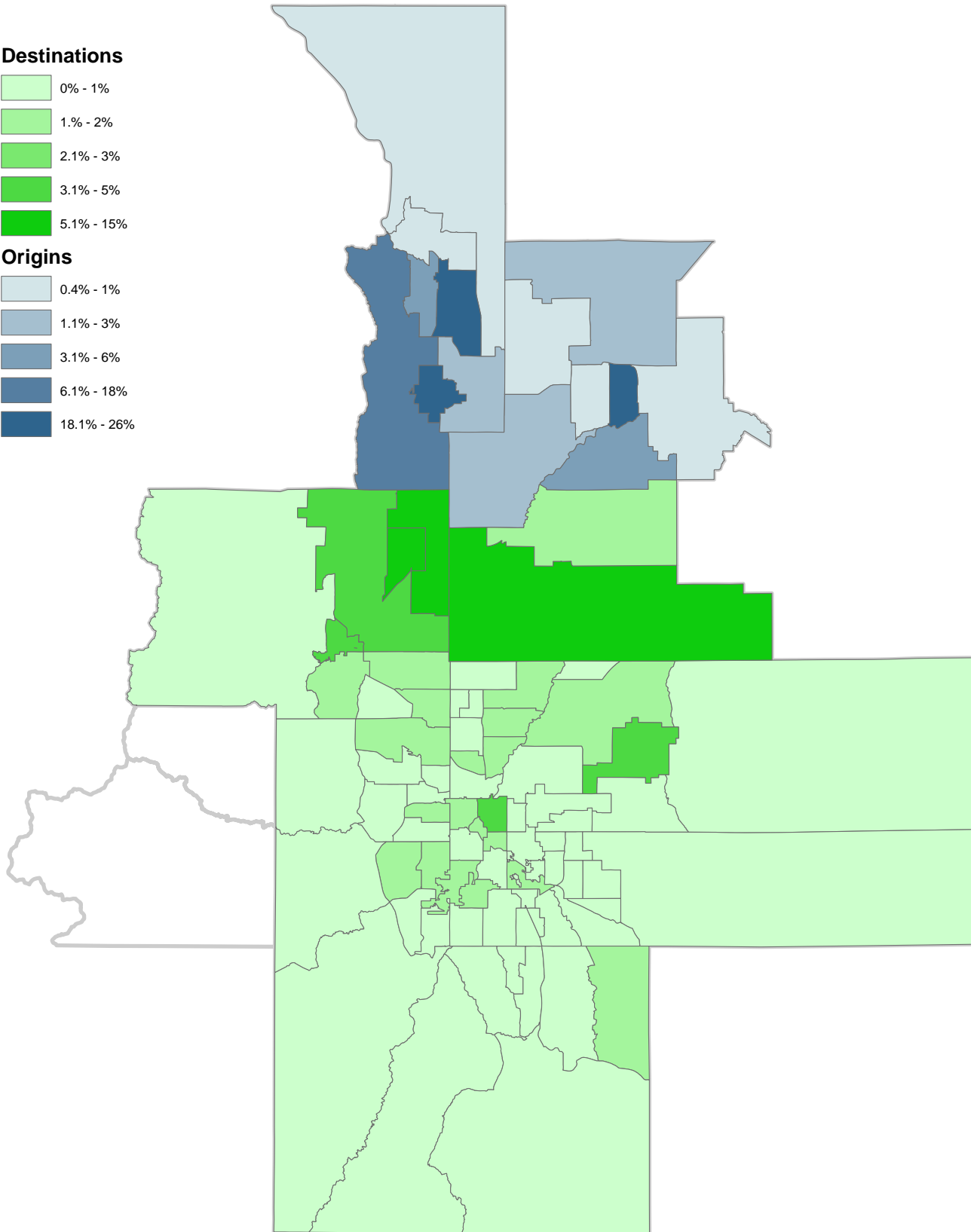
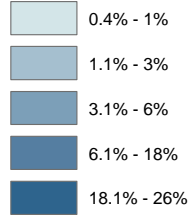
Origin: NFR

