North I-25 EIS
Level 3 Model Results

I-25 Link segments		NoAction		Package 1				
							Difference from NoAction	
South Segment End	North Segment End	No-Action (4)	No-Action (6)	1 (4)	1 (8)	# Lanes	Relative	% Change
north of SH1	state line	30.4		30.8		4	0.4	1.3%
SH1 (Wellington)	north of SH1	32.4		32.7		4	0.3	0.9%
CR-50	SH1 (Wellington)	41.3		43.6		4	2.3	5.6%
SH-14(Ft Collins)	CR-50	65.2		69.7		4	4.5	6.9%
Prospect	SH-14(Ft Collins)	99.8		115.0	115.0	8	15.2	15.2%
Harmony	Prospect	106.6			125.7	8	19.1	17.9%
392(Windsor)	Harmony	125.5			151.5	8	26.0	20.7%
Crossroads	392(Windsor)	119.3			146.3	8	27.0	22.6%
US-34(Loveland/Greeley)	Crossroads	133.5			160.3	8	26.8	20.1%
SH-402	US-34(Loveland/Greeley)	133.4			159.5	8	26.1	19.6%
CR-16	SH-402	126.1			148.5	8	22.4	17.8%
SH-60 (Johnson)	CR-16	123.0			143.1	8	20.1	16.3%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8			132.6	8	15.8	13.5%
CR-34(Mead)	SH-56 (Berthoud)	108.3			117.1	8	8.8	8.1%
SH-66	CR-34(Mead)	102.8			110.1	8	7.3	7.1%
SH-119	SH-66	103.4	103.4		107.8	8	4.4	4.3%
SH-52	SH-119		118.7		125.8	8	7.1	6.0%
CR-8(Weld Broomfield)	SH-52		139.5		149.6	8	10.1	7.2%
SH-7	CR-8(Weld Broomfield)		155.0		166.3	8	11.3	7.3%

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North I-25 EIS
Level 3 Model Results

I-25 Link segments		NoA	Package 2								
			Volumes			(GP+Managed)	Total			Difference from NoAction	
South Segment End	**North Segment End**	**No-Action (4)**	**Gp**	**Managed**	**% Mgd of Total**	**2 (4)**	**2 (8)**	**2 (10)**	**# Lanes**	**Relative**	**% Change**
north of SH1	state line	30.4	30.8	0.0		30.8			4	0.4	1.3%
SH1 (Wellington)	north of SH1	32.4	32.4	0.0		32.4			4	0.0	0.0%
CR-50	SH1 (Wellington)	41.3	41.2	0.0		41.2			4	-0.1	-0.2%
SH-14(Ft Collins)	CR-50	65.2	64.7	0.0		64.7			4	-0.5	-0.8%
Prospect	SH-14(Ft Collins)	99.8	83.8	17.3	17.1%	101.1	101.1		8	1.3	1.3%
Harmony	Prospect	106.6	78.6	29.4	27.2%		108.0		8	1.4	1.3%
392(Windsor)	Harmony	125.5	98.8	29.4	22.9%		128.2		8	2.7	2.2%
Crossroads	392(Windsor)	119.3	92.7	31.1	25.1%		123.8		8	4.5	3.8%
US-34(Loveland/Greeley)	Crossroads	133.5	107.3	31.1	22.5%		138.4		8	4.9	3.7%
SH-402	US-34(Loveland/Greeley)	133.4	112.7	30.5	21.3%		143.2		8	9.8	7.3%
CR-16	SH-402	126.1	94.0	40.9	30.3%		134.9		8	8.8	7.0%
SH-60 (Johnson)	CR-16	123.0	90.8	40.9	31.1%		131.7		8	8.7	7.1%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	93.8	30.0	24.2%		123.8		8	7.0	6.0%
CR-34(Mead)	SH-56 (Berthoud)	108.3	80.1	32.9	29.1%		113.0		8	4.7	4.3%
SH-66	CR-34(Mead)	102.8	87.5	20.2	18.8%		107.7		8	4.9	4.8%
SH-119	SH-66	103.4	85.6	20.2	19.1%		105.8	105.8	10	2.4	2.3%
SH-52	SH-119		99.5	22.9	18.7%			122.4	10	3.7	3.1%
CR-8(Weld Broomfield)	SH-52		117.3	27.5	19.0%			144.8	10	5.3	3.8%
SH-7	CR-8(Weld Broomfield)		134.0	27.5	17.0%			161.5	10	6.5	4.2%

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North I-25 EIS
Level 3 Model Results

2030 Daily I-25 Volumes, in thousands

I-25 Link segments		NoA	Package 3									
			Volume				(GP+Managed)	GP+Managed			Difference from NoAction	
South Segment End	North Segment End	No-Action (4)	Gp	HOT	HOV	% Mgd of Total	3 (4)	3 (8)	3 (10)	# Lanes	Relative	% Change
north of SH1	state line	30.4	30.8	0.0	0		30.8			4	0.4	1.3%
SH1 (Wellington)	north of SH1	32.4	32.4	0.0	0		32.4			4	0.0	0.0%
CR-50	SH1 (Wellington)	41.3	41.3	0.0	0		41.3			4	0.0	0.0%
SH-14(Ft Collins)	CR-50	65.2	65.0	0.0	0		65.0			4	-0.2	-0.3%
Prospect	SH-14(Ft Collins)	99.8	92.1	9.1	0.8	9.7%	102	102.0		8	2.2	2.2%
Harmony	Prospect	106.6	78.6	25.4	5	27.9%		109.0		8	2.4	2.3%
392(Windsor)	Harmony	125.5	99.4	25.4	5	23.4%		129.8		8	4.3	3.4%
Crossroads	392(Windsor)	119.3	95.9	22.8	7.2	23.8%		125.9		8	6.6	5.5%
US-34(Loveland/Greeley)	Crossroads	133.5	110.3	22.8	7.2	21.4%		140.3		8	6.8	5.1%
SH-402	US-34(Loveland/Greeley)	133.4	114.0	23.7	8.4	22.0%		146.1		8	12.7	9.5%
CR-16	SH-402	126.1	102.1	26.2	10	26.2%		138.3		8	12.2	9.7%
SH-60 (Johnson)	CR-16	123.0	98.6	26.2	10	26.9%		134.8		8	11.8	9.6%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	100.6	18.9	6.4	20.1%		125.9		8	9.1	7.8%
CR-34(Mead)	SH-56 (Berthoud)	108.3	86.2	21.4	7.3	25.0%		114.9		8	6.6	6.1%
SH-66	CR-34(Mead)	102.8	93.7	9.7	5.6	14.0%		109.0		8	6.2	6.0%
SH-119	SH-66	103.4	92.1	9.7	5.6	14.2%		107.4	107.4	10	4.0	3.9%
SH-52	SH-119		99.1	18.7	7.5	20.9%			125.3	10	6.6	5.6%
CR-8(Weld Broomfield)	SH-52		113.8	25.2	9	23.1%			148.0	10	8.5	6.1%
SH-7	CR-8(Weld Broomfield)		130.6	25.2	9	20.8%			164.8	10	9.8	6.3%

