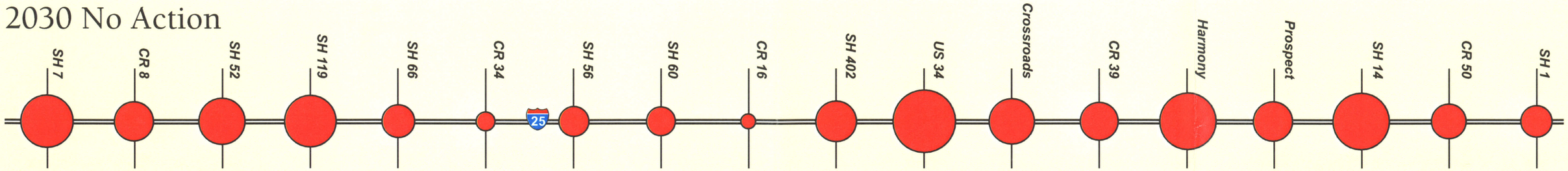
Run 2: Access (continued)
Total Daily Ramp Activity (2030)

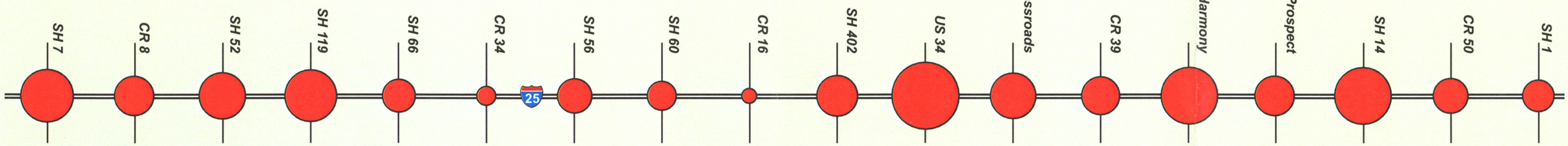
NORTH I-25 EIS
information. cooperation. transportation.

2030 No Action



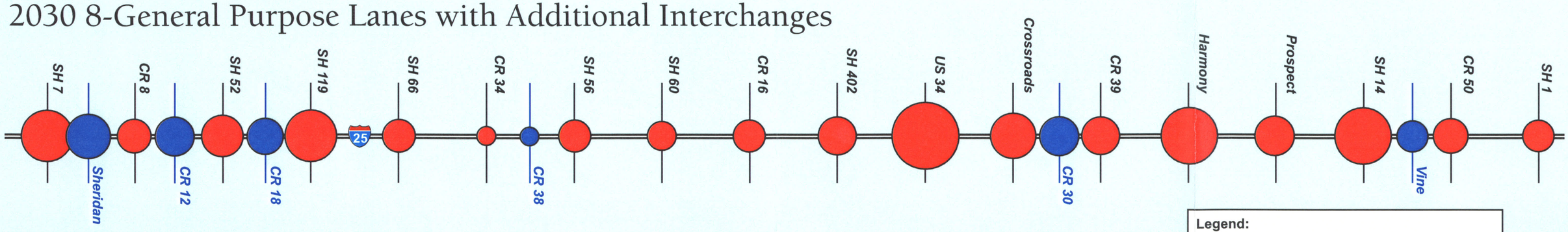
Source: North I-25 Travel Model, 2030 No Action, D

2030 8-General Purpose Lanes



Source: North I-25 Travel Model, 2030 Highway 1, B

2030 8-General Purpose Lanes with Additional Interchanges



Source: North I-25 Travel Model, 2030 Highway 2, A

Legend:
Total Ramp Volumes
1,000 — 10,000 — 100,000
New Interchange

Not to Scale
North

NI25 Ramp Volumes 2030 8-Lane Alt B

		Interchange Volumes								
Intersection_ID	**Intersection_Description**	**Ramp_NE**	**Ramp_SE**	**Ramp_SW**	**Ramp_NW**	**Ramp_NE_2**	**Ramp_SE_2**	**Ramp_SW_2**	**Ramp_NW_2**	**Total**
1	I-25 at SH 1	2910.8378	8411.3481	8359.8010	2890.3872					22572.3741
2	I-25 at CR 50 (Mountain Vista Dr.)	1347.6714	13616.7455	15271.2320	1427.6764					31663.3253
3	I-25 at SH 14	18050.9318	4117.0941	793.2366	7387.8957	2988.1662	13633.651	23708.2239	8668.4216	79347.6209
4	I-25 at CR 44 (E. Prospect Rd.)	7032.8476	12688.8710	11867.8068	6930.7067					38520.2321
5	I-25 at SH 68 (E. Harmony Rd.)	13433.3410	27186.3707	25593.4717	13373.6666					79586.8500
6	I-25 at CR 32	34293.9715	30400.0362	31689.9821	33045.2777					35429.2675 **Adjusted for cut-through traffic (-94,000)
7	I-25 at CR 26 (E. Crossroads. Blvd.)	8902.8185	17785.1618	14721.9601	9599.0865					51009.0269
8	I-25 at Hwy. 34	11148.3982	11638.4007	12094.7821	11217.1063	17181.6627	16858.1417	13560.1675	12708.9369	106407.5961
9	I-25 at SH 402	15911.8921	5610.1201	9914.8481	10250.1261					41686.9864
10	I-25 at CR 16		1087.9118		6461.5709					7549.4827
11	I-25 at SH 60	8435.2643	2293.2203	3074.7946	7303.0012					21106.2804
12	I-25 at SH 56	10609.0375	2944.5488	2756.6165	10439.8476					26750.0504
13	I-25 at CR 34	4216.9081	557.9443	872.5593	4219.9051					9867.3168
14	I-25 at SH 66	6504.4548	5274.3926	6307.5556	6778.9573					24865.3603
15	I-25 at SH 119	11914.1040	21182.6332	22681.2571	12263.5343					68041.5286
16	I-25 at SH 52	7270.8130	19262.0077	19491.0825	6650.4158					52674.3190
17	I-25 at CR 8	4812.4768	13970.3556	13639.0141	5164.1249					37585.9714
18	I-25 at SH 7	13051.1538	24032.7536	19726.9278	10812.7269					67623.5621

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North I-25 EIS
Level 2B Model Results

2030 Daily I-2

I-25 Link segments		NoAction	Hwy1 (8 Lane)			Hwy2 (8 Lane + Intch)		
				Difference from NoAction			Difference from NoAction	
South Segment End	North Segment End	Volume	Volume	Relative	% Change	Volume	Relative	% Change
north of SH1	state line	30.4	30.9	0.5	1.6%	30.9	0.5	1.6%
SH1 (Wellington)	north of SH1	32.4	32.7	0.3	0.9%	32.7	0.3	0.9%
CR-50	SH1 (Wellington)	41.3	43.7	2.4	5.8%	44.1	2.8	6.8%
Vine Drive	CR-50	65.2	69.8	4.6	7.1%	71.6	6.4	9.8%
SH-14(Ft Collins)	Vine Drive	65.2	69.8	4.6	7.1%	87.1	21.9	33.6%
Prospect	SH-14(Ft Collins)	99.8	116	16.2	16.2%	120.8	21.0	21.0%
Harmony	Prospect	106.6	126.6	20.0	18.8%	130.8	24.2	22.7%
392(Windsor)	Harmony	125.5	152.6	27.1	21.6%	157.2	31.7	25.3%
CR-30	392(Windsor)	119.3	147.3	28.0	23.5%	153.3	34.0	28.5%
Crossroads	CR-30	119.3	147.3	28.0	23.5%	158.5	39.2	32.9%
US-34(Loveland/Greeley)	Crossroads	133.5	161.3	27.8	20.8%	165.8	32.3	24.2%
SH-402	US-34(Loveland/Greeley)	133.4	160.5	27.1	20.3%	163	29.6	22.2%
CR-16	SH-402	126.1	149.9	23.8	18.9%	155.7	29.6	23.5%
SH-60 (Johnson)	CR-16	123.0	144.5	21.5	17.5%	147.7	24.7	20.1%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	134.1	17.3	14.8%	136.5	19.7	16.9%
CR-38	SH-56 (Berthoud)	108.3	118.8	10.5	9.7%	121.4	13.1	12.1%
CR-34(Mead)	CR-38	108.3	118.8	10.5	9.7%	121.2	12.9	11.9%
SH-66	CR-34(Mead)	102.8	111.7	8.9	8.7%	113.3	10.5	10.2%
SH-119	SH-66	103.4	110.1	6.7	6.5%	111.8	8.4	8.1%
CR-18	SH-119	118.7	129.8	11.1	9.4%	134.5	15.8	13.3%
SH-52	CR-18	118.7	129.8	11.1	9.4%	145.2	26.5	22.3%
CR-12	SH-52	139.5	154.5	15.0	10.8%	160.4	20.9	15.0%
CR-8(Weld Broomfield)	CR-12	139.5	154.5	15.0	10.8%	173.8	34.3	24.6%
Sheridan	CR-8(Weld Broomfield)	155.0	172.2	17.2	11.1%	188.2	33.2	21.4%
SH-7	Sheridan	155.0	172.2	17.2	11.1%	183.3	28.3	18.3%

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North I-25 EIS
Level 2B Model Results

5 Volumes, in thousands

I-25 Link segments		NoAction	Hwy3 (HOV)					
			Volume			(GP+Managed)	Difference from NoAction	
South Segment End	North Segment End	Volume	Gp	Managed	% Mgd of Total	Total	Relative	% Change
north of SH1	state line	30.4	30.9			30.9	0.5	1.6%
SH1 (Wellington)	north of SH1	32.4	32.6			32.6	0.2	0.6%
CR-50	SH1 (Wellington)	41.3	42.4			42.4	1.1	2.7%
Vine Drive	CR-50	65.2	67.3			67.3	2.1	3.2%
SH-14(Ft Collins)	Vine Drive	65.2	67.3			67.3	2.1	3.2%
Prospect	SH-14(Ft Collins)	99.8	98.4	6.9	6.6%	105.3	5.5	5.5%
Harmony	Prospect	106.6	106.2	7.9	6.9%	114.1	7.5	7.0%
392(Windsor)	Harmony	125.5	124.0	10.8	8.0%	134.8	9.3	7.4%
CR-30	392(Windsor)	119.3	118.4	9.5	7.4%	127.9	8.6	7.2%
Crossroads	CR-30	119.3	118.4	9.5	7.4%	127.9	8.6	7.2%
US-34(Loveland/Greeley)	Crossroads	133.5	130.6	11.5	8.1%	142.1	8.6	6.4%
SH-402	US-34(Loveland/Greeley)	133.4	128.2	12.1	8.6%	140.3	6.9	5.2%
CR-16	SH-402	126.1	121.5	11	8.3%	132.5	6.4	5.1%
SH-60 (Johnson)	CR-16	123.0	118.5	10.5	8.1%	129.0	6.0	4.9%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	111.7	9.2	7.6%	120.9	4.1	3.5%
CR-38	SH-56 (Berthoud)	108.3	102.7	7.4	6.7%	110.1	1.8	1.7%
CR-34(Mead)	CR-38	108.3	102.7	7.4	6.7%	110.1	1.8	1.7%
SH-66	CR-34(Mead)	102.8	97.0	6.9	6.6%	103.9	1.1	1.1%
SH-119	SH-66	103.4	97.6	6.2	6.0%	103.8	0.4	0.4%
CR-18	SH-119	118.7	113.3	7.4	6.1%	120.7	2.0	1.7%
SH-52	CR-18	118.7	113.3	7.4	6.1%	120.7	2.0	1.7%
CR-12	SH-52	139.5	133.2	9.2	6.5%	142.4	2.9	2.1%
CR-8(Weld Broomfield)	CR-12	139.5	133.2	9.2	6.5%	142.4	2.9	2.1%
Sheridan	CR-8(Weld Broomfield)	155.0	147.8	10.6	6.7%	158.4	3.4	2.2%
SH-7	Sheridan	155.0	147.8	10.6	6.7%	158.4	3.4	2.2%

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North I-25 EIS
Level 2B Model Results

I-25 Link segments		NoAction	Hwy4 (Toll)					
			Volumes			(GP+Managed)	Difference from NoAction	
South Segment End	North Segment End	Volume	Gp	Managed	% Mgd of Total	Total	Relative	% Change
north of SH1	state line	30.4				0	-30.4	-100.0%
SH1 (Wellington)	north of SH1	32.4				0	-32.4	-100.0%
CR-50	SH1 (Wellington)	41.3				0	-41.3	-100.0%
Vine Drive	CR-50	65.2				0	-65.2	-100.0%
SH-14(Ft Collins)	Vine Drive	65.2			#DIV/0!	0	-65.2	-100.0%
Prospect	SH-14(Ft Collins)	99.8			#DIV/0!	0	-99.8	-100.0%
Harmony	Prospect	106.6			#DIV/0!	0	-106.6	-100.0%
392(Windsor)	Harmony	125.5			#DIV/0!	0	-125.5	-100.0%
CR-30	392(Windsor)	119.3			#DIV/0!	0	-119.3	-100.0%
Crossroads	CR-30	119.3			#DIV/0!	0	-119.3	-100.0%
US-34(Loveland/Greeley)	Crossroads	133.5			#DIV/0!	0	-133.5	-100.0%
SH-402	US-34(Loveland/Greeley)	133.4			#DIV/0!	0	-133.4	-100.0%
CR-16	SH-402	126.1			#DIV/0!	0	-126.1	-100.0%
SH-60 (Johnson)	CR-16	123.0			#DIV/0!	0	-123.0	-100.0%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8			#DIV/0!	0	-116.8	-100.0%
CR-38	SH-56 (Berthoud)	108.3			#DIV/0!	0	-108.3	-100.0%
CR-34(Mead)	CR-38	108.3			#DIV/0!	0	-108.3	-100.0%
SH-66	CR-34(Mead)	102.8			#DIV/0!	0	-102.8	-100.0%
SH-119	SH-66	103.4			#DIV/0!	0	-103.4	-100.0%
CR-18	SH-119	118.7			#DIV/0!	0	-118.7	-100.0%
SH-52	CR-18	118.7			#DIV/0!	0	-118.7	-100.0%
CR-12	SH-52	139.5			#DIV/0!	0	-139.5	-100.0%
CR-8(Weld Broomfield)	CR-12	139.5			#DIV/0!	0	-139.5	-100.0%
Sheridan	CR-8(Weld Broomfield)	155.0			#DIV/0!	0	-155.0	-100.0%
SH-7	Sheridan	155.0			#DIV/0!	0	-155.0	-100.0%

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North I-25 EIS
Level 2B Model Results