Destination: DRCOG

**Destinations**



**Origins**



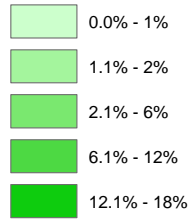
Trip Purpose: HBO

Source: Bi-Regional Trip Table

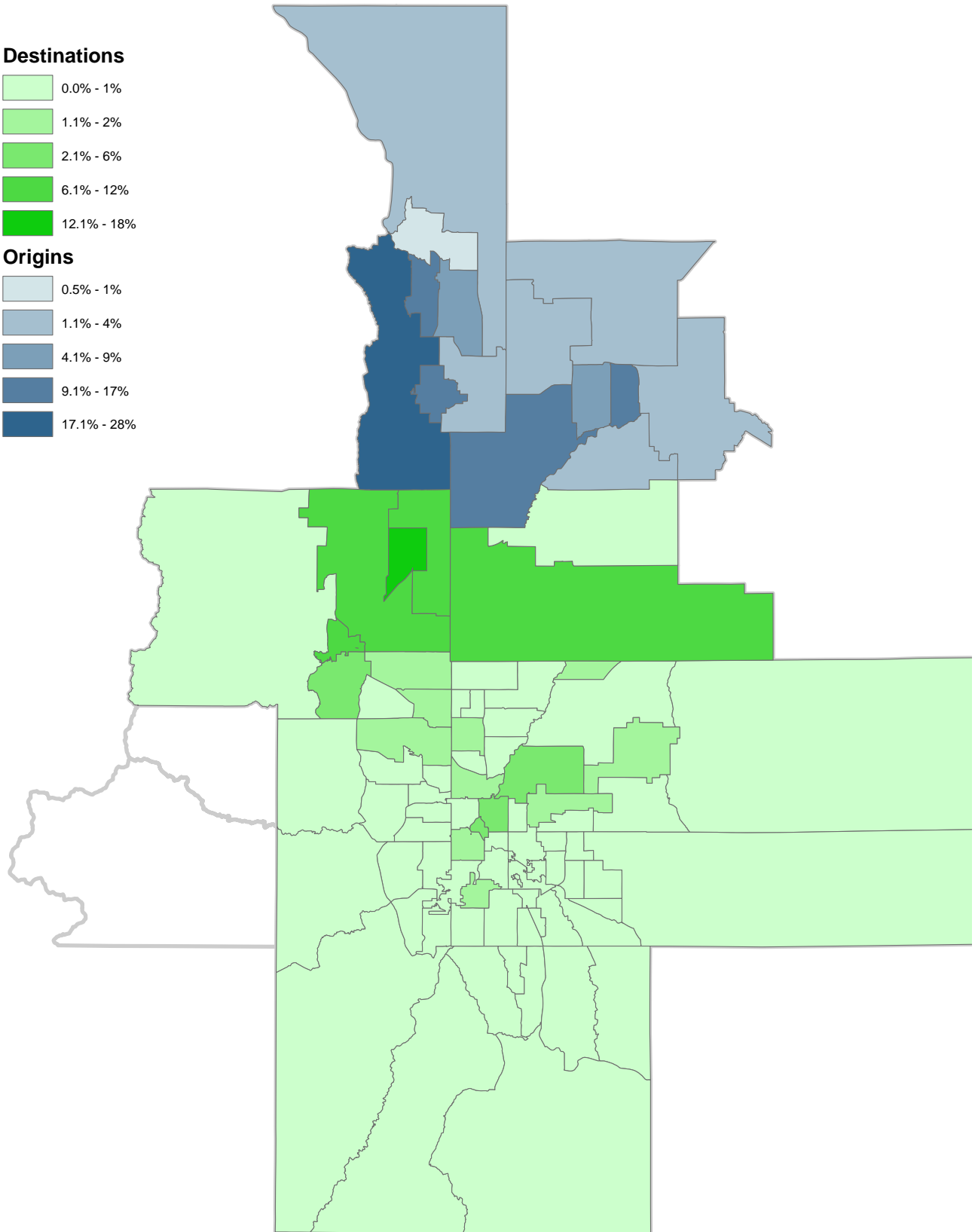
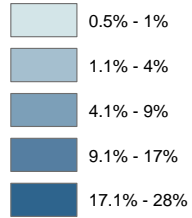
Origin: NFR