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North I-25 EIS
Level 3 Model Results

I-25 Link segments		NoAc	Package 4							
			Volumes			(GP+Managed)			Difference from NoAction	
South Segment End	North Segment End	No-Action (4)	Gp	Managed	% Mgd of Total	4 (4)	4 (8)	# Lanes	Relative	% Change
north of SH1	state line	30.4	30.8	0		30.8		4	0.4	1.3%
SH1 (Wellington)	north of SH1	32.4	32.5	0		32.5		4	0.1	0.3%
CR-50	SH1 (Wellington)	41.3	42	0		42		4	0.7	1.7%
SH-14(Ft Collins)	CR-50	65.2	66.3	0		66.3		4	1.1	1.7%
Prospect	SH-14(Ft Collins)	99.8	77.5	29.7	27.7%	107.2	107.2	8	7.4	7.4%
Harmony	Prospect	106.6	85.6	29.7	25.8%		115.3	8	8.7	8.2%
392(Windsor)	Harmony	125.5	70.7	68.1	49.1%		138.8	8	13.3	10.6%
Crossroads	392(Windsor)	119.3	66.3	68.1	50.7%		134.4	8	15.1	12.7%
US-34(Loveland/Greeley)	Crossroads	133.5	81.1	68.1	45.6%		149.2	8	15.7	11.8%
SH-402	US-34(Loveland/Greeley)	133.4	100.3	52.2	34.2%		152.5	8	19.1	14.3%
CR-16	SH-402	126.1	91.2	52.2	36.4%		143.4	8	17.3	13.7%
SH-60 (Johnson)	CR-16	123.0	86.8	52.2	37.6%		139	8	16.0	13.0%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	78	52.2	40.1%		130.2	8	13.4	11.5%
CR-34(Mead)	SH-56 (Berthoud)	108.3	64.4	52.2	44.8%		116.6	8	8.3	7.7%
SH-66	CR-34(Mead)	102.8	58.3	52.2	47.2%		110.5	8	7.7	7.5%
SH-119	SH-66	103.4	56.3	52.2	48.1%		108.5	8	5.1	4.9%
SH-52	SH-119		55.3	71.2	56.3%		126.5	8	7.8	6.6%
CR-8(Weld Broomfield)	SH-52		76.9	71.2	48.1%		148.1	8	8.6	6.2%
SH-7	CR-8(Weld Broomfield)		93.2	71.2	43.3%		164.4	8	9.4	6.1%

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North I-25 EIS
Level 3 Model Results

I-25 Link segments		NoA(	Package 5							
			Volumes				(GP + Managed)		Difference from NoAction	
South Segment End	North Segment End	No-Action (4)	Gp	Managed	; Mgd of Tot;	# Lanes	5 (4)	5 (8)	Relative	% Change
north of SH1	state line	30.4	30.8	0		4	30.8		0.4	1.3%
SH1 (Wellington)	north of SH1	32.4	32.6	0		4	32.6		0.2	0.6%
CR-50	SH1 (Wellington)	41.3	42.8	0		4	42.8		1.5	3.6%
SH-14(Ft Collins)	CR-50	65.2	68.2	0		4	68.2		3.0	4.6%
Prospect	SH-14(Ft Collins)	99.8	104.4	6.5	5.9%	8	110.9	110.9	11.1	11.1%
Harmony	Prospect	106.6	112.6	7.4	6.2%	8		120	13.4	12.6%
392(Windsor)	Harmony	125.5	134.6	9.7	6.7%	8		144.3	18.8	15.0%
Crossroads	392(Windsor)	119.3	130.1	9.1	6.5%	8		139.2	19.9	16.7%
US-34(Loveland/Greeley)	Crossroads	133.5	142.7	11	7.2%	8		153.7	20.2	15.1%
SH-402	US-34(Loveland/Greeley)	133.4	144.7	11	7.1%	8		155.7	22.3	16.7%
CR-16	SH-402	126.1	135.3	9.6	6.6%	8		144.9	18.8	14.9%
SH-60 (Johnson)	CR-16	123.0	130.4	9.6	6.9%	8		140	17.0	13.8%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	121.2	8.6	6.6%	8		129.8	13.0	11.1%
CR-34(Mead)	SH-56 (Berthoud)	108.3	108.6	6.9	6.0%	8		115.5	7.2	6.6%
SH-66	CR-34(Mead)	102.8	103.8	5.1	4.7%	8		108.9	6.1	5.9%
SH-119	SH-66	103.4	101.2	5.1	4.8%	8		106.3	2.9	2.8%
SH-52	SH-119		114.3	7.3	6.0%	8		121.6	2.9	2.4%
CR-8(Weld Broomfield)	SH-52		133.9	9	6.3%	8		142.9	3.4	2.4%
SH-7	CR-8(Weld Broomfield)		148.6	10.4	6.5%	8		159	4.0	2.6%

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North I-25 EIS
Level 3 Model Results

I-25 Link segments		NoA	Package 6				Package 7			
					Difference				Difference	
South Segment End	North Segment End	No-Action (4)	6 (4)	6 (6)	Relative	% Change	7 (4)	7 (6)	Relative	% Change
north of SH1	state line	30.4	32.6		2.20	7.2%	30.8		30.80	#DIV/0!
SH1 (Wellington)	north of SH1	32.4	32.6		0.20	0.6%	32.4		32.40	#DIV/0!
CR-50	SH1 (Wellington)	41.3	42.9		1.60	3.9%	41.5		41.50	#DIV/0!
SH-14(Ft Collins)	CR-50	65.2	68.4		3.20	4.9%	65.6		65.60	#DIV/0!
Prospect	SH-14(Ft Collins)	99.8	110.6	110.6	10.80	10.8%	104.2	104.2	-10.80	-9.4%
Harmony	Prospect	106.6		120.3	13.70	12.9%		111.8	-13.90	-11.1%
392(Windsor)	Harmony	125.5		144.6	19.10	15.2%		134.7	-16.80	-11.1%
Crossroads	392(Windsor)	119.3		139.2	19.90	16.7%		129.9	-16.40	-11.2%
US-34(Loveland/Greeley)	Crossroads	133.5		153.5	20.00	15.0%		145.1	-15.20	-9.5%
SH-402	US-34(Loveland/Greeley)	133.4		153.6	20.20	15.1%		149.7	-9.80	-6.1%
CR-16	SH-402	126.1		143.2	17.10	13.6%		141.3	-7.20	-4.8%
SH-60 (Johnson)	CR-16	123.0		138.6	15.60	12.7%		136.7	-6.40	-4.5%
SH-56 (Berthoud)	SH-60 (Johnson)	116.8		129.2	12.40	10.6%		128.2	-4.40	-3.3%
CR-34(Mead)	SH-56 (Berthoud)	108.3		115.2	6.90	6.4%		114.7	-2.40	-2.0%
SH-66	CR-34(Mead)	102.8		108.5	5.70	5.5%		108.1	-2.00	-1.8%
SH-119	SH-66	103.4		105.1	1.70	1.6%		105.3	97.30	1216.3%
SH-52	SH-119			119	0.30	0.3%		119	111.00	1387.5%
CR-8(Weld Broomfield)	SH-52			139.6	0.10	0.1%		139.8	131.80	1647.5%
SH-7	CR-8(Weld Broomfield)			154.9	-0.10	-0.1%		155	147.00	1837.5%