I-25 Link segments		NoAction	Hwy5 (Limited Access)					
			Volumes			(GP + Managed)	Difference from NoAction	
South Segment End	North Segment End	Volume	Gp	Managed	% Mgd of Tota	Total	Relative	% Change
north of SH1	state line	30.4	31			31	0.6	2.0%
SH1 (Wellington)	north of SH1	32.4	32.5			32.5	0.1	0.3%
CR-50	SH1 (Wellington)	41.3	42			42	0.7	1.7%
Vine Drive	CR-50	65.2	66.8			66.8	1.6	2.5%
SH-14(Ft Collins)	Vine Drive	65.2	23.4	43.4	65.0%	66.8	1.6	2.5%
Prospect	SH-14(Ft Collins)	99.8	64	43.4	40.4%	107.4	7.6	7.6%
Harmony	Prospect	106.6	72.5	43.4	37.4%	115.9	9.3	8.7%
392(Windsor)	Harmony	125.5	70.4	69.2	49.6%	139.6	14.1	11.2%
CR-30	392(Windsor)	119.3	65.9	69.2	51.2%	135.1	15.8	13.2%
Crossroads	CR-30	119.3	65.9	69.2	51.2%	135.1	15.8	13.2%
US-34(Loveland/Greeley)	Crossroads	133.5	80.7	69.2	46.2%	149.9	16.4	12.3%
SH-402	US-34(Loveland/Greeley)	133.4	87.2	67.4	43.6%	154.6	21.2	15.9%
CR-16	SH-402	126.1	78.2	67.4	46.3%	145.6	19.5	15.5%
SH-60 (Johnson)	CR-16	123.0	73.8	67.4	47.7%	141.2	18.2	14.8%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	64.9	67.4	50.9%	132.3	15.5	13.3%
CR-38	SH-56 (Berthoud)	108.3	51.3	67.4	56.8%	118.7	10.4	9.6%
CR-34(Mead)	CR-38	108.3	51.3	67.4	56.8%	118.7	10.4	9.6%
SH-66	CR-34(Mead)	102.8	45.2	67.4	59.9%	112.6	9.8	9.5%
SH-119	SH-66	103.4	44.4	67.4	60.3%	111.8	8.4	8.1%
CR-18	SH-119	118.7	76.3	58.2	43.3%	134.5	15.8	13.3%
SH-52	CR-18	118.7	76.3	58.2	43.3%	134.5	15.8	13.3%
CR-12	SH-52	139.5	102.6	58.2	36.2%	160.8	21.3	15.3%
CR-8(Weld Broomfield)	CR-12	139.5	102.6	58.2	36.2%	160.8	21.3	15.3%
Sheridan	CR-8(Weld Broomfield)	155.0	120.9	58.2	32.5%	179.1	24.1	15.5%
SH-7	Sheridan	155.0	120.9	58.2	32.5%	179.1	24.1	15.5%

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North I-25 EIS
Level 2B Model Results

I-25 Link segments		NoAction	Hwy 6 (Freeway US 85)			Hwy 7 (Parallel Roads)		
				Difference			Difference	
South Segment End	North Segment End	Volume	Volume	Relative	% Change	Volume	Relative	% Change
north of SH1	state line	30.4	31	0.60	2.0%	31	0.60	2.0%
SH1 (Wellington)	north of SH1	32.4	32.2	-0.20	-0.6%	32.4	0.00	0.0%
CR-50	SH1 (Wellington)	41.3	40.8	-0.50	-1.2%	41.3	0.00	0.0%
Vine Drive	CR-50	65.2	64.9	-0.30	-0.5%	64.9	-0.30	-0.5%
SH-14(Ft Collins)	Vine Drive	65.2	64.9	-0.30	-0.5%	64.9	-0.30	-0.5%
Prospect	SH-14(Ft Collins)	99.8	100.4	0.60	0.6%	99.7	-0.10	-0.1%
Harmony	Prospect	106.6	107.6	1.00	0.9%	106.2	-0.40	-0.4%
392(Windsor)	Harmony	125.5	126.8	1.30	1.0%	124.5	-1.00	-0.8%
CR-30	392(Windsor)	119.3	120.2	0.90	0.8%	117.1	-2.20	-1.8%
Crossroads	CR-30	119.3	120.2	0.90	0.8%	117.1	-2.20	-1.8%
US-34(Loveland/Greeley)	Crossroads	133.5	134.3	0.80	0.6%	130.1	-3.40	-2.5%
SH-402	US-34(Loveland/Greeley)	133.4	128.2	-5.20	-3.9%	127.6	-5.80	-4.3%
CR-16	SH-402	126.1	119.1	-7.00	-5.6%	118.6	-7.50	-5.9%
SH-60 (Johnson)	CR-16	123.0	115.9	-7.10	-5.8%	115	-8.00	-6.5%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	108.7	-8.10	-6.9%	113.9	-2.90	-2.5%
CR-38	SH-56 (Berthoud)	108.3	98.9	-9.40	-8.7%	106	-2.30	-2.1%
CR-34(Mead)	CR-38	108.3	98.9	-9.40	-8.7%	106	-2.30	-2.1%
SH-66	CR-34(Mead)	102.8	92.6	-10.20	-9.9%	100.2	-2.60	-2.5%
SH-119	SH-66	103.4	95.7	-7.70	-7.4%	98	-5.40	-5.2%
CR-18	SH-119	118.7	112.1	-6.60	-5.6%	109.7	-9.00	-7.6%
SH-52	CR-18	118.7	112.1	-6.60	-5.6%	109.7	-9.00	-7.6%
CR-12	SH-52	139.5	133.7	-5.80	-4.2%	132	-7.50	-5.4%
CR-8(Weld Broomfield)	CR-12	139.5	133.7	-5.80	-4.2%	132	-7.50	-5.4%
Sheridan	CR-8(Weld Broomfield)	155.0	149.4	-5.60	-3.6%	147.5	-7.50	-4.8%
SH-7	Sheridan	155.0	149.4	-5.60	-3.6%	147.5	-7.50	-4.8%

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North I-25 EIS
Level 2B Model Results

I-25 Link segments		NoAction	Hwy11		
				Difference	
South Segment End	North Segment End	Volume	Volume	Relative	% Change
north of SH1	state line	30.4	31	0.6	2.0%
SH1 (Wellington)	north of SH1	32.4	32.6	0.2	0.6%
CR-50	SH1 (Wellington)	41.3	43.9	2.6	6.3%
Vine Drive	CR-50	65.2	71.9	6.7	10.3%
SH-14(Ft Collins)	Vine Drive	65.2	71.9	6.7	10.3%
Prospect	SH-14(Ft Collins)	99.8	115	15.2	15.2%
Harmony	Prospect	106.6	135.4	28.8	27.0%
392(Windsor)	Harmony	125.5	161.8	36.3	28.9%
CR-30	392(Windsor)	119.3	152.3	33.0	27.7%
Crossroads	CR-30	119.3	152.3	33.0	27.7%
US-34(Loveland/Greeley)	Crossroads	133.5	164.7	31.2	23.4%
SH-402	US-34(Loveland/Greeley)	133.4	167.1	33.7	25.3%
CR-16	SH-402	126.1	155.4	29.3	23.2%
SH-60 (Johnson)	CR-16	123.0	151.7	28.7	23.3%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	138.2	21.4	18.3%
CR-38	SH-56 (Berthoud)	108.3	122.7	14.4	13.3%
CR-34(Mead)	CR-38	108.3	122.7	14.4	13.3%
SH-66	CR-34(Mead)	102.8	114.7	11.9	11.6%
SH-119	SH-66	103.4	108.3	4.9	4.7%
CR-18	SH-119	118.7	130.1	11.4	9.6%
SH-52	CR-18	118.7	130.1	11.4	9.6%
CR-12	SH-52	139.5	163.9	24.4	17.5%
CR-8(Weld Broomfield)	CR-12	139.5	163.9	24.4	17.5%
Sheridan	CR-8(Weld Broomfield)	155.0	192.6	37.6	24.3%
SH-7	Sheridan	155.0	192.6	37.6	24.3%

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North I-25 EIS
Level 2B Model Results

I-25 Link segments		NoAction	Transit No Action	Alt-1 Western Alignment		
					Difference	
South Segment End	North Segment End	Volume	Volume	Volume	Relative	% Change
north of SH1	state line	30.4	31	31	0.00	0.0%
SH1 (Wellington)	north of SH1	32.4	32.4	32.4	0.00	0.0%
CR-50	SH1 (Wellington)	41.3	41.3	41.2	-0.10	-0.2%
Vine Drive	CR-50	65.2	65.2	65.1	-0.10	-0.2%
SH-14(Ft Collins)	Vine Drive	65.2	65.2	65.1	-0.10	-0.2%
Prospect	SH-14(Ft Collins)	99.8	100	99.6	-0.40	-0.4%
Harmony	Prospect	106.6	106.6	106.2	-0.40	-0.4%
392(Windsor)	Harmony	125.5	125.4	125.1	-0.30	-0.2%
CR-30	392(Windsor)	119.3	119.1	118.8	-0.30	-0.3%
Crossroads	CR-30	119.3	119.1	118.8	-0.30	-0.3%
US-34(Loveland/Greeley)	Crossroads	133.5	133.5	133	-0.50	-0.4%
SH-402	US-34(Loveland/Greeley)	133.4	133.4	133.1	-0.30	-0.2%
CR-16	SH-402	126.1	126	125.5	-0.50	-0.4%
SH-60 (Johnson)	CR-16	123.0	122.9	122.5	-0.40	-0.3%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	116.7	116.3	-0.40	-0.3%
CR-38	SH-56 (Berthoud)	108.3	108.3	107.8	-0.50	-0.5%
CR-34(Mead)	CR-38	108.3	108.3	107.8	-0.50	-0.5%
SH-66	CR-34(Mead)	102.8	102.7	102.2	-0.50	-0.5%
SH-119	SH-66	103.4	102.8	102.6	-0.20	-0.2%
CR-18	SH-119	118.7	116.7	117.9	1.20	1.0%
SH-52	CR-18	118.7	116.7	117.9	1.20	1.0%
CR-12	SH-52	139.5	137.3	138.7	1.40	1.0%
CR-8(Weld Broomfield)	CR-12	139.5	137.3	138.7	1.40	1.0%
Sheridan	CR-8(Weld Broomfield)	155.0	154.9	154.2	-0.70	-0.5%
SH-7	Sheridan	155.0	154.9	154.2	-0.70	-0.5%

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North I-25 EIS
Level 2B Model Results

I-25 Link segments		NoAction	Alt-2 Mid-Western Alignment			Alt-3 Central Alignment		
				Difference			Difference	
South Segment End	North Segment End	Volume	Volume	Relative	% Change	Volume	Relative	% Change
north of SH1	state line	30.4	31	0.00	0.0%	31	0.00	0.0%
SH1 (Wellington)	north of SH1	32.4	32.4	0.00	0.0%	32.4	0.00	0.0%
CR-50	SH1 (Wellington)	41.3	41.2	-0.10	-0.2%	41.2	-0.10	-0.2%
Vine Drive	CR-50	65.2	65.1	-0.10	-0.2%	65	-0.20	-0.3%
SH-14(Ft Collins)	Vine Drive	65.2	65.1	-0.10	-0.2%	65	-0.20	-0.3%
Prospect	SH-14(Ft Collins)	99.8	99.8	-0.20	-0.2%	99.4	-0.60	-0.6%
Harmony	Prospect	106.6	106.3	-0.30	-0.3%	106.2	-0.40	-0.4%
392(Windsor)	Harmony	125.5	125	-0.40	-0.3%	125	-0.40	-0.3%
CR-30	392(Windsor)	119.3	118.8	-0.30	-0.3%	118.9	-0.20	-0.2%
Crossroads	CR-30	119.3	118.8	-0.30	-0.3%	118.9	-0.20	-0.2%
US-34(Loveland/Greeley)	Crossroads	133.5	133.1	-0.40	-0.3%	133.2	-0.30	-0.2%
SH-402	US-34(Loveland/Greeley)	133.4	133.1	-0.30	-0.2%	133.3	-0.10	-0.1%
CR-16	SH-402	126.1	125.5	-0.50	-0.4%	125.4	-0.60	-0.5%
SH-60 (Johnson)	CR-16	123.0	122.5	-0.40	-0.3%	122.3	-0.60	-0.5%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	116.3	-0.40	-0.3%	116.1	-0.60	-0.5%
CR-38	SH-56 (Berthoud)	108.3	107.8	-0.50	-0.5%	107.7	-0.60	-0.6%
CR-34(Mead)	CR-38	108.3	107.8	-0.50	-0.5%	107.7	-0.60	-0.6%
SH-66	CR-34(Mead)	102.8	102.3	-0.40	-0.4%	102.3	-0.40	-0.4%
SH-119	SH-66	103.4	102.7	-0.10	-0.1%	102.6	-0.20	-0.2%
CR-18	SH-119	118.7	117.9	1.20	1.0%	117.8	1.10	0.9%
SH-52	CR-18	118.7	117.9	1.20	1.0%	117.8	1.10	0.9%
CR-12	SH-52	139.5	138.6	1.30	0.9%	138.6	1.30	0.9%
CR-8(Weld Broomfield)	CR-12	139.5	138.6	1.30	0.9%	138.6	1.30	0.9%
Sheridan	CR-8(Weld Broomfield)	155.0	154.1	-0.80	-0.5%	153.9	-1.00	-0.6%
SH-7	Sheridan	155.0	154.1	-0.80	-0.5%	153.9	-1.00	-0.6%

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North I-25 EIS
Level 2B Model Results

I-25 Link segments		NoAction	Alt-4 Interior Alignment			Alt-5 High Speed Rail		
				Difference			Difference	
South Segment End	North Segment End	Volume	Volume	Relative	% Change	Volume	Relative	% Change
north of SH1	state line	30.4	31	0.00	0.0%	31	0.00	0.0%
SH1 (Wellington)	north of SH1	32.4	32.4	0.00	0.0%	32.4	0.00	0.0%
CR-50	SH1 (Wellington)	41.3	41.2	-0.10	-0.2%	41.2	-0.10	-0.2%
Vine Drive	CR-50	65.2	65	-0.20	-0.3%	65	-0.20	-0.3%
SH-14(Ft Collins)	Vine Drive	65.2	65	-0.20	-0.3%	65	-0.20	-0.3%
Prospect	SH-14(Ft Collins)	99.8	99.6	-0.40	-0.4%	99.5	-0.50	-0.5%
Harmony	Prospect	106.6	106.2	-0.40	-0.4%	106.2	-0.40	-0.4%
392(Windsor)	Harmony	125.5	124.9	-0.50	-0.4%	124.9	-0.50	-0.4%
CR-30	392(Windsor)	119.3	118.8	-0.30	-0.3%	118.7	-0.40	-0.3%
Crossroads	CR-30	119.3	118.8	-0.30	-0.3%	118.7	-0.40	-0.3%
US-34(Loveland/Greeley)	Crossroads	133.5	133.1	-0.40	-0.3%	132.9	-0.60	-0.4%
SH-402	US-34(Loveland/Greeley)	133.4	132.6	-0.80	-0.6%	132.9	-0.50	-0.4%
CR-16	SH-402	126.1	125.5	-0.50	-0.4%	125.5	-0.50	-0.4%
SH-60 (Johnson)	CR-16	123.0	122.5	-0.40	-0.3%	122.4	-0.50	-0.4%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	116.4	-0.30	-0.3%	116.1	-0.60	-0.5%
CR-38	SH-56 (Berthoud)	108.3	107.8	-0.50	-0.5%	107.6	-0.70	-0.6%
CR-34(Mead)	CR-38	108.3	107.8	-0.50	-0.5%	107.6	-0.70	-0.6%
SH-66	CR-34(Mead)	102.8	102.4	-0.30	-0.3%	102.2	-0.50	-0.5%
SH-119	SH-66	103.4	102.6	-0.20	-0.2%	102.4	-0.40	-0.4%
CR-18	SH-119	118.7	117.9	1.20	1.0%	117.5	0.80	0.7%
SH-52	CR-18	118.7	117.9	1.20	1.0%	117.5	0.80	0.7%
CR-12	SH-52	139.5	138.8	1.50	1.1%	138.5	1.20	0.9%
CR-8(Weld Broomfield)	CR-12	139.5	138.8	1.50	1.1%	138.5	1.20	0.9%
Sheridan	CR-8(Weld Broomfield)	155.0	154.1	-0.80	-0.5%	153.9	-1.00	-0.6%
SH-7	Sheridan	155.0	154.1	-0.80	-0.5%	153.9	-1.00	-0.6%