Destination: DRCOG

**Destinations**



**Origins**



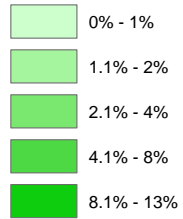
Trip Purpose: HBW

Source: Bi-Regional Trip Table

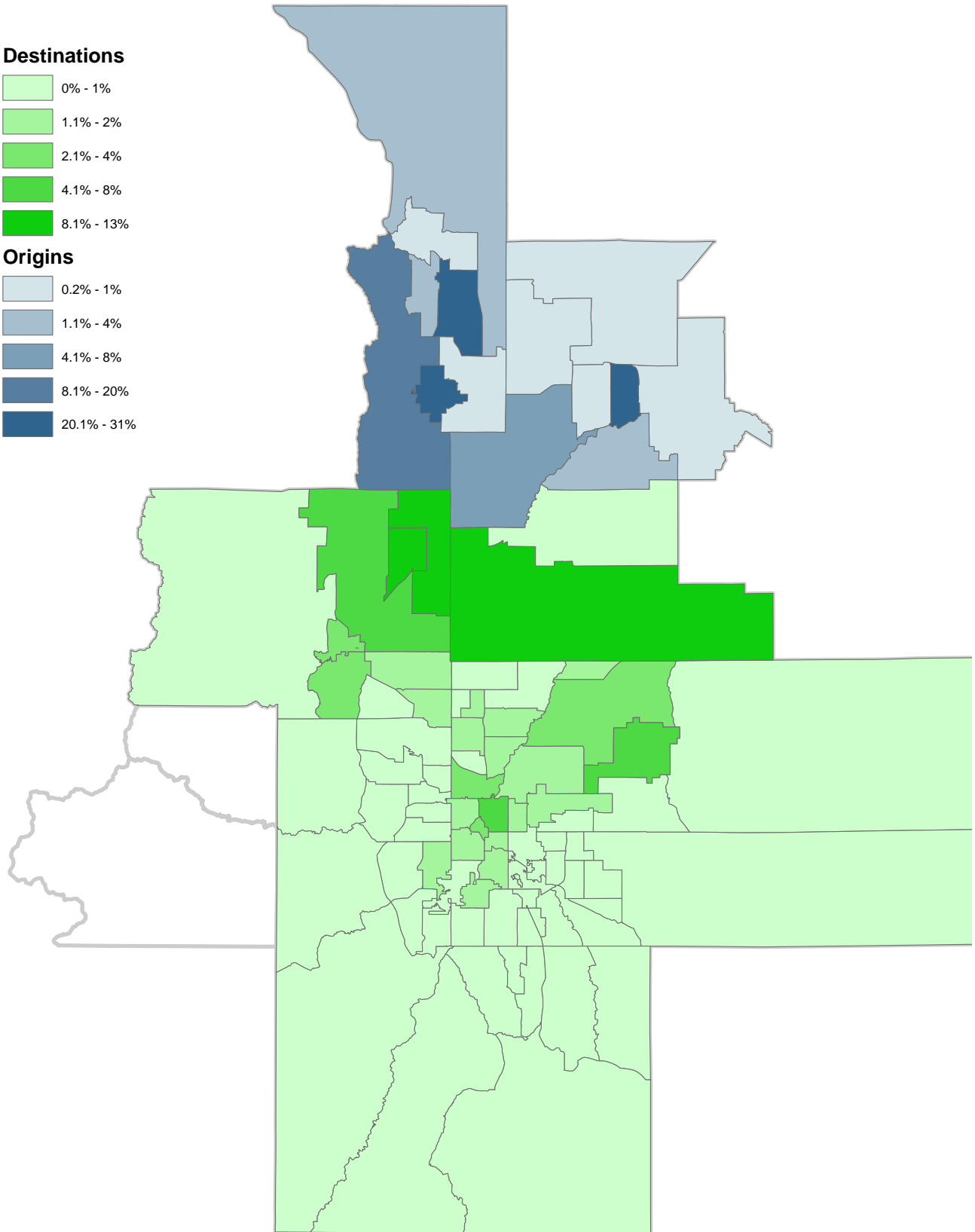
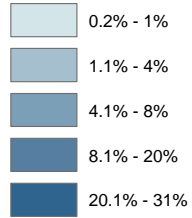
Origin: NFR