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North I-25 EIS
Level 3 Model Results

I-25 Link segments		NoA	Package 8							
			Volumes				(GP + Managed)		Difference from NoAction	
South Segment End	North Segment End	No-Action (4)	Gp	Managed	% Mgd of Total	# Lanes	8 (4)	8 (6)	Relative	% Change
north of SH1	state line	30.4	30.8	0		4	30.8		30.8	#DIV/0!
SH1 (Wellington)	north of SH1	32.4	32.5	0		4	32.5		32.5	#DIV/0!
CR-50	SH1 (Wellington)	41.3	42	0		4	42		42.0	#DIV/0!
SH-14(Ft Collins)	CR-50	65.2	66.7	0		4	66.7		66.7	#DIV/0!
Prospect	SH-14(Ft Collins)	99.8	97.1	6.7	6.5%	8	103.8	103.8	103.8	#DIV/0!
Harmony	Prospect	106.6	104.5	7.4	6.6%	8		111.9	111.9	#DIV/0!
392(Windsor)	Harmony	125.5	121.9	10.3	7.8%	8		132.2	132.2	#DIV/0!
Crossroads	392(Windsor)	119.3	116.6	9	7.2%	8		125.6	125.6	#DIV/0!
US-34(Loveland/Greeley)	Crossroads	133.5	129.1	11.1	7.9%	8		140.2	140.2	#DIV/0!
SH-402	US-34(Loveland/Greeley)	133.4	128.5	11.9	8.5%	8		140.4	140.4	#DIV/0!
CR-16	SH-402	126.1	121	11	8.3%	8		132	132.0	#DIV/0!
SH-60 (Johnson)	CR-16	123.0	117.9	10.4	8.1%	8		128.3	128.3	#DIV/0!
SH-56 (Berthoud)	SH-60 (Johnson)	116.8	111.3	8.9	7.4%	8		120.2	120.2	#DIV/0!
CR-34(Mead)	SH-56 (Berthoud)	108.3	102.3	7.2	6.6%	8		109.5	109.5	#DIV/0!
SH-66	CR-34(Mead)	102.8	97.9	5.5	5.3%	8		103.4	103.4	#DIV/0!
SH-119	SH-66	103.4	98	5.5	5.3%	8		103.5	11.4	12.4%
SH-52	SH-119		113.2	7.3	6.1%	8		120.5	21.4	21.6%
CR-8(Weld Broomfield)	SH-52		132.9	9	6.3%	8		141.9	28.1	24.7%
SH-7	CR-8(Weld Broomfield)		147.8	10.4	6.6%	8		158.2	27.6	21.1%

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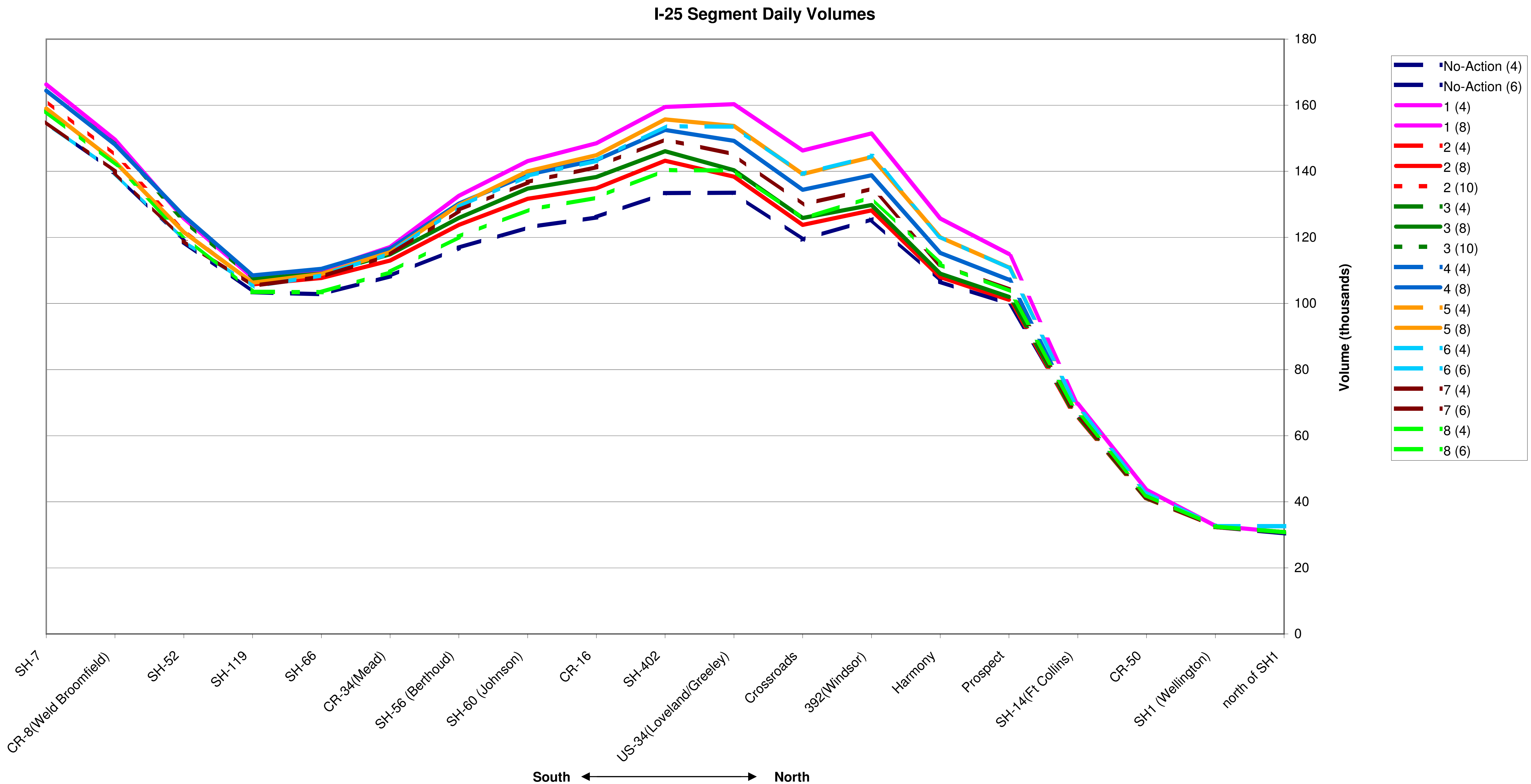
I-25 Segment Daily Volumes
Volume (thousands)
0
20
40
60
80
100
120
140
160
180
SH-7
CR-8(Weld Broomfield)
SH-52
SH-119
SH-66
CR-34(Mead)
SH-56 (Berthoud)
SH-60 (Johnson)
CR-16
SH-402
US-34(Loveland/Greeley)
Crossroads
392(Windsor)
Harmony
Prospect
SH-14(Ft Collins)
CR-50
SH1 (Wellington)
north of SH1
South
North
No-Action (4)
No-Action (6)
1 (4)
1 (8)
2 (4)
2 (8)
2 (10)
3 (4)
3 (8)
3 (10)
4 (4)
4 (8)
5 (4)
5 (8)
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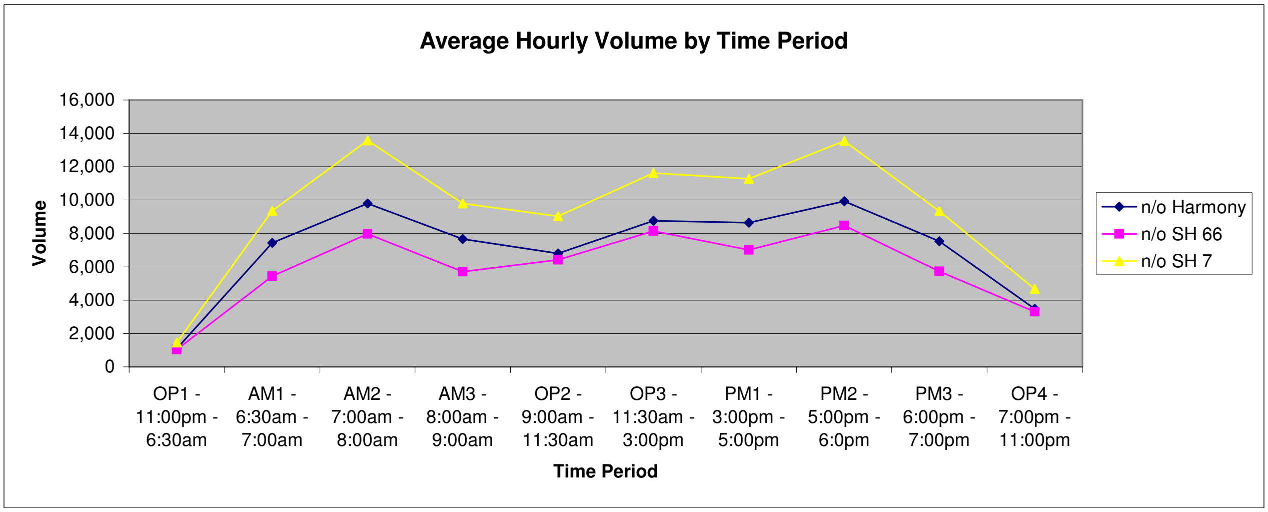
6 (6)
7 (4)
7 (6)
8 (4)
8 (6)