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North I-25 EIS
Level 2B Model Results

I-25 Link segments		NoAction	Alt-6 BRT			Alt-7 BRT		
				Difference			Difference	
South Segment End	North Segment End	Volume	Volume	Relative	% Change	Volume	Relative	% Change
north of SH1	state line	30.4	31	0.00	0.0%	31	0.00	0.0%
SH1 (Wellington)	north of SH1	32.4	32.4	0.00	0.0%	32.4	0.00	0.0%
CR-50	SH1 (Wellington)	41.3	41.3	0.00	0.0%	41.2	-0.10	-0.2%
Vine Drive	CR-50	65.2	65.2	0.00	0.0%	65	-0.20	-0.3%
SH-14(Ft Collins)	Vine Drive	65.2	65.2	0.00	0.0%	65	-0.20	-0.3%
Prospect	SH-14(Ft Collins)	99.8	99.4	-0.60	-0.6%	99.4	-0.60	-0.6%
Harmony	Prospect	106.6	106.2	-0.40	-0.4%	106.2	-0.40	-0.4%
392(Windsor)	Harmony	125.5	124.7	-0.70	-0.6%	124.8	-0.60	-0.5%
CR-30	392(Windsor)	119.3	118.8	-0.30	-0.3%	118.6	-0.50	-0.4%
Crossroads	CR-30	119.3	118.8	-0.30	-0.3%	118.6	-0.50	-0.4%
US-34(Loveland/Greeley)	Crossroads	133.5	133.2	-0.30	-0.2%	132.9	-0.60	-0.4%
SH-402	US-34(Loveland/Greeley)	133.4	133.1	-0.30	-0.2%	133.1	-0.30	-0.2%
CR-16	SH-402	126.1	125.5	-0.50	-0.4%	125.3	-0.70	-0.6%
SH-60 (Johnson)	CR-16	123.0	122.4	-0.50	-0.4%	122.2	-0.70	-0.6%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	116.2	-0.50	-0.4%	115.9	-0.80	-0.7%
CR-38	SH-56 (Berthoud)	108.3	107.7	-0.60	-0.6%	107.5	-0.80	-0.7%
CR-34(Mead)	CR-38	108.3	107.7	-0.60	-0.6%	107.5	-0.80	-0.7%
SH-66	CR-34(Mead)	102.8	102.3	-0.40	-0.4%	102	-0.70	-0.7%
SH-119	SH-66	103.4	102.6	-0.20	-0.2%	102.4	-0.40	-0.4%
CR-18	SH-119	118.7	117.9	1.20	1.0%	117.6	0.90	0.8%
SH-52	CR-18	118.7	117.9	1.20	1.0%	117.6	0.90	0.8%
CR-12	SH-52	139.5	138.7	1.40	1.0%	138.4	1.10	0.8%
CR-8(Weld Broomfield)	CR-12	139.5	138.7	1.40	1.0%	138.4	1.10	0.8%
Sheridan	CR-8(Weld Broomfield)	155.0	154.1	-0.80	-0.5%	153.8	-1.10	-0.7%
SH-7	Sheridan	155.0	154.1	-0.80	-0.5%	153.8	-1.10	-0.7%

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North I-25 EIS
Level 2B Model Results

I-25 Link segments		NoAction	Alt-8			Alt-9		
				Difference			Difference	
South Segment End	North Segment End	Volume	Volume	Relative	% Change	Volume	Relative	% Change
north of SH1	state line	30.4	31	0.00	0.0%	31	0.00	0.0%
SH1 (Wellington)	north of SH1	32.4	32.7	0.30	0.9%	32.7	0.30	0.9%
CR-50	SH1 (Wellington)	41.3	43.7	2.40	5.8%	43.7	2.40	5.8%
Vine Drive	CR-50	65.2	69.9	4.70	7.2%	69.8	4.60	7.1%
SH-14(Ft Collins)	Vine Drive	65.2	69.9	4.70	7.2%	69.8	4.60	7.1%
Prospect	SH-14(Ft Collins)	99.8	115.3	15.30	15.3%	115.5	15.50	15.5%
Harmony	Prospect	106.6	126.3	19.70	18.5%	126.3	19.70	18.5%
392(Windsor)	Harmony	125.5	151.8	26.40	21.1%	151.5	26.10	20.8%
CR-30	392(Windsor)	119.3	147	27.90	23.4%	146.8	27.70	23.3%
Crossroads	CR-30	119.3	147	27.90	23.4%	146.8	27.70	23.3%
US-34(Loveland/Greeley)	Crossroads	133.5	161	27.50	20.6%	160.8	27.30	20.4%
SH-402	US-34(Loveland/Greeley)	133.4	160.2	26.80	20.1%	159.8	26.40	19.8%
CR-16	SH-402	126.1	149.2	23.20	18.4%	148.9	22.90	18.2%
SH-60 (Johnson)	CR-16	123.0	143.7	20.80	16.9%	143.3	20.40	16.6%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	133.2	16.50	14.1%	132.7	16.00	13.7%
CR-38	SH-56 (Berthoud)	108.3	117.9	9.60	8.9%	117.2	8.90	8.2%
CR-34(Mead)	CR-38	108.3	117.9	9.60	8.9%	117.2	8.90	8.2%
SH-66	CR-34(Mead)	102.8	110.8	8.10	7.9%	110.1	7.40	7.2%
SH-119	SH-66	103.4	109.4	6.60	6.4%	107.8	5.00	4.9%
CR-18	SH-119	118.7	128.9	12.20	10.5%	125.6	8.90	7.6%
SH-52	CR-18	118.7	128.9	12.20	10.5%	125.6	8.90	7.6%
CR-12	SH-52	139.5	153.7	16.40	11.9%	149.3	12.00	8.7%
CR-8(Weld Broomfield)	CR-12	139.5	153.7	16.40	11.9%	149.3	12.00	8.7%
Sheridan	CR-8(Weld Broomfield)	155.0	171.4	16.50	10.7%	165.9	11.00	7.1%
SH-7	Sheridan	155.0	171.4	16.50	10.7%	165.9	11.00	7.1%

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North I-25 EIS
Level 2B Model Results

I-25 Link segments		NoAction	Alt-10		
				Difference	
South Segment End	North Segment End	Volume	Volume	Relative	% Change
north of SH1	state line	30.4	31	0.00	0.0%
SH1 (Wellington)	north of SH1	32.4	32.4	0.00	0.0%
CR-50	SH1 (Wellington)	41.3	41.2	-0.10	-0.2%
Vine Drive	CR-50	65.2	65.1	-0.10	-0.2%
SH-14(Ft Collins)	Vine Drive	65.2	65.1	-0.10	-0.2%
Prospect	SH-14(Ft Collins)	99.8	99.7	-0.30	-0.3%
Harmony	Prospect	106.6	106.4	-0.20	-0.2%
392(Windsor)	Harmony	125.5	125	-0.40	-0.3%
CR-30	392(Windsor)	119.3	119	-0.10	-0.1%
Crossroads	CR-30	119.3	119	-0.10	-0.1%
US-34(Loveland/Greeley)	Crossroads	133.5	133.2	-0.30	-0.2%
SH-402	US-34(Loveland/Greeley)	133.4	133	-0.40	-0.3%
CR-16	SH-402	126.1	125.6	-0.40	-0.3%
SH-60 (Johnson)	CR-16	123.0	122.5	-0.40	-0.3%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	116.4	-0.30	-0.3%
CR-38	SH-56 (Berthoud)	108.3	107.9	-0.40	-0.4%
CR-34(Mead)	CR-38	108.3	107.9	-0.40	-0.4%
SH-66	CR-34(Mead)	102.8	102.4	-0.30	-0.3%
SH-119	SH-66	103.4	102.9	0.10	0.1%
CR-18	SH-119	118.7	118.1	1.40	1.2%
SH-52	CR-18	118.7	118.1	1.40	1.2%
CR-12	SH-52	139.5	139	1.70	1.2%
CR-8(Weld Broomfield)	CR-12	139.5	139	1.70	1.2%
Sheridan	CR-8(Weld Broomfield)	155.0	154.3	-0.60	-0.4%
SH-7	Sheridan	155.0	154.3	-0.60	-0.4%

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Screenline Volume at MPO Border

		CR	US-287	County Roads		I-25 GP Lanes	I-25 Mngd Lanes	County Roads			US-85	TOTAL
H NoAction	**No Action**	7	39.4	2.4	1.2	**102.9**		1.4	0	0.4	**42.1**	**196.8**
Hwy 1	**8-Lane**	6.4	35.7	2.4	1.1	**111**		1	0	0.3	**38.3**	**196.2**
Hwy 2	**8-Lane + 6 Intch**	6.2	35.3	1.6	1	**113.3**		0.5	0	0.2	**38.5**	**196.6**
Hwy 3	**Toll**											
Hwy 4	**HOV**	6.6	**38.8**	2.2	1.2	**97**	**6.9**	1.2	0	0.3	**41.4**	**195.6**
Hwy 5	**Limited Access**	6.4	**35.3**	2.2	1.2	**45.2**	**67.4**	1	0	0.3	**37.9**	**196.9**
Hwy 6	**I-85**	6.9	**38.5**	2.2	1.3	**92**		1	0	0.7	**54.1**	**196.7**
Hwy 7	**Parallel Arterials**	6.8	**38.3**	2.3	1.2	**100.2**	**0.1**	7.6	0	0.2	**40.6**	**197.3**
Hwy 8	**SH-66 to SH-14 6Lanes**	6.6	**36.6**	2.3	1.2	**108.9**	**0**	1	0	0.3	**39.5**	**196.4**
Hwy 9	**6 Lane + 3 New Intch**	6.5	**36**	2.1	1.2	**110.6**	**0**	0.8	0	0.3	**39.5**	**197**
Hwy 10	**8 Lane + 5 New Intch**	6.2	**35.1**	1.6	1	**113.7**	**0**	0.5	0	0.2	**38.5**	**196.8**
Hwy 11	**8 Lane + Crossing Arterials Enhanced**	5.7	**34.1**	1.2	0.7	**114.7**	**0**	0.4	0	0.2	**38.7**	**195.7**
T No Action	**T No Action**	6.9	**39.1**	2.4	1.2	**102.7**	**0.1**	1.7	0	0.3	**42.1**	**196.5**
Trt 1	**Alt-1 Western Alignment**	6.9	**39**	2.3	1.2	**102.2**	**0.1**	1.3	0	0.4	**41.9**	**195.3**
Trt 2	**Alt-2 Mid Western Alignment**	6.9	**39.1**	2.3	1.2	**102.3**	**0.1**	1.3	0	0.4	**41.9**	**195.5**
Trt 3	**Alt-3 Central Alignment**	6.9	**39.1**	2.3	1.2	**102.3**	**0.1**	1.3	0	0.4	**41.9**	**195.5**
Trt 4	**Al4 Interior Alignment**	6.9	**39.1**	2.3	1.2	**102.4**	**0.1**	1.3	0	0.4	**41.8**	**195.5**
Trt 5	**Alt 5 High Speed Rail**	6.9	**39.1**	2.3	1.2	**102.2**	**0.1**	1.3	0	0.4	**41.7**	**195.2**
Trt 6	**Alt6 BRT**	7	**39.1**	2.3	1.2	**102.3**	**0.1**	1.3	0	0.4	**41.8**	**195.5**
Trt 7	**Alt7 TAFs**	6.9	**39.1**	2.3	1.2	**102.3**	**0.1**	1.3	0	0.3	**41.7**	**195.2**
Trt 8	**Alt8**	6.4	**35.6**	2.4	1.1	**110.8**	**0**	1	0	0.3	**38.4**	**196**
Trt 9	**Alt9**	6.5	**35.8**	2.4	1.1	**110.1**	**0**	0.9	0	0.3	**38.6**	**195.7**
Trt-10	**Alt-10**	6.9	**39.3**	2.3	1.2	**102.4**	**0.1**	1.3	0	0.4	**41.9**	**195.8**
L3A	**NoActionTr using v93Mod**	7.6	**44.5**	2.4	0.9	**92.2**	**0.1**	1.4	0	0.4	**46.7**	**196.2**
L3B	**Toll run using v93Mod RSC code**	7.5	**44.6**	2.5	0.9	**92.3**	**0.4**	1.4	0	0.3	**46.4**	**196.3**
L3C	**Toll Free run using L3B network**	6.6	**42.1**	2.2	0.9	**54.1**	**44.8**	1.1	0	0.3	**44.2**	**196.3**
L3E	**Toll using v92n93ModCombo RSC**	8.1	**49.5**	2.9	0.8	**84.4**	**0.4**	1.6	0	0.4	**47.8**	**195.9**

Note: Hwy 6 the 3rd CR near US-85 includes volume on new frontage raod along I-85

9/7/2007
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2001 VHT for Study Area

FT1_VHT	FT2_VHT	FT3_VHT	FT4_VHT	FT5_VHT	FT6_VHT	FT8_VHT	Total_VHT
171,388	54,646	219,759	140,499	59,376	13,279	110,694	769,640

2030 No Action VHT for Study Area

FT1_VHT	FT2_VHT	FT3_VHT	FT4_VHT	FT5_VHT	FT6_VHT	FT8_VHT	Total_VHT
333,992	113,637	530,747	255,384	193,884	24,057	222,079	1,673,781

2030 8 Lane Alt B VHT for Study Area

FT1_VHT	FT2_VHT	FT3_VHT	FT4_VHT	FT5_VHT	FT6_VHT	FT8_VHT	Total_VHT
331,568	113,763	525,534	248,929	193,270	25,189	222,282	1,660,535

2030 8 Lane + New Ints VHT for Study Area

FT1_VHT	FT2_VHT	FT3_VHT	FT4_VHT	FT5_VHT	FT6_VHT	FT8_VHT	Total_VHT
340,252	110,893	517,897	259,169	180,073	26,338	221,888	1,656,511

No-Action to 2001

162,605	58,991	310,988	114,885	134,508	10,778	111,385	904,140
95%	108%	142%	82%	227%	81%	101%	117%

8-lane to No-Action

(2,425)	126	(5,213)	(6,455)	(614)	1,132	203	(13,246)
-1%	0%	-1%	-3%	0%	5%	0%	-1%

8-lane to 8-lane+intch

8,685	(2,871)	(7,637)	10,240	(13,197)	1,149	(394)	(4,025)
3%	-3%	-1%	4%	-7%	5%	0%	0%

8-lane+intch to No-Action

6,260	(2,744)	(12,849)	3,785	(13,811)	2,281	(192)	(17,270)
2%	-2%	-2%	1%	-7%	9%	0%	-1%

2001 VMT for Study Area

FT1_VMT	FT2_VMT	FT3_VMT	FT4_VMT	FT5_VMT	FT6_VMT	FT8_VMT	Total_VMT
9,616,997	2,680,155	7,090,002	4,211,912	1,389,614	408,974	1,913,249	27,310,903