Destination: DRCOG

**Destinations**

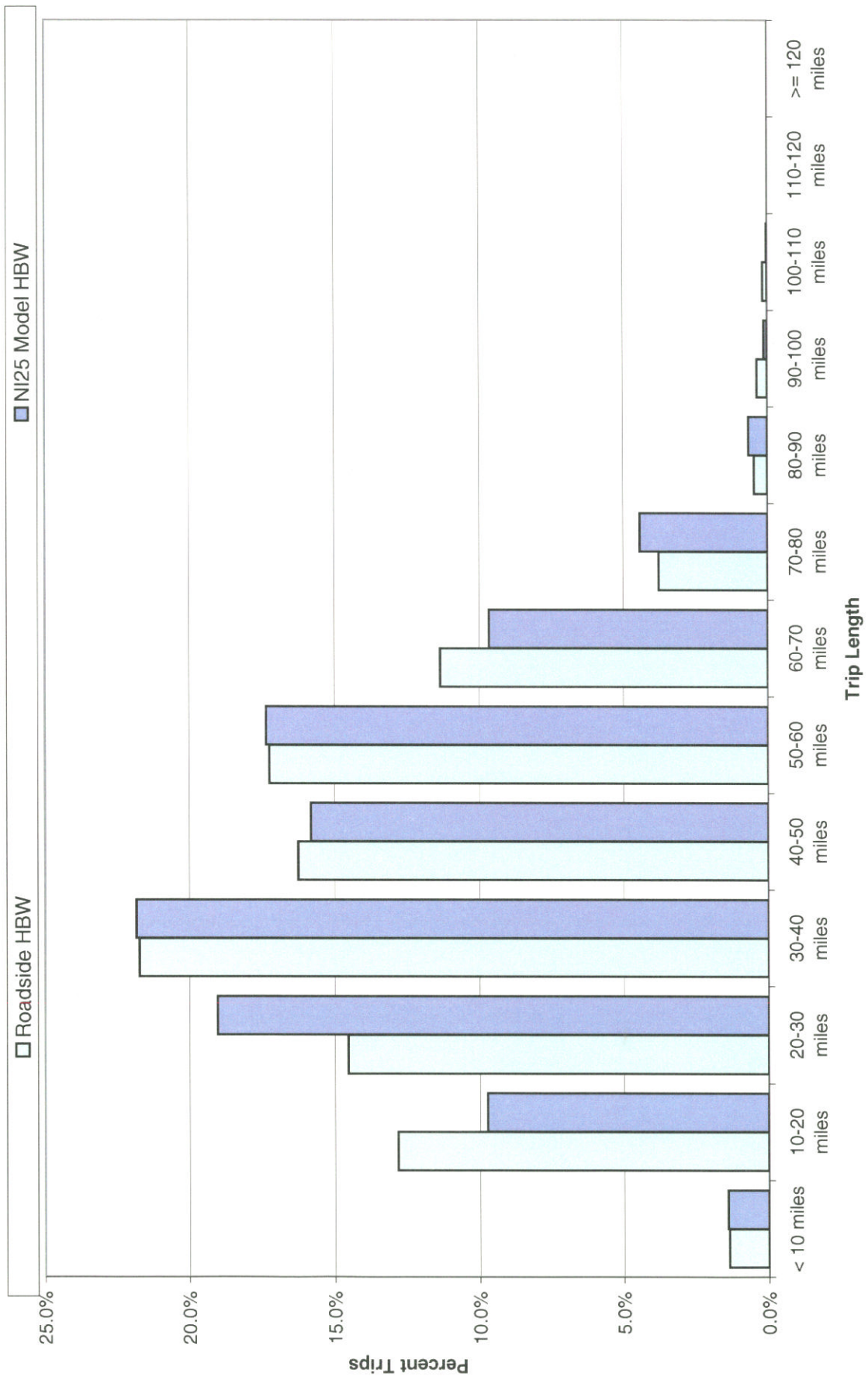


**Origins**