Period	Segment	OP1 - 11:00pm - 6:30am	AM1 - 6:30am - 7:00am	AM2 - 7:00am - 8:00am	AM3 - 8:00am - 9:00am	OP2 - 9:00am - 11:30am	OP3 - 11:30am - 3:00pm	PM1 - 3:00pm - 5:00pm	PM2 - 5:00pm - 6:0pm	PM3 - 6:00pm - 7:00pm	OP4 - 7:00pm - 11:00pm
# Hours		7.5	0.5	1	1	2.5	3.5	2	1	1	4
Volume	n/o Harmony	8,190	3,717	9,803	7,671	17,019	30,656	17,299	9,935	7,523	13,935
Volume per Hour		1,092	7,435	9,803	7,671	6,807	8,759	8,650	9,935	7,523	3,484
Volume	n/o SH 66	7,743	2,718	7,963	5,696	16,042	28,499	14,011	8,476	5,728	13,198
Volume per Hour		1,032	5,435	7,963	5,696	6,417	8,143	7,005	8,476	5,728	3,300
Volume	n/o SH 7	10,963	4,673	13,576	9,795	22,577	40,650	22,538	13,550	9,329	18,708
Volume per Hour		1,462	9,346	13,576	9,795	9,031	11,614	11,269	13,550	9,329	4,677