2030 No Action VMT for Study Area

FT1_VMT	FT2_VMT	FT3_VMT	FT4_VMT	FT5_VMT	FT6_VMT	FT8_VMT	Total_VMT
15,864,887	4,920,517	13,800,931	5,949,205	3,196,734	678,706	3,841,038	48,252,017

2030 8 Lane Alt B VMT for Study Area

FT1_VMT	FT2_VMT	FT3_VMT	FT4_VMT	FT5_VMT	FT6_VMT	FT8_VMT	Total_VMT
16,980,140	4,877,391	13,622,076	5,847,893	3,170,541	701,432	3,844,810	49,044,284

2030 8 Lane + New Ints VMT for Study Area

FT1_VMT	FT2_VMT	FT3_VMT	FT4_VMT	FT5_VMT	FT6_VMT	FT8_VMT	Total_VMT
17,299,206	4,823,297	13,693,846	6,136,465	3,049,738	742,723	3,832,241	49,577,516

No-Action to 2001

6,247,890	2,240,361	6,710,929	1,737,293	1,807,120	269,732	1,927,789	20,941,114
65%	84%	95%	41%	130%	66%	101%	77%

8-lane to No-Action

1,115,253	(43,126)	(178,855)	(101,312)	(26,192)	22,726	3,773	792,267
7%	-1%	-1%	-2%	-1%	3%	0%	2%

8-lane to 8-lane+intch

319,066	(54,094)	71,770	288,572	(120,803)	41,291	(12,569)	533,232
2%	-1%	1%	5%	-4%	6%	0%	1%

8-lane+intch to No-Action

1,434,319	(97,219)	(107,085)	187,260	(146,995)	64,017	(8,796)	1,325,499
9%	-2%	-1%	3%	-5%	9%	0%	3%

2001: VHT and VMT for AQ Maintenance Areas

2001 VHT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
104,247.2632	46417.9164	1017.5328	1653129.138	1,804,811.8503

2001 VMT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
2,701,912.1281	1277204.803	35678.8682	57578138.55	61,592,934.3475

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2030 8LaneAlt B: VHT and VMT for AQ Maintenance Areas

2030 8LaneAlt B: VHT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
236,601.0985	84,047.2585	61,528.9406	3,419,514.4602	3,801,691.7578

2030 8LaneAlt B: VMT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
5,050,395.6067	2,348,003.9895	2,120,798.1096	99,522,175.6747	109,041,373.3805

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2030 8 Lane + New Ints: VHT and VMT for AQ Maintenance Areas

2030 8 Lane + NewInts: VHT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
234,412.4257	84,165.4469	60,084.1965	3,472,184.9494	3,850,847.0185

2030 8 Lane + NewInts: VMT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
5,066,399.5563	2,350,476.8156	2,101,608.9454	100,148,778.4310	109,667,263.7483

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2030 HOV lanes to SH 14: VHT and VMT for AQ Maintenance Areas

2030 HOV to SH14 VHT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
236,127.1231	84,516.9333	61,808.9507	3,409,120.1755	3,791,573.1826

2030 HOV to SH14 VMT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
4,964,484.4400	2,355,442.7779	2,136,087.2756	99,224,289.6733	108,680,304.1668

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2030 Limited Access 5: VHT and VMT for AQ Maintenance Areas

2030 Limited Access 5 VHT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
234,121.1176	83,936.8967	61,510.2272	3,413,606.3023	3,793,174.5438

2030 Limited Access 5 VMT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
5,026,533.9758	2,345,163.7310	2,118,694.4886	99,600,640.0039	109,091,032.1993

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2030 No Action: VHT and VMT for AQ Maintenance Areas

2030 No Action VHT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
235,309.4721	84,803.8801	62,446.9956	3,423,204.9840	3,805,765.3318

2030 No Action VMT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
4,895,705.8779	2,358,842.9102	2,149,051.4499	99,207,011.5594	108,610,611.7974

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2030 T No Action D 2: VHT and VMT for AQ Maintenance Areas

2030 T No Action D 2 VHT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
235,266.8790	84,797.4282	62,164.1735	3,404,314.5215	3,786,543.0022

2030 T No Action D 2 VMT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
4,895,983.4348	2,358,922.5040	2,138,221.3098	99,069,031.4451	108,462,158.6937

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2030 Transit 1: VHT and VMT for AQ Maintenance Areas

2030 Transit 1 VHT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total	
234,099.4877	84,535.3031	61,765.4994	3,383,186.9555	3,763,587.2457	3762240.8973

2030 Transit 1 VMT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total	
4,883,964.8649	2,352,569.7368	2,132,766.8726	98,792,564.6183	108,161,866.0926	108097327.3740

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2030 Transit 2: VHT and VMT for AQ Maintenance Areas

2030 Transit 2 VHT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
234,110.3471	84,591.6923	61,871.1968	3,389,607.5781	3,770,180.8143

2030 Transit 2 VMT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
4,886,226.2127	2,352,789.5803	2,136,544.6018	98,861,893.8083	108,237,454.2031

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2030 Transit 3: VHT and VMT for AQ Maintenance Areas

2030 Transit 3 VHT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
234,448.4636	84,565.0526	61,961.8621	3,384,779.8990	3,765,755.2773

2030 Transit 3 VMT for AQ Maintenance Areas

Fort Collins	Greeley	Longmont	Denver	Total
4,886,499.9901	2,351,927.7011	2,138,313.9609	98,811,751.1027	108,188,492.7548

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2001 VMT for Entire Network

FT1_VMT	FT2_VMT	FT3_VMT	FT4_VMT	FT5_VMT	FT6_VMT	FT7_VMT	FT8_VMT	Total_VMT
24,905,785.0967	4,532,939.6569	22,216,645.1427	8,535,217.2812	3,978,716.0409	957,981.6032	-	5,394,873.3642	70,522,158.1858

2001 VMT for Study Area

FT1_VMT	FT2_VMT	FT3_VMT	FT4_VMT	FT5_VMT	FT6_VMT	FT7_VMT	FT8_VMT	Total_VMT
9,616,997.1221	2,680,155.4500	7,090,001.6733	4,211,912.0850	1,389,613.8361	408,973.9795	-	1,913,248.9029	27,310,903.0489

2030 8 Lane + New Ints VMT for Entire Network

FT1_VMT	FT2_VMT	FT3_VMT	FT4_VMT	FT5_VMT	FT6_VMT	FT7_VMT	FT8_VMT	Total_VMT
46,042,494.5962	10,874,904.8315	39,851,251.1648	11,314,734.8313	7,742,289.0756	1,711,932.7219	-	10,116,262.5873	127,653,869.8086

2030 8 Lane + New Ints VMT for Study Area

FT1_VMT	FT2_VMT	FT3_VMT	FT4_VMT	FT5_VMT	FT6_VMT	FT7_VMT	FT8_VMT	Total_VMT
17,299,206.2561	4,823,297.1775	13,693,845.5969	6,136,464.9129	3,049,738.1432	742,722.6558	-	3,832,241.2608	49,577,516.0032

2030 8 Lane Alt B VMT for Entire Network

FT1_VMT	FT2_VMT	FT3_VMT	FT4_VMT	FT5_VMT	FT6_VMT	FT7_VMT	FT8_VMT	Total_VMT
45,618,131.9992	10,897,672.8144	39,611,416.0762	10,982,261.6947	7,822,223.7247	1,663,765.8359	-	10,104,018.8473	126,699,490.9924

2030 8 Lane Alt B VMT for Study Area

FT1_VMT	FT2_VMT	FT3_VMT	FT4_VMT	FT5_VMT	FT6_VMT	FT7_VMT	FT8_VMT	Total_VMT
16,980,140.3712	4,877,391.1227	13,622,075.8957	5,847,892.9606	3,170,541.3954	701,431.7923	-	3,844,810.4080	49,044,283.9459

2030 No Action VMT for Entire Network

FT1_VMT	FT2_VMT	FT3_VMT	FT4_VMT	FT5_VMT	FT6_VMT	FT7_VMT	FT8_VMT	Total_VMT
44,494,909.7015	10,951,676.7566	39,768,415.2615	11,085,222.4082	7,856,599.0609	1,639,788.2577	-	10,100,018.0756	125,896,629.5220

2030 No Action VMT for Study Area

FT1_VMT	FT2_VMT	FT3_VMT	FT4_VMT	FT5_VMT	FT6_VMT	FT7_VMT	FT8_VMT	Total_VMT
15,864,887.2515	4,920,516.6589	13,800,931.0123	5,949,204.7931	3,196,733.6397	678,705.5334	-	3,841,037.7477	48,252,016.6366

Volume Comparison of Representative Segments on Non-I25 Facilities

NoAction

	US-287
Between Ft Collins and Loveland	62.4
	61.2
	57.7
Between Loveland and Longmont	42.5
	34.2
	39.4
Between Longmont and Broomfield	26.5
	35.6
	33.9
US287 Total	**393.4**

I-25

	Crossing Arterials				Total
SH-14	73.2	76.1	27.3	12.4	**189**
392 Windsor	19.8	27.8	43.2	25.8	**116.6**
US-34	75.4	84.1	87.7	78.1	**325.3**
SH-56	15.2	17.9	7.4	3	**43.5**
SH-119	67.7	72	32.2	14.2	**186.1**
SH-52	30.4	36.6	37.5	21.3	**125.8**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.3	Between Platteville and Brighton
41.2	
65.4	
327.1	**US85 Total**

8-Lane (Hwy 1)

	US-287
Between Ft Collins and Loveland	61.2
	58.7
	54.8
Between Loveland and Longmont	38.5
	31
	35.7
Between Longmont and Broomfield	25.1
	33.9
	32.5
US287 Total	**371.4**

I-25

	Crossing Arterials				Total
SH-14	74.9	80.9	28.6	12.3	**196.7**
392 Windsor	20.4	29	46.4	26.4	**122.2**
US-34	77	88.2	96	82.3	**343.5**
SH-56	16	18.8	9.4	4.3	**48.5**
SH-119	69.4	75.6	32.6	14.2	**191.8**
SH-52	30.3	37.2	38.1	21.2	**126.8**

US-85	
5.4	Between Ault and Greeley
12.2	
43.2	
37.9	Between Greeley and Platteville
36.1	
38.3	
34	Between Platteville and Brighton
38.8	
63.7	
309.6	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-1.9%
	-4.1%
	-5.0%
Between Loveland and Longmont	-9.4%
	-9.4%
	-9.4%
Between Longmont and Broomfield	-5.3%
	-4.8%
	-4.1%
US287 Total	**-5.6%**

I-25

	Crossing Arterials				Total
SH-14	2.3%	6.3%	4.8%	-0.8%	**4.1%**
392 Windsor	3.0%	4.3%	7.4%	2.3%	**4.8%**
US-34	2.1%	4.9%	9.5%	5.4%	**5.6%**
SH-56	5.3%	5.0%	27.0%	43.3%	**11.5%**
SH-119	2.5%	5.0%	1.2%	0.0%	**3.1%**
SH-52	-0.3%	1.6%	1.6%	-0.5%	**0.8%**

US-85	
-6.9%	Between Ault and Greeley
-6.2%	
-1.8%	
-6.4%	Between Greeley and Platteville
-7.0%	
-9.0%	
-6.3%	Between Platteville and Brighton
-5.8%	
-2.6%	
-5.4%	**US85 Total**

Date: 03/15/2005
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Volume Comparison of Representative Segments on Non-I25 Facilities

NoAction

	US-287
Between Ft Collins and Loveland	62.4
	61.2
	57.7
Between Loveland and Longmont	42.5
	34.2
	39.4
Between Longmont and Broomfield	26.5
	35.6
	33.9
US287 Total	**393.4**

I-25

	Crossing Arterials				Total
SH-14	73.2	76.1	27.3	12.4	**189**
392 Windsor	19.8	27.8	43.2	25.8	**116.6**
US-34	75.4	84.1	87.7	78.1	**325.3**
SH-56	15.2	17.9	7.4	3	**43.5**
SH-119	67.7	72	32.2	14.2	**186.1**
SH-52	30.4	36.6	37.5	21.3	**125.8**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.3	Between Platteville and Brighton
41.2	
65.4	
327.1	**US85 Total**

8-Lane + Interchange (Hwy 2)

	US-287
Between Ft Collins and Loveland	60.9
	57.1
	54.3
Between Loveland and Longmont	36.2
	30.6
	35.3
Between Longmont and Broomfield	24.3
	35.7
	31.4
US287 Total	**365.8**

I-25

	Crossing Arterials				Total
SH-14	72.5	78.3	24.3	10.7	**185.8**
392 Windsor	17.4	22	37.5	26.8	**103.7**
US-34	75.4	87.2	95.9	81	**339.5**
SH-56	14.3	17.3	7.8	3.9	**43.3**
SH-119	63.6	70.7	25.6	14.6	**174.5**
SH-52	26	31.9	31.5	16.2	**105.6**

US-85	
5.3	Between Ault and Greeley
12.1	
43.3	
37.8	Between Greeley and Platteville
36.1	
38.5	
33.5	Between Platteville and Brighton
38.3	
62.9	
307.8	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-2.4%
	-6.7%
	-5.9%
Between Loveland and Longmont	-14.8%
	-10.5%
	-10.4%
Between Longmont and Broomfield	-8.3%
	0.3%
	-7.4%
US287 Total	**-7.0%**

I-25

	Crossing Arterials				Total
SH-14	-1.0%	2.9%	-11.0%	-13.7%	**-1.7%**
392 Windsor	-12.1%	-20.9%	-13.2%	3.9%	**-11.1%**
US-34	0.0%	3.7%	9.4%	3.7%	**4.4%**
SH-56	-5.9%	-3.4%	5.4%	30.0%	**-0.5%**
SH-119	-6.1%	-1.8%	-20.5%	2.8%	**-6.2%**
SH-52	-14.5%	-12.8%	-16.0%	-23.9%	**-16.1%**

US-85	
-8.6%	Between Ault and Greeley
-6.9%	
-1.6%	
-6.7%	Between Greeley and Platteville
-7.0%	
-8.6%	
-7.7%	Between Platteville and Brighton
-7.0%	
-3.8%	
-5.9%	**US85 Total**

Date: 03/15/2005
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Volume Comparison of Representative Segments on Non-I25 Facilities

NoAction

	US-287
Between Ft Collins and Loveland	62.4
	61.2
	57.7
Between Loveland and Longmont	42.5
	34.2
	39.4
Between Longmont and Broomfield	26.5
	35.6
	33.9
US287 Total	**393.4**

I-25

	Crossing Arterials				Total
SH-14	73.2	76.1	27.3	12.4	**189**
392 Windsor	19.8	27.8	43.2	25.8	**116.6**
US-34	75.4	84.1	87.7	78.1	**325.3**
SH-56	15.2	17.9	7.4	3	**43.5**
SH-119	67.7	72	32.2	14.2	**186.1**
SH-52	30.4	36.6	37.5	21.3	**125.8**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.3	Between Platteville and Brighton
41.2	
65.4	
327.1	**US85 Total**

Tollway (Hwy 3)

	US-287
Between Ft Collins and Loveland	
Between Loveland and Longmont	
Between Longmont and Broomfield	
US287 Total	**0**

I-25

	Crossing Arterials				Total
SH-14					**0**
392 Windsor					**0**
US-34					**0**
SH-56					**0**
SH-119					**0**
SH-52					**0**