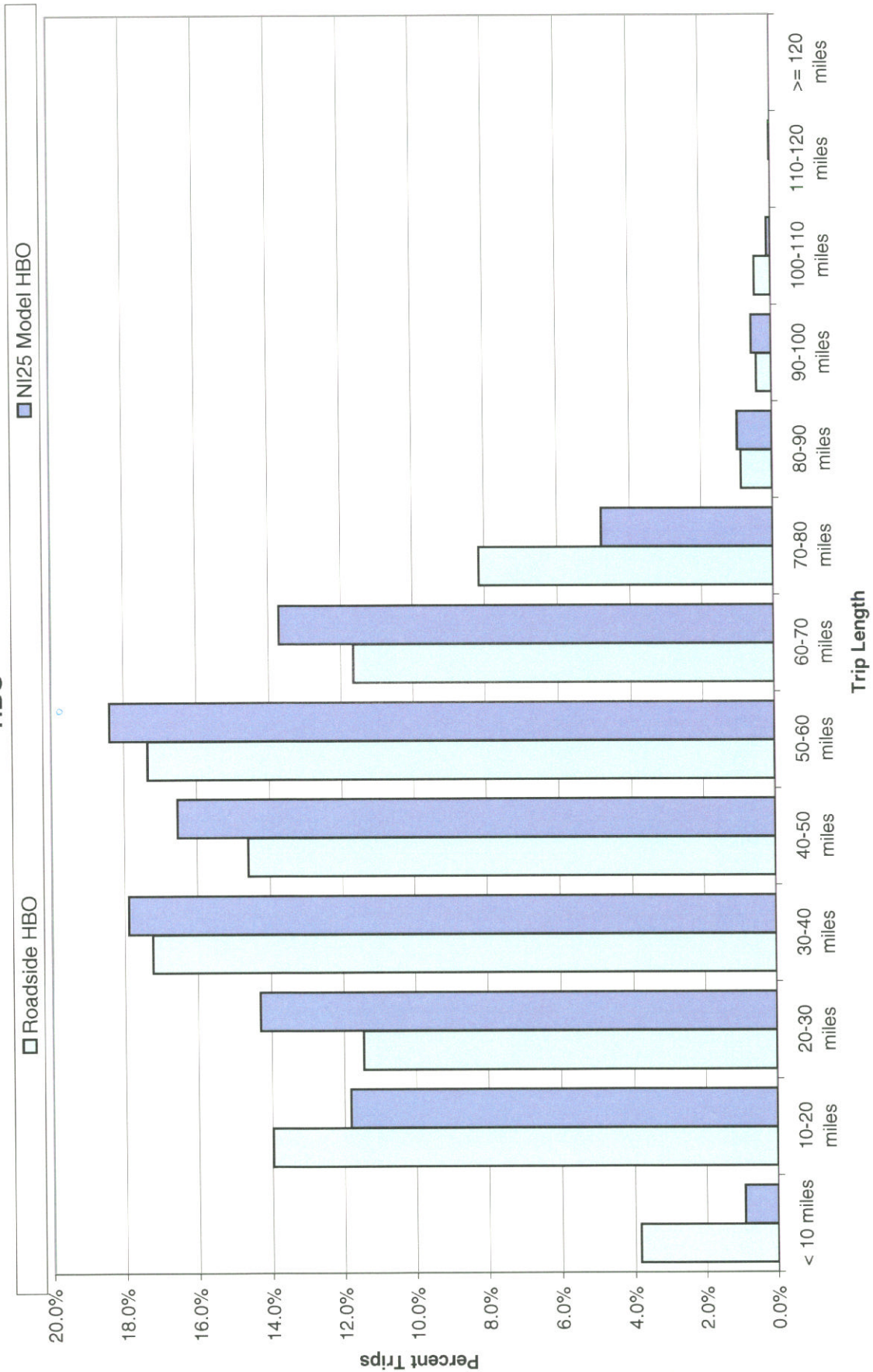
Trip Purpose: NHB  
Source: Bi-Regional Trip Table  
Origin: NFR  
Destination: DRCOG