North I-25 EIS

Level3 Screening

Daily Congested Hours

			No Action		Package-1		Package-2				Package-3						Package-4				Package-5				Package-6		Package-7		Package8			
			Southbound	Northbound	Southbound	Northbound	Southbound		Northbound		Southbound			Northbound			Southbound		Northbound		Southbound		Northbound		Southbound	Northbound	Southbound	Northbound	Southbound		Northbound	
Segements			GP	GP	GP	GP	GP	Toll	GP	Toll	GP	TOLL	HOV	GP	Toll	HOV	GP	LAL	GP	LAL	GP	HOV	GP	HOV	GP	GP	GP	GP	GP	HOV	GP	HOV
Prospect	---	SH-14	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Harmony	---	Prospect	1	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.5	0
SH-392	---	Harmony	8.5	9	0	0	5	0	5.5	0	4	0	0	3.5	0	0	0	0	0	0	1	0	1	0	1	1	0	1	6.5	0	7	0
Crossroads	---	SH-392	7.5	7	0	0	4	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	6.5	0	4.5	0
US-34	---	Crossroads	8.5	12.5	0	1	4	0	5.5	0	4	0	0	5.5	0	0	0	0	1	0	0	0	1	0	1	2	1	1	10	0	9.5	0
SH-402	---	US-34	10	11.5	0	1	4	0	5.5	0	4	0	0	3.5	0	0	1	0	2.5	0	0	0	1	0	1	2.5	1	2.5	10	0	9.5	0
CR-16	---	SH-402	10	7	0	0	4	0	3.5	0	4	2.5	0	2	0	0	1	0	1	0	1	0	1	0	3	1	1	1	10	0	5.5	0
SH-60	---	CR-16	7.5	9	0	0	4	0	5.5	0	1	2.5	0	2	0	0	0	0	1	0	0	0	1	0	0	1	0	1	6.5	0	6	0
SH-56	---	SH-60	7.5	6.5	0	0	3	0	3	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.5	0	4.5	0
CR-34	---	SH-56	2	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH-66	---	CR-34	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH-14 to SH-66 Subtotal			63.5	66.5	0	2	32	0	35.5	0	19	5	0	20.5	0	0	2	0	5.5	0	2	0	5	0	7	8.5	3	7.5	54	0	51	0
Average Hrs of Congestion			5.8	6.0	0.0	0.2	2.9	0.0	3.2	0.0	1.7	0.5	0.0	1.9	0.0	0.0	0.2	0.0	0.5	0.0	0.2	0.0	0.5	0.0	0.6	0.8	0.3	0.7	4.9	0.0	4.6	0.0
SH-119	---	SH-66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH-52	---	SH-119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CR-8	---	SH-52	1	1	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	1	0	0	0
SH-7	---	CR-8	2	3	1	1	2	0	4	0	2	0	0	1	0	0	1	0	1	0	4.5	0	1	0	5.5	3	5.5	3	4.5	0	1	0
E-470	---	SH-7	7.5	8.5	2	2	4	0	5	0	4	0	0	4	0	0	2	0	2	0	5.5	0	5.5	0	7.5	8.5	7.5	8.5	5.5	0	5.5	0
SH-66 to E-470 Subtotal			10.5	12.5	3	3	8	0	10	0	7	0	0	5	0	0	3	0	3	0	11	0	6.5	0	14	12.5	14	12.5	11	0	6.5	0
Average Hrs of Congestion			2.1	2.5	0.6	0.6	1.6	0.0	2.0	0.0	1.4	0.0	0.0	1.0	0.0	0.0	0.6	0.0	0.6	0.0	2.2	0.0	1.3	0.0	2.8	2.5	2.8	2.5	2.2	0.0	1.3	0.0
144th	---	E-470	4	2	4	4	4		2		2	0	0	2	0	0	4		4		2	0	2	0	4	2	4	2	2	0	2	0
136th	---	144th	5.5	5.5	7.5	5.5	5.5		5.5		2	6	0	2	0	0	5.5		5.5		4.5	0	5.5	0	5.5	2	5.5	5.5	5.5	0	5.5	0
120th	---	136th	7	4	9	4	7		4		3.5	6	0	4	0	0	7		4		6.5	0	2	0	7	4	7	4	6.2	0	2	0
104th	---	120th	9	8.5	6	8.5	9		8.5		9	7	1	4	6	0	9		8.5		7	0	7.5	0	9	8.5	9	8.5	7	0	7.5	0
Thorton	---	104th	11.5	8.5	11.5	8.5	11.5		7.5		9	7	1	4	6	0	11.8		8.5		11.5	1	7.5	1	11.5	7.5	11.5	7.5	11.5	1	7.5	1
84th	---	Thorton	11.5	7.5	11.5	7.5	11.5		7.5		9	1	1	7.5	0	0	11.5		7.5		11.5	1	7.5	1	9	7.5	9	7.5	11.5	1	7.5	1
US-36	---	84th	12.5	11	12.5	11.5	12.5		11		10	1	1	8.5	0	0	12.5		11		12.5	1	11	1	12.5	11	12.5	11	12	1	11	1
E-470 to US-36 Subtotal			61	47	62	49.5	61	0	46	0	44.5	28	4	32	12	0	61.3	0	49	0	55.5	3	43	3	58.5	42.5	58.5	46	55.7	3	43	3
Average Hrs of Congestion			8.7	6.7	8.9	7.1	8.7	0.0	6.6	0.0	6.4	4.0	0.6	4.6	1.7	0.0	8.8	0.0	7.0	0.0	7.9	0.4	6.1	0.4	8.4	6.1	8.4	6.6	8.0	0.4	6.1	0.4
Sh-14 to US-36 Corridor Total			135	126	65	54.5	101	0	91.5	0	70.5	33	4	57.5	12	0	66.3	0	57.5	0	68.5	3	54.5	3	79.5	63.5	75.5	66	120.7	3	100.5	3
Average congested Hrs for the corridor (SH-14 to US-36)			5.9	5.5	2.8	2.4	4.4	0.0	4.0	0.0	3.1	1.4	0.2	2.5	0.5	0.0	2.9	0.0	2.5	0.0	3.0	0.1	2.4	0.1	3.5	2.8	3.3	2.9	5.2	0.1	4.4	0.1
SH-14 to E-470 Corridor Total			74	79	3	5	40	0	45.5	0	26	5	0	25.5	0	0	5	0	8.5	0	13	0	11.5	0	21	21	17	20	65	0	57.5	0
Average congested Hrs for the corridor (SH-14 to E-470)			4.6	4.9	0.2	0.3	2.5	0.0	2.8	0.0	1.6	0.3	0.0	1.6	0.0	0.0	0.3	0.0	0.5	0.0	0.8	0.0	0.7	0.0	1.3	1.3	1.1	1.3	4.1	0.0	3.6	0.0

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North I-25 EIS
Level 3 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

Package-1

	US-287
Between Ft Collins and Loveland	61.3
	58.6
	54.6
Between Loveland and Longmont	38.1
	31.1
	35.8
Between Longmont and Broomfield	25.4
	34.4
	32.9
US287 Total	372.2

I-25

	Crossing Arterials				Total
SH-14	74.5	80.3	28.5	12.3	195.6
392 Windsor	20.2	29	46.3	26.4	121.9
US-34	76.9	88.1	95.7	81.9	342.6
SH-56	15.8	18.7	9.4	4.3	48.2
SH-119	68.8	74.6	32.2	14	189.6
SH-52	30.4	37	38	21.3	126.7

US-85	
5.4	Between Ault and Greeley
12.2	
43.2	
37.9	Between Greeley and Platteville
36.2	
38.7	
34.5	Between Platteville and Brighton
39.3	
64	
311.4	US85 Total

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-2.2%
	-4.2%
	-5.4%
Between Loveland and Longmont	-10.8%
	-8.8%
	-8.4%
Between Longmont and Broomfield	1.6%
	0.9%
	-1.2%
US287 Total	-4.5%

I-25

	Crossing Arterials				Total
SH-14	1.6%	5.1%	4.8%	-0.8%	3.3%
392 Windsor	1.5%	4.3%	7.7%	2.7%	4.7%
US-34	2.0%	4.6%	9.2%	5.0%	5.4%
SH-56	1.9%	2.7%	27.0%	43.3%	9.3%
SH-119	-1.0%	-0.1%	-5.0%	-1.4%	-1.4%
SH-52	-5.3%	0.0%	-2.8%	-3.2%	-2.7%

US-85	
-6.9%	Between Ault and Greeley
-6.2%	
-1.8%	
-6.4%	Between Greeley and Platteville
-6.7%	
-8.1%	
-6.2%	Between Platteville and Brighton
-5.3%	
-2.0%	
-5.0%	US85 Total

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North I-25 EIS
Level 3 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 Windso	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**

Package-2

	US-287
Between Ft Collins and Loveland	62.5
	60
	56
Between Loveland and Longmont	39.2
	31.8
	36.7
Between Longmont and Broomfield	25.7
	34.8
	33
US287 Total	**379.7**

I-25

Crossing Arterials					Total
SH-14	73.8	76.6	27.4	12.5	190.3
392 Windso	19.3	30.3	43.6	25.9	119.1
US-34	75.8	84.9	89.9	78.6	329.2
SH-56	14.7	17.3	8	3.5	43.5
SH-119	68.7	74	32.2	14.1	189
SH-52	30.4	37	38.2	21.3	126.9

US-85	
5.5	Between Ault and Greeley
12.4	
42.9	
38.6	Between Greeley and Platteville
36.8	
39.2	
34.9	Between Platteville and Brighton
39.8	
64.3	
314.4	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-0.3%
	-2.0%
	-2.9%
Between Loveland and Longmont	-8.2%
	-6.7%
	-6.1%
Between Longmont and Broomfield	2.8%
	2.1%
	-0.9%
US287 Total	**-2.6%**

I-25

Crossing Arterials					Total
SH-14	0.7%	0.3%	0.7%	0.8%	0.5%
392 Windso	-3.0%	9.0%	1.4%	0.8%	2.3%
US-34	0.5%	0.8%	2.6%	0.8%	1.2%
SH-56	-5.2%	-4.9%	8.1%	16.7%	-1.4%
SH-119	-1.2%	-0.9%	-5.0%	-0.7%	-1.7%
SH-52	-5.3%	0.0%	-2.3%	-3.2%	-2.5%