US-85	
	Between Ault and Greeley
	Between Greeley and Platteville
	Between Platteville and Brighton
0	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-100.0%
	-100.0%
	-100.0%
Between Loveland and Longmont	-100.0%
	-100.0%
	-100.0%
Between Longmont and Broomfield	-100.0%
	-100.0%
	-100.0%
US287 Total	**-100.0%**

I-25

	Crossing Arterials				Total
SH-14	-100.0%	-100.0%	-100.0%	-100.0%	**-100.0%**
392 Windsor	-100.0%	-100.0%	-100.0%	-100.0%	**-100.0%**
US-34	-100.0%	-100.0%	-100.0%	-100.0%	**-100.0%**
SH-56	-100.0%	-100.0%	-100.0%	-100.0%	**-100.0%**
SH-119	-100.0%	-100.0%	-100.0%	-100.0%	**-100.0%**
SH-52	-100.0%	-100.0%	-100.0%	-100.0%	**-100.0%**

US-85	
-100.0%	Between Ault and Greeley
-100.0%	
-100.0%	
-100.0%	Between Greeley and Platteville
-100.0%	
-100.0%	
-100.0%	Between Platteville and Brighton
-100.0%	
-100.0%	
-100.0%	**US85 Total**

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Volume Comparison of Representative Segments on Non-I25 Facilities

NoAction

	US-287
Between Ft Collins and Loveland	62.4
	61.2
	57.7
Between Loveland and Longmont	42.5
	34.2
	39.4
Between Longmont and Broomfield	26.5
	35.6
	33.9
US287 Total	**393.4**

I-25

	Crossing Arterials				Total
SH-14	73.2	76.1	27.3	12.4	**189**
392 Windsor	19.8	27.8	43.2	25.8	**116.6**
US-34	75.4	84.1	87.7	78.1	**325.3**
SH-56	15.2	17.9	7.4	3	**43.5**
SH-119	67.7	72	32.2	14.2	**186.1**
SH-52	30.4	36.6	37.5	21.3	**125.8**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.3	Between Platteville and Brighton
41.2	
65.4	
327.1	**US85 Total**

HOV (Hwy 4)

	US-287
Between Ft Collins and Loveland	62.7
	60.8
	57.4
Between Loveland and Longmont	41.8
	34
	38.8
Between Longmont and Broomfield	25.8
	34.7
	33.3
US287 Total	**389.3**

I-25

	Crossing Arterials				Total
SH-14	73.3	77.6	27.6	12.3	**190.8**
392 Windsor	19.5	30.6	43.8	25.7	**119.6**
US-34	76	85.7	88.9	78.7	**329.3**
SH-56	15.7	18.5	8.1	3.6	**45.9**
SH-119	67.7	72.2	32.1	14.2	**186.2**
SH-52	30.4	36.7	37.7	21.3	**126.1**

US-85	
5.7	Between Ault and Greeley
13	
43.9	
40	Between Greeley and Platteville
38.3	
41.4	
35.4	Between Platteville and Brighton
40.3	
64.9	
322.9	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	0.5%
	-0.7%
	-0.5%
Between Loveland and Longmont	-1.6%
	-0.6%
	-1.5%
Between Longmont and Broomfield	-2.6%
	-2.5%
	-1.8%
US287 Total	**-1.0%**

I-25

	Crossing Arterials				Total
SH-14	0.1%	2.0%	1.1%	-0.8%	**1.0%**
392 Windsor	-1.5%	10.1%	1.4%	-0.4%	**2.6%**
US-34	0.8%	1.9%	1.4%	0.8%	**1.2%**
SH-56	3.3%	3.4%	9.5%	20.0%	**5.5%**
SH-119	0.0%	0.3%	-0.3%	0.0%	**0.1%**
SH-52	0.0%	0.3%	0.5%	0.0%	**0.2%**

US-85	
-1.7%	Between Ault and Greeley
0.0%	
-0.2%	
-1.2%	Between Greeley and Platteville
-1.3%	
-1.7%	
-2.5%	Between Platteville and Brighton
-2.2%	
-0.8%	
-1.3%	**US85 Total**

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Volume Comparison of Representative Segments on Non-I25 Facilities

NoAction

	US-287
Between Ft Collins and Loveland	62.4
	61.2
	57.7
Between Loveland and Longmont	42.5
	34.2
	39.4
Between Longmont and Broomfield	26.5
	35.6
	33.9
US287 Total	**393.4**

I-25

Crossing Arterials					Total
SH-14	73.2	76.1	27.3	12.4	**189**
392 Windsor	19.8	27.8	43.2	25.8	**116.6**
US-34	75.4	84.1	87.7	78.1	**325.3**
SH-56	15.2	17.9	7.4	3	**43.5**
SH-119	67.7	72	32.2	14.2	**186.1**
SH-52	30.4	36.6	37.5	21.3	**125.8**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.3	Between Platteville and Brighton
41.2	
65.4	
327.1	**US85 Total**

Limited Access Lanes (Hwy 5)

	US-287
Between Ft Collins and Loveland	61.5
	59.5
	55.3
Between Loveland and Longmont	38.7
	30.6
	35.3
Between Longmont and Broomfield	24.7
	33.8
	32.2
US287 Total	**371.6**

I-25

Crossing Arterials					Total
SH-14	74.3	78.4	27.6	12.2	**192.5**
392 Windsor	19.8	30.7	45.1	26.4	**122**
US-34	77.2	87.7	92.9	80.8	**338.6**
SH-56	15.6	18.4	8.8	4	**46.8**
SH-119	70.6	77.2	32.5	14.2	**194.5**
SH-52	30.4	37.5	38.5	21.3	**127.7**

US-85	
5.4	Between Ault and Greeley
12.2	
42.9	
37.8	Between Greeley and Platteville
36.1	
37.9	
33.2	Between Platteville and Brighton
38.1	
63	
306.6	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-1.4%
	-2.8%
	-4.2%
Between Loveland and Longmont	-8.9%
	-10.5%
	-10.4%
Between Longmont and Broomfield	-6.8%
	-5.1%
	-5.0%
US287 Total	**-5.5%**

I-25

Crossing Arterials					Total
SH-14	1.5%	3.0%	1.1%	-1.6%	**1.9%**
392 Windsor	0.0%	10.4%	4.4%	2.3%	**4.6%**
US-34	2.4%	4.3%	5.9%	3.5%	**4.1%**
SH-56	2.6%	2.8%	18.9%	33.3%	**7.6%**
SH-119	4.3%	7.2%	0.9%	0.0%	**4.5%**
SH-52	0.0%	2.5%	2.7%	0.0%	**1.5%**

US-85	
-6.9%	Between Ault and Greeley
-6.2%	
-2.5%	
-6.7%	Between Greeley and Platteville
-7.0%	
-10.0%	
-8.5%	Between Platteville and Brighton
-7.5%	
-3.7%	
-6.3%	**US85 Total**

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Volume Comparison of Representative Segments on Non-I25 Facilities

NoAction

	US-287
Between Ft Collins and Loveland	62.4
	61.2
	57.7
Between Loveland and Longmont	42.5
	34.2
	39.4
Between Longmont and Broomfield	26.5
	35.6
	33.9
US287 Total	**393.4**

I-25

	Crossing Arterials				Total
SH-14	73.2	76.1	27.3	12.4	**189**
392 Windsor	19.8	27.8	43.2	25.8	**116.6**
US-34	75.4	84.1	87.7	78.1	**325.3**
SH-56	15.2	17.9	7.4	3	**43.5**
SH-119	67.7	72	32.2	14.2	**186.1**
SH-52	30.4	36.6	37.5	21.3	**125.8**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.3	Between Platteville and Brighton
41.2	
65.4	
327.1	**US85 Total**

I-85 (Hwy 6)

	US-287
Between Ft Collins and Loveland	62.4
	60.7
	57.4
Between Loveland and Longmont	41.5
	33.6
	38.5
Between Longmont and Broomfield	26.1
	35
	33.5
US287 Total	**388.7**

I-25

	Crossing Arterials				Total
SH-14	73.4	76.8	27.2	12.2	**189.6**
392 Windsor	19.8	28	42.8	25.2	**115.8**
US-34	75.7	84.5	82.9	72.2	**315.3**
SH-56	15.3	18.1	7.6	3.4	**44.4**
SH-119	67.8	72.4	32	14.1	**186.3**
SH-52	30.4	36.8	37.7	21.5	**126.4**

0

US-85	
6.6	Between Ault and Greeley
14	
45	
54.2	Between Greeley and Platteville
51.6	
54.1	
43.6	Between Platteville and Brighton
43.6	
84	
396.7	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	0.0%
	-0.8%
	-0.5%
Between Loveland and Longmont	-2.4%
	-1.8%
	-2.3%
Between Longmont and Broomfield	-1.5%
	-1.7%
	-1.2%
US287 Total	**-1.2%**

I-25

	Crossing Arterials				Total
SH-14	0.3%	0.9%	-0.4%	-1.6%	**0.3%**
392 Windsor	0.0%	0.7%	-0.9%	-2.3%	**-0.7%**
US-34	0.4%	0.5%	-5.5%	-7.6%	**-3.1%**
SH-56	0.7%	1.1%	2.7%	13.3%	**2.1%**
SH-119	0.1%	0.6%	-0.6%	-0.7%	**0.1%**
SH-52	0.0%	0.5%	0.5%	0.9%	**0.5%**

US-85	
13.8%	Between Ault and Greeley
7.7%	
2.3%	
33.8%	Between Greeley and Platteville
33.0%	
28.5%	
20.1%	Between Platteville and Brighton
5.8%	
28.4%	
21.3%	**US85 Total**

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North I-25 EIS
Level 2B Screening

Volume Comparison of Representative Segments on Non-I25 Facilities

NoAction

	US-287
Between Ft Collins and	62.4
	61.2
	57.7
Between Loveland and Longmont	42.5
	34.2
	39.4
Between Longmont and Broomfiel	26.5
	35.6
	33.9
US287 Tota	393.4

I-25

Crossing Arterials					Total
SH-14	73.2	76.1	27.3	12.4	189
392 Windsor	19.8	27.8	43.2	25.8	116.6
US-34	75.4	84.1	87.7	78.1	325.3
SH-56	15.2	17.9	7.4	3	43.5
SH-119	67.7	72	32.2	14.2	186.1
SH-52	30.4	36.6	37.5	21.3	125.8

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.3	Between Platteville and Brighton
41.2	
65.4	
327.1	US85 Total

Hwy 7

	US-287
Between Ft Collins and	62.2
	60.6
	57.2
Between Loveland and Longmont	41.2
	33.4
	38.3
Between Longmont and Broomfiel	26
	35
	33.4
US287 Tota	387.3

I-25

Crossing Arterials					Total
SH-14	73.3	76.7	27.9	12.6	190.5
392 Windsor	19.8	27.8	41.9	25	114.5
US-34	76	84.9	83.5	72.1	316.5
SH-56	15	17.8	6	3.2	42
SH-119	68.3	73.1	33.8	17.1	192.3
SH-52	30.6	37.5	35.4	21	124.5

US-85	
5.7	Between Ault and Greeley
12.9	
43.7	
39.4	Between Greeley and Platteville
37.7	
40.6	
34.2	Between Platteville and Brighton
39	
64.2	
317.4	US85 Total

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-0.3%
	-1.0%
	-0.9%
Between Loveland and Longmont	-3.1%
	-2.3%
	-2.8%
Between Longmont and Broomfiel	-1.9%
	-1.7%
	-1.5%
US287 Tota	-1.6%

I-25

Crossing Arterials					Total
SH-14	0.1%	0.8%	2.2%	1.6%	0.8%
392 Windsor	0.0%	0.0%	-3.0%	-3.1%	-1.8%
US-34	0.8%	1.0%	-4.8%	-7.7%	-2.7%
SH-56	-1.3%	-0.6%	-18.9%	6.7%	-3.4%
SH-119	0.9%	1.5%	5.0%	20.4%	3.3%
SH-52	0.7%	2.5%	-5.6%	-1.4%	-1.0%

US-85	
-1.7%	Between Ault and Greeley
-0.8%	
-0.7%	
-2.7%	Between Greeley and Platteville
-2.8%	
-3.6%	
-5.8%	Between Platteville and Brighton
-5.3%	
-1.8%	
-3.0%	US85 Total

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North I-25 EIS
Level 2B Screening

Volume Comparison of Representative Segments on Non-I25 Facilities

NoAction

	US-287
Between Ft Collins and Loveland	62.4
	61.2
	57.7
Between Loveland and Longmont	42.5
	34.2
	39.4
Between Longmont and Broomfield	26.5
	35.6
	33.9
US287 Total	**393.4**

I-25

	Crossing Arterials				Total
SH-14	73.2	76.1	27.3	12.4	**189**
392 Windsor	19.8	27.8	43.2	25.8	**116.6**
US-34	75.4	84.1	87.7	78.1	**325.3**
SH-56	15.2	17.9	7.4	3	**43.5**
SH-119	67.7	72	32.2	14.2	**186.1**
SH-52	30.4	36.6	37.5	21.3	**125.8**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.3	Between Platteville and Brighton
41.2	
65.4	
327.1	**US85 Total**

8-Lane + 5 Interchanges (Hwy 10)

	US-287
Between Ft Collins and Loveland	60.9
	58.4
	54.3
Between Loveland and Longmont	36.4
	30.4
	35.1
Between Longmont and Broomfield	24.4
	37.2
	31.1
US287 Total	**368.2**

I-25

	Crossing Arterials				Total
SH-14	73.6	81.3	27.3	12.1	**194.3**
392 Windsor	19.3	25.4	46.5	26.4	**117.6**
US-34	76.5	89.5	95.9	81.4	**343.3**
SH-56	14.6	17.6	7.8	3.9	**43.9**
SH-119	63	69.9	25	14.2	**172.1**
SH-52	24.9	30.5	30.9	15.2	**101.5**

US-85	
5.4	Between Ault and Greeley
12.1	
43.2	
37.8	Between Greeley and Platteville
36.1	
38.5	
33.7	Between Platteville and Brighton
38.4	
62.9	
308.1	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-2.4%
	-4.6%
	-5.9%
Between Loveland and Longmont	-14.4%
	-11.1%
	-10.9%
Between Longmont and Broomfield	-7.9%
	4.5%
	-8.3%
US287 Total	**-6.4%**

I-25

	Crossing Arterials				Total
SH-14	0.5%	6.8%	0.0%	-2.4%	**2.8%**
392 Windsor	-2.5%	-8.6%	7.6%	2.3%	**0.9%**
US-34	1.5%	6.4%	9.4%	4.2%	**5.5%**
SH-56	-3.9%	-1.7%	5.4%	30.0%	**0.9%**
SH-119	-6.9%	-2.9%	-22.4%	0.0%	**-7.5%**
SH-52	-18.1%	-16.7%	-17.6%	-28.6%	**-19.3%**

US-85	
-6.9%	Between Ault and Greeley
-6.9%	
-1.8%	
-6.7%	Between Greeley and Platteville
-7.0%	
-8.6%	
-7.2%	Between Platteville and Brighton
-6.8%	
-3.8%	
-5.8%	**US85 Total**

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North I-25 EIS
Level 2B Screening