### BiRegional Trip Length Distribution HBW

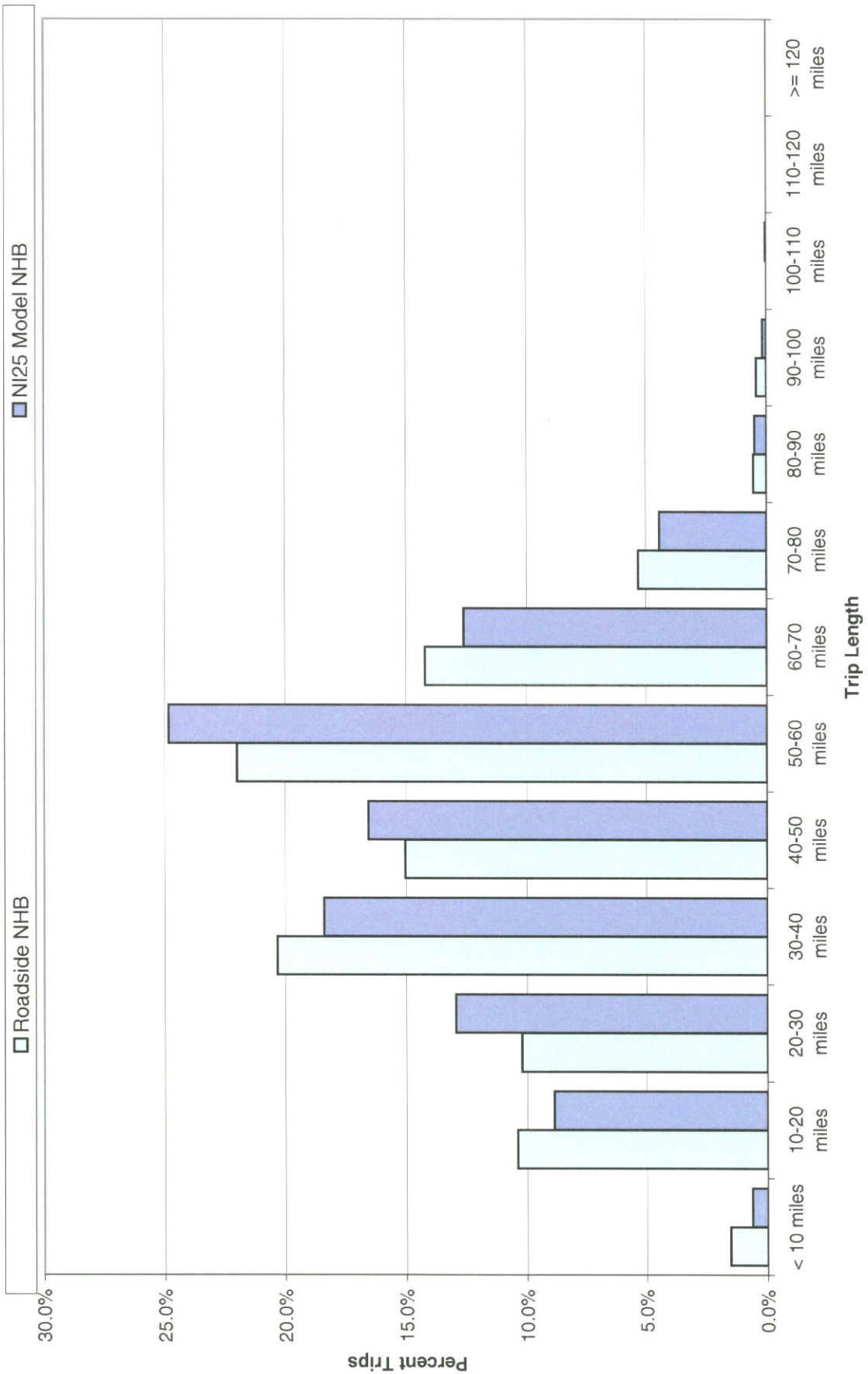




### BiRegional Trip Length Distribution HBO



### BiRegional Trip Length Distribution NHB



**North I-25 EIS**

Development of Combined Travel Model

**Modal Choice**

|              | Original NFR<br>2000 Model | Original<br>DRCOG 2001<br>Model | Bi-Regional<br>Trips | DRCOG + NFR<br>+ Bi-Regional | Combined<br>Model |
|--------------|----------------------------|---------------------------------|----------------------|------------------------------|-------------------|
|              | Run #25                    | Cycle 14                        | Run #41              |                              | Run #41           |
| Trip Purpose | # of Trips                 | Trip Purpose<br># of Trips      | # of Trips           | # of Trips                   | # of Trips        |
| HBW          | 292,792                    | HBW DA 1,558,395                |                      |                              | 1,819,810         |
|              |                            | HBW SR2 192,127                 |                      |                              | 228,645           |
|              |                            | HBW SR3 61,131                  |                      |                              | 73,342            |
|              |                            | HBW T-DACC 29,898               |                      |                              | 31,638            |
|              |                            | HBW T-WACC 62,965               |                      |                              | 65,347            |
| TOTAL HBW*   | 292,792                    | TOTAL HBW 1,904,516             | 26,606               | 2,223,914                    | 2,218,782         |
| HBO          | 886,030                    | HNW DA 1,944,222                |                      |                              | 2,335,371         |
|              |                            | HNW SR2 1,472,532               |                      |                              | 1,767,324         |