US-85	
-5.2%	Between Ault and Greeley
-4.6%	
-2.5%	
-4.7%	Between Greeley and Platteville
-5.2%	
-6.9%	
-5.2%	Between Platteville and Brighton
-4.1%	
-1.5%	
-4.1%	**US85 Total**

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North I-25 EIS
Level 3 Screening

Volume Comparison of Representative Segments on Non-I25 Facilities

Transit No Action

Segment	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	Segment
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**

Package-3

Segment	US-287
Between Ft Collins and Loveland	62
	59.9
	55.8
Between Loveland and Longmont	39.2
	31.2
	35.8
Between Longmont and Broomfield	24.8
	33.7
	32.3
US287 Total	**374.7**

I-25

Crossing Arterials					Total
SH-14	73.8	77	27.4	12.3	**190.5**
392 Windsor	19.5	30.4	44.3	26.1	**120.3**
US-34	75.7	84.9	91.1	79.2	**330.9**
SH-56	15.1	17.9	8	3.8	**44.8**
SH-119	69.1	74.5	32.1	14	**189.7**
SH-52	30.4	36.8	38.2	21.2	**126.6**

US-85	Segment
5.5	Between Ault and Greeley
12.3	
42.7	
38.1	Between Greeley and Platteville
36.3	
38.3	
33.5	Between Platteville and Brighton
38.4	
63.1	
308.2	**US85 Total**

Difference From No-Action

Segment	US-287
Between Ft Collins and Loveland	-1.1%
	-2.1%
	-3.3%
Between Loveland and Longmont	-8.2%
	-8.5%
	-8.4%
Between Longmont and Broomfield	-0.8%
	-1.2%
	-3.0%
US287 Total	**-3.9%**

I-25

Crossing Arterials					Total
SH-14	0.7%	0.8%	0.7%	-0.8%	**0.6%**
392 Windsor	-2.0%	9.4%	3.0%	1.6%	**3.4%**
US-34	0.4%	0.8%	4.0%	1.5%	**1.8%**
SH-56	-2.6%	-1.6%	8.1%	26.7%	**1.6%**
SH-119	-0.6%	-0.3%	-5.3%	-1.4%	**-1.4%**
SH-52	-5.3%	-0.5%	-2.3%	-3.6%	**-2.8%**

US-85	Segment
-5.2%	Between Ault and Greeley
-5.4%	
-3.0%	
-5.9%	Between Greeley and Platteville
-6.4%	
-9.0%	
-9.0%	Between Platteville and Brighton
-7.5%	
-3.4%	
-6.0%	**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**

Package-4

	US-287
Between Ft Collins and Loveland	61.7
	59.1
	54.9
Between Loveland and Longmont	38.3
	30.8
	35.6
Between Longmont and Broomfield	25.3
	34.3
	32.9
US287 Total	**372.9**

I-25

	Crossing Arterials				Total
SH-14	74.5	78.4	27.6	12.1	**192.6**
392 Windsor	19.6	30.5	45	26.3	**121.4**
US-34	76.1	86	93.5	80.8	**336.4**
SH-56	15.1	17.9	8.7	4	**45.7**
SH-119	69.3	75	32.2	14.1	**190.6**
SH-52	30.4	36.8	38	21.2	**126.4**

US-85	
5.4	Between Ault and Greeley
12.2	
42.9	
38	Between Greeley and Platteville
36.3	
38.6	
34.3	Between Platteville and Brighton
39.1	
64	
310.8	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-1.6%
	-3.4%
	-4.9%
Between Loveland and Longmont	-10.3%
	-9.7%
	-9.0%
Between Longmont and Broomfield	1.2%
	0.6%
	-1.2%
US287 Total	**-4.4%**

I-25

	Crossing Arterials				Total
SH-14	1.6%	2.6%	1.5%	-2.4%	**1.7%**
392 Windsor	-1.5%	9.7%	4.7%	2.3%	**4.3%**
US-34	0.9%	2.1%	6.7%	3.6%	**3.4%**
SH-56	-2.6%	-1.6%	17.6%	33.3%	**3.6%**
SH-119	-0.3%	0.4%	-5.0%	-0.7%	**-0.9%**
SH-52	-5.3%	-0.5%	-2.8%	-3.6%	**-2.9%**

US-85	
-6.9%	Between Ault and Greeley
-6.2%	
-2.5%	
-6.2%	Between Greeley and Platteville
-6.4%	
-8.3%	
-6.8%	Between Platteville and Brighton
-5.8%	
-2.0%	
-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 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**

Package-5

	US-287
Between Ft Collins and Loveland	61.1
	58.9
	55
Between Loveland and Longmont	38.4
	31.1
	35.8
Between Longmont and Broomfield	25.3
	34.5
	33.1
US287 Total	**373.2**

I-25

	Crossing Arterials				Total
SH-14	74.1	79.2	28.1	12.2	**193.6**
392 Windsor	19.2	31.1	45.8	26.4	**122.5**
US-34	76.4	87	95	81.8	**340.2**
SH-56	15.4	18.3	9.1	4.2	**47**
SH-119	68.7	73.3	32	14	**188**
SH-52	30.4	36.6	38.1	21.2	**126.3**

US-85	
5.4	Between Ault and Greeley
12.3	
43.1	
38	Between Greeley and Platteville
36.3	
38.6	
34.3	Between Platteville and Brighton
39.2	
63.9	
311.1	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-2.6%
	-3.8%
	-4.7%
Between Loveland and Longmont	-10.1%
	-8.8%
	-8.4%
Between Longmont and Broomfield	1.2%
	1.2%
	-0.6%
US287 Total	**-4.3%**

I-25

	Crossing Arterials				Total
SH-14	1.1%	3.7%	3.3%	-1.6%	**2.3%**
392 Windsor	-3.5%	11.9%	6.5%	2.7%	**5.2%**
US-34	1.3%	3.3%	8.4%	4.9%	**4.6%**
SH-56	-0.6%	0.5%	23.0%	40.0%	**6.6%**
SH-119	-1.2%	-1.9%	-5.6%	-1.4%	**-2.2%**
SH-52	-5.3%	-1.1%	-2.6%	-3.6%	**-3.0%**

US-85	
-6.9%	Between Ault and Greeley
-5.4%	
-2.0%	
-6.2%	Between Greeley and Platteville
-6.4%	
-8.3%	
-6.8%	Between Platteville and Brighton
-5.5%	
-2.1%	
-5.1%	**US85 Total**

9/21/2007
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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

Package-6

	US-287
Between Ft Collins and Loveland	61
	58.9
	55
Between Loveland and Longmont	38.8
	31.6
	36.4
Between Longmont and Broomfield	26
	35.1
	33.6
US287 Total	376.4