Volume Comparison of Representative Segments on Non-I25 Facilities

NoAction

	US-287
Between Ft Collins and Loveland	62.4
	61.2
	57.7
Between Loveland and Longmont	42.5
	34.2
	39.4
Between Longmont and Broomfield	26.5
	35.6
	33.9
US287 Total	**393.4**

I-25

	Crossing Arterials				Total
SH-14	73.2	76.1	27.3	12.4	**189**
392 Windsor	19.8	27.8	43.2	25.8	**116.6**
US-34	75.4	84.1	87.7	78.1	**325.3**
SH-56	15.2	17.9	7.4	3	**43.5**
SH-119	67.7	72	32.2	14.2	**186.1**
SH-52	30.4	36.6	37.5	21.3	**125.8**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.3	Between Platteville and Brighton
41.2	
65.4	
327.1	**US85 Total**

8-Lanes on I-25 + Cross Arterials Enhanced (Hwy 11)

	US-287
Between Ft Collins and Loveland	59.4
	60.3
	55
Between Loveland and Longmont	35.8
	29.5
	34.1
Between Longmont and Broomfield	25.6
	35.1
	31.2
US287 Total	**366**

I-25

	Crossing Arterials				Total
SH-14	69.9	76	30	12.6	**188.5**
392 Windsor	23.9	33.8	58.5	39.6	**155.8**
US-34	72.1	81.1	93	76	**322.2**
SH-56	16.2	19.4	7.2	3.1	**45.9**
SH-119	67.1	74.1	44.2	24	**209.4**
SH-52	46.2	58.3	63.3	44.8	**212.6**

US-85	
5.4	Between Ault and Greeley
12.3	
42.8	
38.6	Between Greeley and Platteville
36.8	
38.7	
31.8	Between Platteville and Brighton
36.2	
66.2	
308.8	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-4.8%
	-1.5%
	-4.7%
Between Loveland and Longmont	-15.8%
	-13.7%
	-13.5%
Between Longmont and Broomfield	-3.4%
	-1.4%
	-8.0%
US287 Total	**-7.0%**

I-25

	Crossing Arterials				Total
SH-14	-4.5%	-0.1%	9.9%	1.6%	**-0.3%**
392 Windsor	20.7%	21.6%	35.4%	53.5%	**33.6%**
US-34	-4.4%	-3.6%	6.0%	-2.7%	**-1.0%**
SH-56	6.6%	8.4%	-2.7%	3.3%	**5.5%**
SH-119	-0.9%	2.9%	37.3%	69.0%	**12.5%**
SH-52	52.0%	59.3%	68.8%	110.3%	**69.0%**

US-85	
-6.9%	Between Ault and Greeley
-5.4%	
-2.7%	
-4.7%	Between Greeley and Platteville
-5.2%	
-8.1%	
-12.4%	Between Platteville and Brighton
-12.1%	
1.2%	
-5.6%	**US85 Total**

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North I-25 EIS
Level 2B Screening

Volume Comparison of Representative Segments on Non-I25 Facilities

NoAction

	US-287
Between Ft Collins and Loveland	62.4
	61.2
	57.7
Between Loveland and Longmont	42.5
	34.2
	39.4
Between Longmont and Broomfield	26.5
	35.6
	33.9
US287 Total	**393.4**

I-25

	Crossing Arterials				Total
SH-14	73.2	76.1	27.3	12.4	**189**
392 Windsor	19.8	27.8	43.2	25.8	**116.6**
US-34	75.4	84.1	87.7	78.1	**325.3**
SH-56	15.2	17.9	7.4	3	**43.5**
SH-119	67.7	72	32.2	14.2	**186.1**
SH-52	30.4	36.6	37.5	21.3	**125.8**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.3	Between Platteville and Brighton
41.2	
65.4	
327.1	**US85 Total**

6-Lanes on I-25 + 3 new Interchanges (Hwy 9)

	US-287
Between Ft Collins and Loveland	61.4
	59
	54.9
Between Loveland and Longmont	37.2
	31.2
	36
Between Longmont and Broomfield	25.7
	34.8
	33.1
US287 Total	**373.3**

I-25

	Crossing Arterials				Total
SH-14	73.2	79.1	27.8	12.1	**192.2**
392 Windsor	19.5	24.6	45.4	26.3	**115.8**
US-34	76.1	87.2	94.2	80.7	**338.2**
SH-56	14.4	17.3	8.9	4.1	**44.7**
SH-119	68.2	72.7	30.9	13.9	**185.7**
SH-52	30.1	37	36.4	20.1	**123.6**

US-85	
5.5	Between Ault and Greeley
12.3	
43.4	
38.5	Between Greeley and Platteville
36.8	
39.5	
35.4	Between Platteville and Brighton
40.2	
64.7	
316.3	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-1.6%
	-3.6%
	-4.9%
Between Loveland and Longmont	-12.5%
	-8.8%
	-8.6%
Between Longmont and Broomfield	-3.0%
	-2.2%
	-2.4%
US287 Total	**-5.1%**

I-25

	Crossing Arterials				Total
SH-14	0.0%	3.9%	1.8%	-2.4%	**1.7%**
392 Windsor	-1.5%	-11.5%	5.1%	1.9%	**-0.7%**
US-34	0.9%	3.7%	7.4%	3.3%	**4.0%**
SH-56	-5.3%	-3.4%	20.3%	36.7%	**2.8%**
SH-119	0.7%	1.0%	-4.0%	-2.1%	**-0.2%**
SH-52	-1.0%	1.1%	-2.9%	-5.6%	**-1.7%**

US-85	
-5.2%	Between Ault and Greeley
-5.4%	
-1.4%	
-4.9%	Between Greeley and Platteville
-5.2%	
-6.2%	
-2.5%	Between Platteville and Brighton
-2.4%	
-1.1%	
-3.3%	**US85 Total**

Date: 03/15/2005
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Volume Comparison of Representative Segments on Non-I25 Facilities

Transit NoAction

	US-287
Between Ft Collins and Loveland	62.7
	61.2
	57.7
Between Loveland and Longmont	42.7
	34.1
	39.1
Between Longmont and Broomfield	25
	34.1
	33.3
US287 Total	**389.9**

I-25

	Crossing Arterials				Total
SH-14	73.3	76.4	27.2	12.4	**189.3**
392 Windsor	19.9	27.8	43	25.7	**116.4**
US-34	75.4	84.2	87.6	78	**325.2**
SH-56	15.5	18.2	7.4	3	**44.1**
SH-119	69.5	74.7	33.9	14.2	**192.3**
SH-52	32.1	37	39.1	22	**130.2**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.8	Between Platteville and Brighton
41.5	
65.3	
327.8	**US85 Total**

Transit NoAction

	US-287
Between Ft Collins and Loveland	
Between Loveland and Longmont	
Between Longmont and Broomfield	
US287 Total	**0**

I-25

	Crossing Arterials				Total
SH-14					**0**
392 Windsor					**0**
US-34					**0**
SH-56					**0**
SH-119					**0**
SH-52					**0**

US-85	
	Between Ault and Greeley
	Between Greeley and Platteville
	Between Platteville and Brighton
0	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-100.0%
	-100.0%
	-100.0%
Between Loveland and Longmont	-100.0%
	-100.0%
	-100.0%
Between Longmont and Broomfield	-100.0%
	-100.0%
	-100.0%
US287 Total	**-100.0%**

I-25

	Crossing Arterials				Total
SH-14	-100.0%	-100.0%	-100.0%	-100.0%	**-100.0%**
392 Windsor	-100.0%	-100.0%	-100.0%	-100.0%	**-100.0%**
US-34	-100.0%	-100.0%	-100.0%	-100.0%	**-100.0%**
SH-56	-100.0%	-100.0%	-100.0%	-100.0%	**-100.0%**
SH-119	-100.0%	-100.0%	-100.0%	-100.0%	**-100.0%**
SH-52	-100.0%	-100.0%	-100.0%	-100.0%	**-100.0%**

US-85	
-100.0%	Between Ault and Greeley
-100.0%	
-100.0%	
-100.0%	Between Greeley and Platteville
-100.0%	
-100.0%	
-100.0%	Between Platteville and Brighton
-100.0%	
-100.0%	
-100.0%	**US85 Total**

9/7/2007
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Volume Comparison of Representative Segments on Non-I25 Facilities

Transit No Action

	US-287
Between Ft Collins and Loveland	62.7
	61.2
	57.7
Between Loveland and Longmont	42.7
	34.1
	39.1
Between Longmont and Broomfield	25
	34.1
	33.3
US287 Total	**389.9**

I-25

	Crossing Arterials				Total
SH-14	73.3	76.4	27.2	12.4	**189.3**
392 Windsor	19.9	27.8	43	25.7	**116.4**
US-34	75.4	84.2	87.6	78	**325.2**
SH-56	15.5	18.2	7.4	3	**44.1**
SH-119	69.5	74.7	33.9	14.2	**192.3**
SH-52	32.1	37	39.1	22	**130.2**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.8	Between Platteville and Brighton
41.5	
65.3	
327.8	**US85 Total**

Alt-1 Western Alignment

	US-287
Between Ft Collins and Loveland	62.5
	61
	57.5
Between Loveland and Longmont	42.2
	34
	39
Between Longmont and Broomfield	26.3
	35.3
	33.6
US287 Total	**391.4**

I-25

	Crossing Arterials				Total
SH-14	72.9	75.9	27.2	12.4	**188.4**
392 Windsor	19.8	27.7	43	25.7	**116.2**
US-34	75.3	83.9	87.4	77.7	**324.3**
SH-56	15.2	17.9	7.3	3	**43.4**
SH-119	67.4	71.7	32.1	14.2	**185.4**
SH-52	30.4	36.6	37.4	21.3	**125.7**

US-85	
5.7	Between Ault and Greeley
13	
43.9	
40.4	Between Greeley and Platteville
38.7	
41.9	
36.1	Between Platteville and Brighton
41	
65.3	
326	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-0.3%
	-0.3%
	-0.3%
Between Loveland and Longmont	-1.2%
	-0.3%
	-0.3%
Between Longmont and Broomfield	5.2%
	3.5%
	0.9%
US287 Total	**0.4%**

I-25

	Crossing Arterials				Total
SH-14	-0.5%	-0.7%	0.0%	0.0%	**-0.5%**
392 Windsor	-0.5%	-0.4%	0.0%	0.0%	**-0.2%**
US-34	-0.1%	-0.4%	-0.2%	-0.4%	**-0.3%**
SH-56	-1.9%	-1.6%	-1.4%	0.0%	**-1.6%**
SH-119	-3.0%	-4.0%	-5.3%	0.0%	**-3.6%**
SH-52	-5.3%	-1.1%	-4.3%	-3.2%	**-3.5%**

US-85	
-1.7%	Between Ault and Greeley
0.0%	
-0.2%	
-0.2%	Between Greeley and Platteville
-0.3%	
-0.5%	
-1.9%	Between Platteville and Brighton
-1.2%	
0.0%	
-0.5%	**US85 Total**

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Volume Comparison of Representative Segments on Non-I25 Facilities

Transit No Action

	US-287
Between Ft Collins and Loveland	62.7
	61.2
	57.7
Between Loveland and Longmont	42.7
	34.1
	39.1
Between Longmont and Broomfield	25
	34.1
	33.3
US287 Total	**389.9**

I-25

	Crossing Arterials				Total
SH-14	73.3	76.4	27.2	12.4	**189.3**
392 Windsor	19.9	27.8	43	25.7	**116.4**
US-34	75.4	84.2	87.6	78	**325.2**
SH-56	15.5	18.2	7.4	3	**44.1**
SH-119	69.5	74.7	33.9	14.2	**192.3**
SH-52	32.1	37	39.1	22	**130.2**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.8	Between Platteville and Brighton
41.5	
65.3	
327.8	**US85 Total**

Alt-2 Mid-Western Alignment

	US-287
Between Ft Collins and Loveland	62.7
	61.1
	57.5
Between Loveland and Longmont	42.2
	34.3
	39.1
Between Longmont and Broomfield	26.3
	35.3
	33.6
US287 Total	**392.1**

I-25

	Crossing Arterials				Total
SH-14	73	76.1	27.2	12.3	**188.6**
392 Windsor	19.8	27.9	43	25.6	**116.3**
US-34	75.2	83.8	87.4	77.7	**324.1**
SH-56	15.2	17.9	7.3	3	**43.4**
SH-119	67.3	71.7	32	14.2	**185.2**
SH-52	30.3	36.6	37.4	21.3	**125.6**

US-85	
5.7	Between Ault and Greeley
13	
43.9	
40.4	Between Greeley and Platteville
38.7	
41.9	
36.1	Between Platteville and Brighton
41	
65.3	
326	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	0.0%
	-0.2%
	-0.3%
Between Loveland and Longmont	-1.2%
	0.6%
	0.0%
Between Longmont and Broomfield	5.2%
	3.5%
	0.9%
US287 Total	**0.6%**

I-25

	Crossing Arterials				Total
SH-14	-0.4%	-0.4%	0.0%	-0.8%	**-0.4%**
392 Windsor	-0.5%	0.4%	0.0%	-0.4%	**-0.1%**
US-34	-0.3%	-0.5%	-0.2%	-0.4%	**-0.3%**
SH-56	-1.9%	-1.6%	-1.4%	0.0%	**-1.6%**
SH-119	-3.2%	-4.0%	-5.6%	0.0%	**-3.7%**
SH-52	-5.6%	-1.1%	-4.3%	-3.2%	**-3.5%**

US-85	
-1.7%	Between Ault and Greeley
0.0%	
-0.2%	
-0.2%	Between Greeley and Platteville
-0.3%	
-0.5%	
-1.9%	Between Platteville and Brighton
-1.2%	
0.0%	
-0.5%	**US85 Total**

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Volume Comparison of Representative Segments on Non-I25 Facilities

Transit No Action

	US-287
Between Ft Collins and Loveland	62.7
	61.2
	57.7
Between Loveland and Longmont	42.7
	34.1
	39.1
Between Longmont and Broomfield	25
	34.1
	33.3
US287 Total	**389.9**

I-25

	Crossing Arterials				Total
SH-14	73.3	76.4	27.2	12.4	**189.3**
392 Windsor	19.9	27.8	43	25.7	**116.4**
US-34	75.4	84.2	87.6	78	**325.2**
SH-56	15.5	18.2	7.4	3	**44.1**
SH-119	69.5	74.7	33.9	14.2	**192.3**
SH-52	32.1	37	39.1	22	**130.2**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.8	Between Platteville and Brighton
41.5	
65.3	
327.8	**US85 Total**

Alt-3 Central Alignment

	US-287
Between Ft Collins and Loveland	62.5
	61
	57.6
Between Loveland and Longmont	42.4
	34.2
	39.1
Between Longmont and Broomfield	26.3
	35.4
	33.8
US287 Total	**392.3**

I-25

	Crossing Arterials				Total
SH-14	73	75.9	27.1	12.4	**188.4**
392 Windsor	19.8	27.6	43.1	25.7	**116.2**
US-34	75.3	83.9	87.8	77.6	**324.6**
SH-56	15.4	18.1	7.3	3	**43.8**
SH-119	67.5	71.8	32	41.2	**212.5**
SH-52	30.4	36.6	37.3	21.3	**125.6**

US-85	
5.7	Between Ault and Greeley
13	
43.9	
40.4	Between Greeley and Platteville
38.7	
41.8	
36	Between Platteville and Brighton
40.9	
65.2	
325.6	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-0.3%
	-0.3%
	-0.2%
Between Loveland and Longmont	-0.7%
	0.3%
	0.0%
Between Longmont and Broomfield	5.2%
	3.8%
	1.5%
US287 Total	**0.6%**