|              |                            | HNW SR3 1,111,507               |                      |                              | 1,328,322         |
|              |                            | Subtotal Auto 4,528,261         |                      |                              | 5,431,017         |
|              |                            | HNW T-DACC 16,085               |                      |                              | 15,771            |
|              |                            | HNW T-WACC 48,389               |                      |                              | 52,366            |
| TOTAL HNW*   | 886,030                    | TOTAL HBNW 4,592,735            | 35,985               | 5,514,750                    | 5,499,154         |
| NHB          | 489,927                    | NHB DA 1,543,818                |                      |                              | 1,807,066         |
|              |                            | NHB SR2 834,726                 |                      |                              | 977,062           |
|              |                            | NHB SR3 592,141                 |                      |                              | 693,116           |
|              |                            | Subtotal Auto 2,970,685         |                      |                              | 3,477,244         |
|              |                            | NHB Transit 47,741              |                      |                              | 48,564            |
| TOTAL NHB*   | 489,927                    | TOTAL NHB** 3,018,426           | 21,826               | 3,530,179                    | 3,525,808         |

\* Motorized person trips

\*\*Additional NHB trips are added during mode choice for mall shuttle activity

Sources: NFR -- mod\_Other.mtx , DRCOG & COMBINED -- mod\_hbw.mtx, mod\_hbnw.mtx, mod\_nhb.mtx

J:\\_Transportation\071609.400\manage\report\Chris Primus Notebook\Notebook 6\Recalibration\6-Trips - Re-Valid\[Modal Choice.xls]SUMMARY