I-25

Crossing Arterials					Total
SH-14	74.1	79.2	28	12.2	193.5
392 Windsor	20	28.7	45.4	26.3	120.4
US-34	76.5	87.2	94.2	81.2	339.1
SH-56	15.5	18.3	9	4.1	46.9
SH-119	68.3	72.7	32	14.1	187.1
SH-52	30.4	36.6	37.3	21.2	125.5

US-85	
5.5	Between Ault and Greeley
12.3	
43.4	
38.3	Between Greeley and Platteville
36.6	
39.3	
35.5	Between Platteville and Brighton
40.3	
64.7	
315.9	US85 Total

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-2.7%
	-3.8%
	-4.7%
Between Loveland and Longmont	-9.1%
	-7.3%
	-6.9%
Between Longmont and Broomfield	4.0%
	2.9%
	0.9%
US287 Total	-3.5%

I-25

Crossing Arterials					Total
SH-14	1.1%	3.7%	2.9%	-1.6%	2.2%
392 Windsor	0.5%	3.2%	5.6%	2.3%	3.4%
US-34	1.5%	3.6%	7.5%	4.1%	4.3%
SH-56	0.0%	0.5%	21.6%	36.7%	6.3%
SH-119	-1.7%	-2.7%	-5.6%	-0.7%	-2.7%
SH-52	-5.3%	-1.1%	-4.6%	-3.6%	-3.6%

US-85	
-5.2%	Between Ault and Greeley
-5.4%	
-1.4%	
-5.4%	Between Greeley and Platteville
-5.7%	
-6.7%	
-3.5%	Between Platteville and Brighton
-2.9%	
-0.9%	
-3.6%	US85 Total

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Volume Comparison of Representative Segments on Non-I25 Facilities

Transit No Action

Segment	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	Segment
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

Package-7

Segment	US-287
Between Ft Collins and Loveland	61
	59
	55
Between Loveland and Longmont	38.5
	31.3
	36.1
Between Longmont and Broomfield	25.9
	35.1
	33.4
US287 Total	375.3

I-25

	Crossing Arterials				Total
SH-14	73.9	77.3	27.2	12	190.4
392 Windsor	19.7	27.9	44.5	26.2	118.3
US-34	76	85.9	92.8	80.5	335.2
SH-56	14.9	17.7	8.6	4	45.2
SH-119	68.4	72.8	32.1	14.2	187.5
SH-52	30.4	36.6	37.4	21.2	125.6

US-85	Segment
5.5	Between Ault and Greeley
12.3	
43.2	
38.3	Between Greeley and Platteville
36.6	
39.1	
35.4	Between Platteville and Brighton
40.2	
64.5	
315.1	US85 Total

Difference From No-Action

Segment	US-287
Between Ft Collins and Loveland	-2.7%
	-3.6%
	-4.7%
Between Loveland and Longmont	-9.8%
	-8.2%
	-7.7%
Between Longmont and Broomfield	3.6%
	2.9%
	0.3%
US287 Total	-3.7%

I-25

	Crossing Arterials				Total
SH-14	0.8%	1.2%	0.0%	-3.2%	0.6%
392 Windsor	-1.0%	0.4%	3.5%	1.9%	1.6%
US-34	0.8%	2.0%	5.9%	3.2%	3.1%
SH-56	-3.9%	-2.7%	16.2%	33.3%	2.5%
SH-119	-1.6%	-2.5%	-5.3%	0.0%	-2.5%
SH-52	-5.3%	-1.1%	-4.3%	-3.6%	-3.5%

US-85	Segment
-5.2%	Between Ault and Greeley
-5.4%	
-1.8%	
-5.4%	Between Greeley and Platteville
-5.7%	
-7.1%	
-3.8%	Between Platteville and Brighton
-3.1%	
-1.2%	
-3.9%	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**

Package-8

	US-287
Between Ft Collins and Loveland	62.5
	60.4
	57
Between Loveland and Longmont	41.2
	33.4
	38
Between Longmont and Broomfield	25.5
	34.5
	33.1
US287 Total	**385.6**

I-25

	Crossing Arterials				Total
SH-14	73.1	77.2	27.3	12.2	**189.8**
392 Windsor	19.4	30.5	43.7	25.6	**119.2**
US-34	75.4	84.6	90.3	79.3	**329.6**
SH-56	15.3	18.1	8	3.5	**44.9**
SH-119	67.5	72.2	31.9	14	**185.6**
SH-52	30.3	36.7	38	21.2	**126.2**

US-85	
5.6	Between Ault and Greeley
12.9	
43.7	
39.6	Between Greeley and Platteville
37.9	
40.8	
34.8	Between Platteville and Brighton
39.7	
64.3	
319.3	**US85 Total**

Difference From No-Action

	US-287
Between Ft Collins and Loveland	-0.3%
	-1.3%
	-1.2%
Between Loveland and Longmont	-3.5%
	-2.1%
	-2.8%
Between Longmont and Broomfield	2.0%
	1.2%
	-0.6%
US287 Total	**-1.1%**

I-25

	Crossing Arterials				Total
SH-14	-0.3%	1.0%	0.4%	-1.6%	**0.3%**
392 Windsor	-2.5%	9.7%	1.6%	-0.4%	**2.4%**
US-34	0.0%	0.5%	3.1%	1.7%	**1.4%**
SH-56	-1.3%	-0.5%	8.1%	16.7%	**1.8%**
SH-119	-2.9%	-3.3%	-5.9%	-1.4%	**-3.5%**
SH-52	-5.6%	-0.8%	-2.8%	-3.6%	**-3.1%**

US-85	
-3.4%	Between Ault and Greeley
-0.8%	
-0.7%	
-2.2%	Between Greeley and Platteville
-2.3%	
-3.1%	
-5.4%	Between Platteville and Brighton
-4.3%	
-1.5%	
-2.6%	**US85 Total**

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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
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
Package-1	6.5	35.7	2.3	1.1	110.2	0	1	0	0.3	38.6	195.7
Package-2	6.7	36.8	2.3	1.2	103.2	4.4	1.2	0	0.3	39.2	195.3
Package-3	6.4	35.8	2.1	1.2	101.8	6.9	1.1	0	0.3	38.4	194
Package-4	6.5	35.7	2.3	1.2	69.5	40.5	1	0	0.3	38.8	195.8
Package-5	6.4	35.8	2.3	1.2	103.7	5.1	1	0	0.3	38.6	194.4
Package-6											0
Package-7											0
Package-8											0

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

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R:_transportation\071609\level3\Results\Volumes\[Level3_MPO Screenline Volume.xls]Sheet1