I-25

	Crossing Arterials				Total
SH-14	-0.4%	-0.7%	-0.4%	0.0%	**-0.5%**
392 Windsor	-0.5%	-0.7%	0.2%	0.0%	**-0.2%**
US-34	-0.1%	-0.4%	0.2%	-0.5%	**-0.2%**
SH-56	-0.6%	-0.5%	-1.4%	0.0%	**-0.7%**
SH-119	-2.9%	-3.9%	-5.6%	190.1%	**10.5%**
SH-52	-5.3%	-1.1%	-4.6%	-3.2%	**-3.5%**

US-85	
-1.7%	Between Ault and Greeley
0.0%	
-0.2%	
-0.2%	Between Greeley and Platteville
-0.3%	
-0.7%	
-2.2%	Between Platteville and Brighton
-1.4%	
-0.2%	
-0.7%	**US85 Total**

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Volume Comparison of Representative Segments on Non-I25 Facilities

Transit No Action

	US-287
Between Ft Collins and	62.7
	61.2
	57.7
Between Loveland and Longmont	42.7
	34.1
	39.1
Between Longmont and Broomfield	25
	34.1
	33.3
US287 Total	389.9

I-25

	Crossing Arterials				Total
SH-14	73.3	76.4	27.2	12.4	189.3
392 Winds	19.9	27.8	43	25.7	116.4
US-34	75.4	84.2	87.6	78	325.2
SH-56	15.5	18.2	7.4	3	44.1
SH-119	69.5	74.7	33.9	14.2	192.3
SH-52	32.1	37	39.1	22	130.2

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.8	Between Platteville and Brighton
41.5	
65.3	
327.8	US85 Total

Alt-4 Interior Alignment

	US-287
Between Ft Collins and	62.8
	61.1
	57.6
Between Loveland and Longmont	42.2
	34.2
	39.1
Between Longmont and Broomfield	26.4
	35.5
	33.8
US287 Total	392.7

I-25

	Crossing Arterials				Total
SH-14	72.8	76	27.1	12.4	188.3
392 Winds	19.7	27.9	43.1	25.7	116.4
US-34	75.2	83.8	87.4	77.6	324
SH-56	15.1	17.8	7.3	3	43.2
SH-119	67.5	71.9	32.1	14.2	185.7
SH-52	30.4	36.6	37.3	21.2	125.5

US-85	
5.7	Between Ault and Greeley
13	
43.9	
40.4	Between Greeley and Platteville
38.6	
41.8	
36	Between Platteville and Brighton
40.9	
65.3	
325.6	US85 Total

Difference From No-Action

	US-287
Between Ft Collins and Loveland	0.2%
	-0.2%
	-0.2%
Between Loveland and Longmont	-1.2%
	0.3%
	0.0%
Between Longmont and Broomfield	5.6%
	4.1%
	1.5%
US287 Total	0.7%

I-25

	Crossing Arterials				Total
SH-14	-0.7%	-0.5%	-0.4%	0.0%	-0.5%
392 Winds	-1.0%	0.4%	0.2%	0.0%	0.0%
US-34	-0.3%	-0.5%	-0.2%	-0.5%	-0.4%
SH-56	-2.6%	-2.2%	-1.4%	0.0%	-2.0%
SH-119	-2.9%	-3.7%	-5.3%	0.0%	-3.4%
SH-52	-5.3%	-1.1%	-4.6%	-3.6%	-3.6%

US-85	
-1.7%	Between Ault and Greeley
0.0%	
-0.2%	
-0.2%	Between Greeley and Platteville
-0.5%	
-0.7%	
-2.2%	Between Platteville and Brighton
-1.4%	
0.0%	
-0.7%	US85 Total

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Volume Comparison of Representative Segments on Non-I25 Facilities

Transit No Action

	US-287
Between Ft Collins and	62.7
	61.2
	57.7
Between Loveland and Longmont	42.7
	34.1
	39.1
Between Longmont and Broomfiel	25
	34.1
	33.3
US287 Tota	389.9

I-25

	Crossing Arterials				Total
SH-14	73.3	76.4	27.2	12.4	**189.3**
392 Winds	19.9	27.8	43	25.7	**116.4**
US-34	75.4	84.2	87.6	78	**325.2**
SH-56	15.5	18.2	7.4	3	**44.1**
SH-119	69.5	74.7	33.9	14.2	**192.3**
SH-52	32.1	37	39.1	22	**130.2**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.8	Between Platteville and Brighton
41.5	
65.3	
327.8	US85 Total

Alt-9

	US-287
Between Ft Collins and	61.2
	58.7
	54.6
Between Loveland and Longmont	38.1
	31.1
	35.8
Between Longmont and Broomfiel	25.3
	34.3
	32.9
US287 Tota	372

I-25

	Crossing Arterials				Total
SH-14	74.8	80.6	28.6	12.2	**196.2**
392 Winds	20.2	29.1	46.3	26.3	**121.9**
US-34	76.9	88.1	95.5	81.9	**342.4**
SH-56	15.7	18.6	9.4	4.3	**48**
SH-119	68.8	74.5	32.1	14.1	**189.5**
SH-52	30.3	37	37.9	21.2	**126.4**

US-85	
5.4	Between Ault and Greeley
12.2	
43.2	
37.8	Between Greeley and Platteville
36.1	
38.6	
34.4	Between Platteville and Brighton
39.2	
63.9	
310.8	US85 Total

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-2.4%
	-4.1%
	-5.4%
Between Loveland and Longmont	-10.8%
	-8.8%
	-8.4%
Between Longmont and Broomfiel	1.2%
	0.6%
	-1.2%
US287 Tota	-4.6%

I-25

	Crossing Arterials				Total
SH-14	2.0%	5.5%	5.1%	-1.6%	**3.6%**
392 Winds	1.5%	4.7%	7.7%	2.3%	**4.7%**
US-34	2.0%	4.6%	9.0%	5.0%	**5.3%**
SH-56	1.3%	2.2%	27.0%	43.3%	**8.8%**
SH-119	-1.0%	-0.3%	-5.3%	-0.7%	**-1.5%**
SH-52	-5.6%	0.0%	-3.1%	-3.6%	**-2.9%**

US-85	
-6.9%	Between Ault and Greeley
-6.2%	
-1.8%	
-6.7%	Between Greeley and Platteville
-7.0%	
-8.3%	
-6.5%	Between Platteville and Brighton
-5.5%	
-2.1%	
-5.2%	US85 Total

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Volume Comparison of Representative Segments on Non-I25 Facilities

Transit No Action

	US-287
Between Ft Collins and	62.7
	61.2
	57.7
Between Loveland and Longmont	42.7
	34.1
	39.1
Between Longmont and Broomfiel	25
	34.1
	33.3
US287 Tota	389.9

I-25

	Crossing Arterials				Total
SH-14	73.3	76.4	27.2	12.4	189.3
392 Winds	19.9	27.8	43	25.7	116.4
US-34	75.4	84.2	87.6	78	325.2
SH-56	15.5	18.2	7.4	3	44.1
SH-119	69.5	74.7	33.9	14.2	192.3
SH-52	32.1	37	39.1	22	130.2

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.8	Between Platteville and Brighton
41.5	
65.3	
327.8	US85 Total

Alt-8

	US-287
Between Ft Collins and	61.3
	58.7
	54.8
Between Loveland and Longmont	38.2
	30.9
	35.6
Between Longmont and Broomfiel	24.9
	32.8
	32.4
US287 Tota	369.6

I-25

	Crossing Arterials				Total
SH-14	74.6	80.5	28.5	12.3	195.9
392 Winds	20.4	29.2	46.5	26.5	122.6
US-34	77	88.2	95.8	82.1	343.1
SH-56	16	18.8	9.4	4.3	48.5
SH-119	69.2	75.3	32.3	14.2	191
SH-52	30.2	37.1	38	21.1	126.4

US-85	
5.4	Between Ault and Greeley
12.2	
43.1	
37.9	Between Greeley and Platteville
36.2	
38.4	
33.8	Between Platteville and Brighton
38.7	
63.5	
309.2	US85 Total

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-2.2%
	-4.1%
	-5.0%
Between Loveland and Longmont	-10.5%
	-9.4%
	-9.0%
Between Longmont and Broomfiel	-0.4%
	-3.8%
	-2.7%
US287 Tota	-5.2%

I-25

	Crossing Arterials				Total
SH-14	1.8%	5.4%	4.8%	-0.8%	3.5%
392 Winds	2.5%	5.0%	8.1%	3.1%	5.3%
US-34	2.1%	4.8%	9.4%	5.3%	5.5%
SH-56	3.2%	3.3%	27.0%	43.3%	10.0%
SH-119	-0.4%	0.8%	-4.7%	0.0%	-0.7%
SH-52	-5.9%	0.3%	-2.8%	-4.1%	-2.9%

US-85	
-6.9%	Between Ault and Greeley
-6.2%	
-2.0%	
-6.4%	Between Greeley and Platteville
-6.7%	
-8.8%	
-8.2%	Between Platteville and Brighton
-6.7%	
-2.8%	
-5.7%	US85 Total

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Volume Comparison of Representative Segments on Non-I25 Facilities

Transit No Action

	US-287
Between Ft Collins and	62.7
	61.2
	57.7
Between Loveland and Longmont	42.7
	34.1
	39.1
Between Longmont and Broomfiel	25
	34.1
	33.3
US287 Tota	389.9

I-25

	Crossing Arte ials				Total
SH-14	73.3	76.4	27.2	12.4	189.3
392 Winds	19.9	27.8	43	25.7	116.4
US-34	75.4	84.2	87.6	78	325.2
SH-56	15.5	18.2	7.4	3	44.1
SH-119	69.5	74.7	33.9	14.2	192.3
SH-52	32.1	37	39.1	22	130.2

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.8	Between Platteville and Brighton
41.5	
65.3	
327.8	US85 Total

Alt-6 BRT

	US-287
Between Ft Collins and	62.8
	60.9
	57.6
Between Loveland and Longmont	42.4
	34.2
	39.1
Between Longmont and Broomfiel	26.3
	35.3
	33.8
US287 Tota	392.4

I-25

	Crossing Arte ials				Total
SH-14	72.8	75.8	27.2	12.3	188.1
392 Winds	19.8	28.1	43	25.7	116.6
US-34	75.3	84.1	87.6	77.5	324.5
SH-56	15.4	18.1	7.4	3	43.9
SH-119	67.5	71.8	32.1	14.2	185.6
SH-52	30.4	36.6	37.4	21.3	125.7

US-85	
5.7	Between Ault and Greeley
13	
43.9	
40.3	Between Greeley and Platteville
38.6	
41.8	
36	Between Platteville and Brighton
40.9	
65.3	
325.5	US85 Total

Difference From No-Action

	US-287
Between Ft Collins and Loveland	0.2%
	-0.5%
	-0.2%
Between Loveland and Longmont	-0.7%
	0.3%
	0.0%
Between Longmont and Broomfiel	5.2%
	3.5%
	1.5%
US287 Tota	0.6%

I-25

	Crossing Arte ials				Total
SH-14	-0.7%	-0.8%	0.0%	-0.8%	-0.6%
392 Winds	-0.5%	1.1%	0.0%	0.0%	0.2%
US-34	-0.1%	-0.1%	0.0%	-0.6%	-0.2%
SH-56	-0.6%	-0.5%	0.0%	0.0%	-0.5%
SH-119	-2.9%	-3.9%	-5.3%	0.0%	-3.5%
SH-52	-5.3%	-1.1%	-4.3%	-3.2%	-3.5%

US-85	
-1.7%	Between Ault and Greeley
0.0%	
-0.2%	
-0.5%	Between Greeley and Platteville
-0.5%	
-0.7%	
-2.2%	Between Platteville and Brighton
-1.4%	
0.0%	
-0.7%	US85 Total

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North I-25 EIS
Level 2B Screening

Volume Comparison of Representative Segments on Non-I25 Facilities

Transit No Action

	US-287		I-25					US-85	
Between Ft Collins and	62.7							5.8	Between Ault and Greeley
	61.2							13	
	57.7							44	
			Crossing Arterials				Total		
		SH-14	73.3	76.4	27.2	12.4	189.3		
Between Loveland and Longmont	42.7	392 Winds	19.9	27.8	43	25.7	116.4	40.5	Between Greeley and Platteville
	34.1	US-34	75.4	84.2	87.6	78	325.2	38.8	
	39.1	SH-56	15.5	18.2	7.4	3	44.1	42.1	
		SH-119	69.5	74.7	33.9	14.2	192.3		
Between Longmont and Broomfiel	25	SH-52	32.1	37	39.1	22	130.2	36.8	Between Platteville and Brighton
	34.1							41.5	
	33.3							65.3	
US287 Tota	389.9							327.8	US85 Total

Alt-10

	US-287		I-25					US-85	
Between Ft Collins and	62.6							5.7	Between Ault and Greeley
	61							13	
	57.5							44	
			Crossing Arterials				Total		
		SH-14	72.9	76	27.1	12.4	188.4		
Between Loveland and Longmont	42.2	392 Winds	19.7	27.7	43	25.6	116	40.5	Between Greeley and Platteville
	34.4	US-34	75.2	83.8	87.5	77.7	324.2	38.7	
	39.3	SH-56	15.1	17.8	7.4	3	43.3	41.9	
		SH-119	67.4	71.7	32.1	14.2	185.4		
Between Longmont and Broomfiel	26.4	SH-52	30.4	36.6	37.4	21.3	125.7	36.2	Between Platteville and Brighton
	35.3							41	
	33.7							65.3	
US287 Tota	392.4							326.3	US85 Total

Difference From No-Action

	US-287		I-25					US-85	
Between Ft Collins and	-0.2%							-1.7%	Between Ault and Greeley
	-0.3%							0.0%	
	-0.3%							0.0%	
			Crossing Arterials				Total		
		SH-14	-0.5%	-0.5%	-0.4%	0.0%	-0.5%		
Between Loveland and Longmont	-1.2%	392 Winds	-1.0%	-0.4%	0.0%	-0.4%	-0.3%	0.0%	Between Greeley and Platteville
	0.9%	US-34	-0.3%	-0.5%	-0.1%	-0.4%	-0.3%	-0.3%	
	0.5%	SH-56	-2.6%	-2.2%	0.0%	0.0%	-1.8%	-0.5%	
		SH-119	-3.0%	-4.0%	-5.3%	0.0%	-3.6%		
Between Longmont and Broomfiel	5.6%	SH-52	-5.3%	-1.1%	-4.3%	-3.2%	-3.5%	-1.6%	Between Platteville and Brighton
	3.5%							-1.2%	
	1.2%							0.0%	
US287 Tota	0.6%							-0.5%	US85 Total

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Volume Comparison of Representative Segments on Non-I25 Facilities

Transit No Action

	US-287
Between Ft Collins and	62.7
	61.2
	57.7
Between Loveland and Longmont	42.7
	34.1
	39.1
Between Longmont and Broomfiel	25
	34.1
	33.3
US287 Tota	389.9