**North I-25 EIS**

Development of Combined Travel Model

**Preservation of Trips**

**Trip Distribution**

| Original NFR<br>2000 Model |            | Original<br>DRCOG 2001<br>Model |            | Combined<br>2001 Model |            |
|----------------------------|------------|---------------------------------|------------|------------------------|------------|
| Run #25                    |            | Cycle 14                        |            | Run #41                |            |
| Trip Purpose               | # of Trips | Trip Purpose                    | # of Trips | Trip Purpose           | # of Trips |
| HBW                        | 305,526    | HBW_LI                          | 95,005     | HBW_LI                 | 147,689    |
|                            |            | HBW_MI                          | 1,255,315  | HBW_MI                 | 1,435,332  |
|                            |            | HBW_HI                          | 554,196    | HBW_HI                 | 635,760    |
| TOTAL HBW                  | 305,526    | TOTAL HBW                       | 1,904,516  | TOTAL HBW              | 2,218,781  |
| HBS                        | 248,869    | HNW                             | 4,592,737  | HNW                    | 5,473,474  |
| HBU                        | 126,721    |                                 |            | HNW_DIA                | 25,680     |
| HBO                        | 590,134    | TOTAL HNW                       | 4,592,737  | TOTAL HNW              | 5,499,154  |
| TOTAL HNW                  | 965,724    | NHB                             | 3,010,018  | NHB                    | 3,496,372  |
| WBO                        | 187,885    | TOTAL NHB                       | 3,010,018  | TOTAL NHB              | 3,496,372  |
| OBO                        | 325,080    | IE                              | 290,028    | IE                     | 248,929    |
| TOTAL NHB                  | 512,965    | TOTAL IE                        | 290,028    | TOTAL IE               | 248,929    |
| IE                         | 77,855     | COM                             | 1,142,805  | COM                    | 1,144,302  |
| TOTAL IE                   | 77,855     | TOTAL COM                       | 1,142,805  | TOTAL COM              | 1,144,302  |
|                            |            | EE                              | 13,685     | EE                     | 7,653      |
|                            |            | TOTAL EE                        | 13,685     | TOTAL EE               | 7,653      |
| EE                         | 30,192     |                                 |            |                        |            |
| TOTAL EE                   | 30,192     |                                 |            |                        |            |

n/a: not applicable

Sources: DRCOG -- dst\_hbw.mtx, dst\_nwk.mtx, dst\_com.mtx , dst\_ee.mtx NFR -- dst\_PersonPA.mtx

COMBINED -- dst\_hbw.mtx, dst\_nwk.mtx ,dst\_ee.mtx

**North I-25 EIS**

Development of Combined Travel Model

**Preservation of Trips**

**Trip Generation**

|                     | <b>Original NFR<br/>2000 Model</b> |                     | <b>Original<br/>DRCOG 2001<br/>Model</b> |
|---------------------|------------------------------------|---------------------|------------------------------------------|
|                     | <b>Run #25</b>                     |                     | <b>Cycle 14</b>                          |
| <b>Trip Purpose</b> | <b># of Trips</b>                  | <b>Trip Purpose</b> | <b># of Trips</b>                        |
| HBW                 | 305,526                            | HBW_Low             | 95,005                                   |
|                     |                                    | HBW_Middle          | 1,255,315                                |
|                     |                                    | HBW_High            | 554,196                                  |
| <b>TOTAL HBW</b>    | <b>305,526</b>                     | <b>TOTAL HBW</b>    | <b>1,904,516</b>                         |
| HBSHop              | 248,869                            | HNW                 | 4,592,737                                |
| HBUniv_CSU          | 78,688                             |                     |                                          |
| HBUniv_UNC          | 48,034                             |                     |                                          |
| HBOther             | 590,134                            |                     |                                          |
| <b>TOTAL HNW</b>    | <b>965,725</b>                     | <b>TOTAL HNW</b>    | <b>4,592,737</b>                         |
| WBO                 | 187,855                            | NHB                 | 3,010,018                                |
| OBO                 | 325,080                            |                     |                                          |
| <b>TOTAL NHB</b>    | <b>512,935</b>                     | <b>TOTAL NHB</b>    | <b>3,010,018</b>                         |
| IE                  | 77,855                             | IE                  | 290,028                                  |
| <b>TOTAL IE</b>     | <b>77,855</b>                      | <b>TOTAL IE</b>     | <b>290,028</b>                           |
|                     |                                    | COM                 | 1,135,739                                |
|                     |                                    | <b>TOTAL COM</b>    | <b>1,135,739</b>                         |

Sources: NFR -- TGN\_ZONEPABAL.bin

DRCOG -- pa\_balan.bin

**Preservation of Trips**