I-25

	Crossing Arterials				Total
SH-14	73.3	76.4	27.2	12.4	189.3
392 Winds	19.9	27.8	43	25.7	116.4
US-34	75.4	84.2	87.6	78	325.2
SH-56	15.5	18.2	7.4	3	44.1
SH-119	69.5	74.7	33.9	14.2	192.3
SH-52	32.1	37	39.1	22	130.2

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.8	Between Platteville and Brighton
41.5	
65.3	
327.8	US85 Total

Alt-7

	US-287
Between Ft Collins and	62.9
	61
	57.5
Between Loveland and Longmont	42.3
	34.2
	39.1
Between Longmont and Broomfiel	26.3
	35.4
	33.8
US287 Tota	392.5

I-25

	Crossing Arterials				Total
SH-14	72.8	75.8	27	12.3	187.9
392 Winds	19.8	27.6	42.8	25.4	115.6
US-34	75.3	83.9	87.9	77.7	324.8
SH-56	15.3	18	7.3	2.9	43.5
SH-119	67.5	71.8	32	14.2	185.5
SH-52	30.4	36.6	37.4	21.3	125.7

US-85	
5.7	Between Ault and Greeley
13	
43.9	
40.3	Between Greeley and Platteville
38.5	
41.7	
35.9	Between Platteville and Brighton
40.7	
65.1	
324.8	US85 Total

Difference From No-Action

	US-287
Between Ft Collins and Loveland	0.3%
	-0.3%
	-0.3%
Between Loveland and Longmont	-0.9%
	0.3%
	0.0%
Between Longmont and Broomfiel	5.2%
	3.8%
	1.5%
US287 Tota	0.7%

I-25

	Crossing Arterials				Total
SH-14	-0.7%	-0.8%	-0.7%	-0.8%	-0.7%
392 Winds	-0.5%	-0.7%	-0.5%	-1.2%	-0.7%
US-34	-0.1%	-0.4%	0.3%	-0.4%	-0.1%
SH-56	-1.3%	-1.1%	-1.4%	-3.3%	-1.4%
SH-119	-2.9%	-3.9%	-5.6%	0.0%	-3.5%
SH-52	-5.3%	-1.1%	-4.3%	-3.2%	-3.5%

US-85	
-1.7%	Between Ault and Greeley
0.0%	
-0.2%	
-0.5%	Between Greeley and Platteville
-0.8%	
-1.0%	
-2.4%	Between Platteville and Brighton
-1.9%	
-0.3%	
-0.9%	US85 Total

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North I-25 EIS
Level 2B Screening

Volume Comparison of Representative Segments on Non-I25 Facilities

Transit No Action

	US-287
Between Ft Collins and Loveland	62.7
	61.2
	57.7
Between Loveland and Longmont	42.7
	34.1
	39.1
Between Longmont and Broomfield	25
	34.1
	33.3
US287 Total	**389.9**

I-25

Crossing Arterials					Total
SH-14	73.3	76.4	27.2	12.4	**189.3**
392 Windsor	19.9	27.8	43	25.7	**116.4**
US-34	75.4	84.2	87.6	78	**325.2**
SH-56	15.5	18.2	7.4	3	**44.1**
SH-119	69.5	74.7	33.9	14.2	**192.3**
SH-52	32.1	37	39.1	22	**130.2**

US-85	
5.8	Between Ault and Greeley
13	
44	
40.5	Between Greeley and Platteville
38.8	
42.1	
36.8	Between Platteville and Brighton
41.5	
65.3	
327.8	**US85 Total**

Alt-5 High Speed Central Alignment

	US-287
Between Ft Collins and Loveland	62.5
	61
	57.5
Between Loveland and Longmont	42.2
	34.1
	39.1
Between Longmont and Broomfield	26.3
	35.4
	33.6
US287 Total	**391.7**

I-25

Crossing Arterials					Total
SH-14	72.9	75.8	27.2	12.4	**188.3**
392 Windsor	19.8	27.7	43	25.6	**116.1**
US-34	75.1	83.8	87.7	77.6	**324.2**
SH-56	15.2	17.9	7.3	3	**43.4**
SH-119	67.2	71.6	32	14.2	**185**
SH-52	30.3	36.6	37.3	21.2	**125.4**

US-85	
5.7	Between Ault and Greeley
13	
43.3	
40.3	Between Greeley and Platteville
38.6	
41.7	
36	Between Platteville and Brighton
40.8	
65.2	
324.6	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-0.3%
	-0.3%
	-0.3%
Between Loveland and Longmont	-1.2%
	0.0%
	0.0%
Between Longmont and Broomfield	5.2%
	3.8%
	0.9%
US287 Total	**0.5%**

I-25

Crossing Arterials					Total
SH-14	-0.5%	-0.8%	0.0%	0.0%	**-0.5%**
392 Windsor	-0.5%	-0.4%	0.0%	-0.4%	**-0.3%**
US-34	-0.4%	-0.5%	0.1%	-0.5%	**-0.3%**
SH-56	-1.9%	-1.6%	-1.4%	0.0%	**-1.6%**
SH-119	-3.3%	-4.1%	-5.6%	0.0%	**-3.8%**
SH-52	-5.6%	-1.1%	-4.6%	-3.6%	**-3.7%**

US-85	
-1.7%	Between Ault and Greeley
0.0%	
-1.6%	
-0.5%	Between Greeley and Platteville
-0.5%	
-1.0%	
-2.2%	Between Platteville and Brighton
-1.7%	
-0.2%	
-1.0%	**US85 Total**

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Dispersal of I-25 Southbound Trips Originating North of SH-66

Segment		Original Model Run	Derived	Select Link Model Run			
Reference #	South of	AM Peak Link Volume	[north originating % * AM2]	Total AM Peak Link Volume	AM Peak Volume originating in north area	% of total link volume originating in north area	% of volume originating in north
15	CR34	4,413	4,343	5,967	5,872	98.40%	100%
16	SH-66	4,606	4,437	5,977	5,758	96.34%	98%
17	SH-119	5,962	3,289	8,354	4,609	55.17%	78%
18	SH-52	7,258	3,529	8,972	4,363	48.63%	74%
19	CR-8	8,086	3,525	9,687	4,223	43.59%	72%
20	SH-7	7,812	2,945	10,816	4,077	37.70%	69%
21	E-470	7,829	2,875	10,227	3,756	36.73%	64%
22	144TH	7,477	2,320	11,933	3,702	31.02%	63%
23	136TH	8,401	2,519	11,744	3,521	29.98%	60%
24	120th	8,975	2,280	13,230	3,361	25.41%	57%
25	104th	9,757	2,348	13,076	3,146	24.06%	54%
26	Thornton Pkwy	10,214	2,324	12,711	2,892	22.75%	49%
27	84th	11,289	2,433	13,057	2,814	21.55%	48%
28	US-36	9,480	929	19,678	1,929	9.80%	33%
29	I-76	11,389	1,023	21,467	1,929	8.99%	33%
30	58th	11,294	1,013	20,829	1,869	8.97%	32%
31	48th	10,815	985	20,274	1,847	9.11%	31%
32	I-70 A	9,989	725	20,920	1,518	7.26%	26%
33	I-70 B	8,046	584	20,011	1,453	7.26%	25%
34	Park Ave	8,429	607	20,180	1,453	7.20%	25%
35	20th st	8,744	698	15,812	1,262	7.98%	21%

Level 2B Screening 8-lane Alternative
AM Peak hour select link AON analysis

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North I-25 EIS
Level 2B Screening

Dispersal of I-25 Southbound Trips Originating North of SH-66 and SH-7

Segment		Original Model Run	Derived	Select Link Model Run						
					North of SH-66			North of SH-7		
Reference #	South of	AM Peak Link Volume	[north originating % * AM2]	Total AM Peak Link Volume	AM Peak Volume originating in north area	% of total link volume originating in north area	% of volume originating in north	AM Peak originating from North of SH-7	% of total link Volume originating North of SH-7	% of volume originating in north of SH7
15	CR34	4,413	4,343	5,967	5,872	98%				
16	SH-66	4,606	4,437	5,977	5,758	96%	100%			
17	SH-119	5,962	3,289	8,354	4,609	55%	80%			
18	SH-52	7,258	3,529	8,972	4,363	49%	76%			
19	CR-8	8,086	3,525	9,687	4,223	44%	73%	9,687	100%	
20	SH-7	7,812	2,945	10,816	4,077	38%	71%	9,928	92%	100%
21	E-470	7,829	2,875	10,227	3,756	37%	65%	9,280	91%	93%
22	144TH	7,477	2,320	11,933	3,702	31%	64%	9,242	77%	93%
23	136TH	8,401	2,519	11,744	3,521	30%	61%	8,187	70%	82%
24	120th	8,975	2,280	13,230	3,361	25%	58%	7,395	56%	74%
25	104th	9,757	2,348	13,076	3,146	24%	55%	6,693	51%	67%
26	Thornton Pkwy	10,214	2,324	12,711	2,892	23%	50%	6,028	47%	61%
27	84th	11,289	2,433	13,057	2,814	22%	49%	5,757	44%	58%
28	US-36	9,480	929	19,678	1,929	10%	34%	4,711	24%	47%
29	I-76	11,389	1,023	21,467	1,929	9%	34%	5,317	25%	54%
30	58th	11,294	1,013	20,829	1,869	9%	32%	5,067	24%	51%
31	48th	10,815	985	20,274	1,847	9%	32%	4,979	25%	50%
32	I-70 A	9,989	725	20,920	1,518	7%	26%	3,974	19%	40%
33	I-70 B	8,046	584	20,011	1,453	7%	25%	3,762	19%	38%
34	Park Ave	8,429	607	20,180	1,453	7%	25%	3,762	19%	38%
35	20th st	8,744	698	15,812	1,262	8%	22%	2,943	19%	30%
36	Colfax	10,204	609	18,635	1,112	6%	19%	2,405	13%	24%
37	Broadway	8,467	424	11,222	562	5%	10%	987	9%	10%
38	Colorado	7,982	322	10,890	439	4%	8%	687	6%	7%
39	I-225	10,223	314	12,508	384	3%	7%	615	5%	6%

Level 2B Screening 8-lane Alternative
AM Peak hour select link AON analysis

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9/7/2007

Procedure for Extracting VMT and VHT Values from N. I-25 Model Runs

Step 1: Open necessary files

The following TransCAD files must be opened for each respective model run:

• The geographic line file for the network (Ex: NI25EIS_2000.dbd)
• The binary file containing the VMT and VHT information (AllDay.bin)

In addition, two Esri shapefiles must be added to the map window:

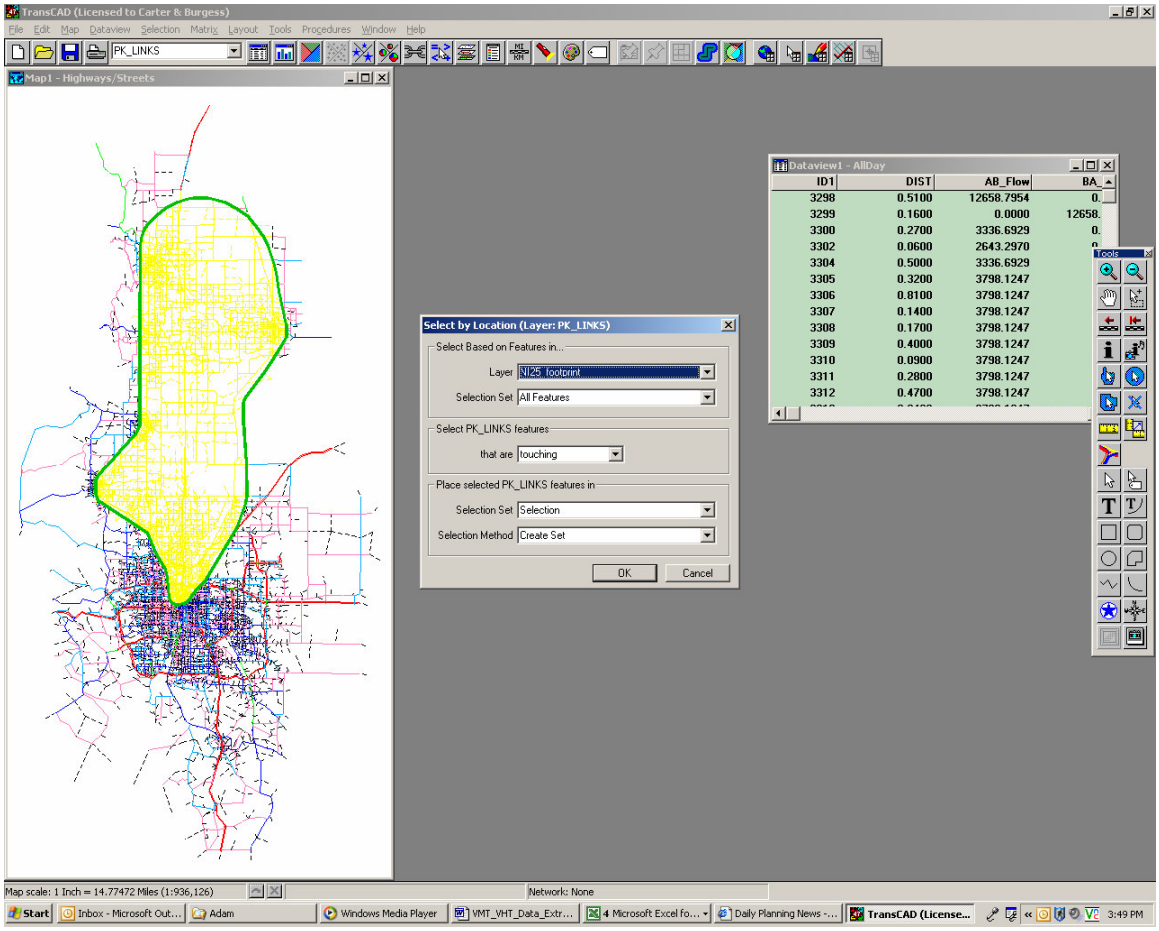
• NI25_footprint.shp (North I-25 study area footprint)
• AQ_Areas.shp (Air Quality Maintenance Areas – Ft. Collins, Greeley, Longmont and Denver)

Step 2: Selection of network lines that fall within subset areas

In order to extract VMT and VHT values for the two sub-areas of interest (NI25 and AQ Areas), all network lines that are contained by and intersect ("touching") the respective sub-area must be selected.

For the following example, I will refer to the NI25 study area footprint as the selection area.

1. Make the network file current ("PK_LINKS")
2. Go to Selection-Select by Location
3. Select where features in "PK_LINKS" are "touching" features in "NI25 footprint"
4. Selection Method "Create Set"
5. Click OK.



Step 3: Extracting VMT and VHT Data

Now that the network lines within and intersecting the study area have been selected, data on VMT and VHT can be extracted.

With the network lines layer (PK_LINKS) current, select the "New Dataview" button from the upper menu. In the "Records to Display" drop-down box, choose "Selection". This dataview represent the records selected within and intersecting the I-25 study area boundary.

Select the "Join Dataviews" button from the upper menu to join the I-25 selected records with the "AllDay" bin file, using the "ID" and "ID1" files as the primary keys. This operation joins the VMT and VHT data in "Allday.bin" to the data tables in the network lines layer.

Ensure that the "Records to Display" drop-down box is set to "Selection". The VMT and VHT data in this linked table can be summarized using the "Compute Statistics" button in TransCAD, or exported as a .dbf file and summarized in Excel.

For the remaining study areas (AQ Areas) follow the above procedures.