Toll	4.5	HOT alternative
HOV	2.4	

	CR	US-287	County Roads		I-25 GP Lanes	I-25 Mngd Lanes	County Roads			US-85	TOTAL
Level-3 NoAction	6.9	39	2.4	1.2	102.7	0.1	1.7	0	0.3	42.1	196.4
Package-1 5a5b_B	6.5	35.8	2.4	1.1	110.2	0	1	0	0.3	38.7	196
Package-2 5a5b_B	6.7	36.7	2.3	1.2	87.5	20.3	1.2	0	0.3	39.2	195.4
Package-3 5a5b_C	6.4	35.8	2.1	1.2	93.7	15.3	1.1	0	0.3	38.3	194.2
Package-4 5a5b_B	6.5	35.6	2.2	1.2	58.3	52.4	1	0	0.3	38.6	196.1
Package-5 5a5b_D	6.3	35.8	2.2	1.2	103.8	5.1	1	0	0.3	38.6	194.3
Package-6	6.6	36.4	2.3	1.2	108.5	0	1	0	0.3	39.3	195.6
Package-7	6.5	36.1	2.1	1.2	108.6	0	1	0	0.3	39.1	194.9
Package-8	6.6	38	2.2	1.2	97.9	5.5	1.2	0	0.3	40.8	193.7

HOT package-3	
Toll	HOV
9.7	5.6

Level 3 Screening

General Purpose Lanes

Travel Time Comparison -- PM Peak Hour -- Northbound

From	To	Travel Time (minutes)																			
		2001 Base		2030 No-Action		Package 1 2 GP Lanes		Package 2 2 Toll Lanes		Package 3 2 HOT Lanes		Package 4 2 LAL Lanes		Package 5 1 HOV, 1 GP - SH 66		Package 6		Package 7		Package 8 1 HOV Lane	
I-25		Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total
E-470	SH 7	0.7	0.7	3.6	3.6	2.0	2.0	2.1	2.1	2.1	2.1	2.5	2.5	2.3	2.3	3.2	3.2	3.2	3.2	2.3	2.3
SH 7	CR 8	2.6	3.3	5.3	8.9	3.5	5.5	3.8	5.9	3.8	5.9	4.0	6.4	4.0	6.4	5.5	8.7	5.6	8.8	4.0	6.3
CR 8	SH 52	2.6	5.9	3.8	12.7	3.1	8.6	3.2	9.1	3.2	9.1	3.0	9.4	3.3	9.7	3.9	12.6	3.9	12.7	3.3	9.6
SH 52	SH 119	4.2	10.0	5.0	17.7	4.7	13.3	4.8	13.9	4.8	13.9	4.6	14.0	4.8	14.5	5.1	17.7	5.1	17.8	4.8	14.4
SH 119	SH 66	2.5	12.5	2.6	20.4	2.5	15.9	2.6	16.4	2.6	16.4	2.5	16.5	2.6	17.1	2.6	20.3	2.6	20.4	2.6	17.0
SH 66	CR 34	1.8	14.3	2.4	22.8	1.8	17.6	1.9	18.4	1.9	18.4	1.8	18.3	1.8	18.9	1.8	22.1	1.8	22.2	2.1	19.1
CR 34	CR 44 / SH 56	4.5	18.8	6.3	29.1	4.5	22.1	4.9	23.2	4.9	23.2	4.5	22.8	4.5	23.4	4.6	26.8	4.6	26.8	5.2	24.3
CR 44 / SH 56	SH 60	1.9	20.7	2.7	31.9	1.9	24.0	2.1	25.3	2.1	25.3	1.9	24.7	1.9	25.3	2.0	28.7	2.0	28.8	2.2	26.6
SH 60	CR 52	1.7	22.4	2.5	34.3	1.8	25.8	2.0	27.2	2.0	27.2	1.8	26.5	1.8	27.1	1.9	30.6	1.9	30.7	2.2	28.7
CR 52	CR 54	1.0	23.4	1.5	35.8	1.0	26.8	1.1	28.4	1.1	28.4	1.0	27.5	1.0	28.1	1.1	31.7	1.1	31.7	1.2	29.9
CR 54	US 34	1.9	25.3	2.8	38.6	1.8	28.6	2.1	30.5	2.1	30.5	1.9	29.3	1.9	29.9	2.0	33.7	2.0	33.7	2.3	32.3
US 34	Crossroads	1.8	27.1	4.0	42.6	2.0	30.6	2.4	32.9	2.4	32.9	2.0	31.3	2.0	31.9	2.3	36.0	2.1	35.8	2.9	35.2
Crossroads	SH 392	2.8	29.9	3.7	46.3	2.7	33.3	3.0	35.9	3.0	35.9	2.7	34.0	2.7	34.7	2.9	38.9	2.8	38.6	3.3	38.4
SH 392	Harmony	2.7	32.6	4.4	50.7	2.9	36.2	3.2	39.1	3.2	39.1	2.8	36.8	2.9	37.5	3.1	42.0	3.0	41.6	3.6	42.0
Harmony	Prospect	2.8	35.5	3.7	54.4	2.8	39.0	3.1	42.1	3.1	42.1	2.8	39.7	2.9	40.4	3.0	44.9	2.9	44.5	3.3	45.3
Prospect	SH 14	0.9	36.4	1.1	55.5	0.9	39.9	1.0	43.1	1.0	43.1	0.9	40.6	0.9	41.3	1.0	45.9	0.9	45.4	1.0	46.3

Packages 2 & 3: Because the model under-projects toll traffic, Package 2 & 3 travel times were set to the average of Package 8 and Package 1

Source: PM2.bin
North I-25 Travel Models: 2001 38; Level 3 No-Action and Packages 1-8

R:_transportation\071609\level3\Results\travel Time\[TravelTimeComparison.xls]Level_3_TT_Southbound_GP

21-Sep-07

North I-25 EIS
information. cooperation. transportation.

Level 3 Screening

General Purpose Lanes

Travel Time Comparison -- PM Peak Hour -- Southbound

From	To	Travel Time (minutes)																			
		2001 Base		2030 No-Action		Package 1 2 GP Lanes		Package 2 2 Toll Lanes		Package 3 2 HOT Lanes		Package 4 2 LAL Lanes		Package 5 1 HOV, 1 GP - SH 66		Package 6		Package 7		Package 8 1 HOV Lane	
I-25		Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total
SH 14	Prospect	1.0	1.0	1.1	1.1	1.0	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.0	1.0	1.0	1.0	1.0	1.0	1.1	1.1
Prospect	Harmony	2.9	3.9	3.9	5.0	2.9	3.9	3.2	4.2	3.2	4.2	3.1	4.1	3.0	4.0	3.1	4.1	3.0	4.0	3.5	4.6
Harmony	SH 392	2.7	6.5	6.7	11.7	2.8	6.7	3.7	8.0	3.7	8.0	2.8	6.9	2.9	7.0	3.6	7.7	3.3	7.3	4.6	9.2
SH 392	Crossroads	2.8	9.3	4.8	16.6	2.9	9.7	3.6	11.5	3.6	11.5	2.9	9.7	3.0	10.0	3.5	11.2	3.3	10.5	4.2	13.4
Crossroads	US 34	1.9	11.3	6.2	22.7	2.1	11.8	3.2	14.7	3.2	14.7	2.2	11.9	2.3	12.3	3.1	14.2	2.7	13.3	4.3	17.7
US 34	CR 54	1.8	13.1	5.2	27.9	2.0	13.8	2.8	17.5	2.8	17.5	2.5	14.4	2.1	14.4	2.7	17.0	2.7	15.9	3.6	21.3
CR 54	CR 52	1.0	14.1	2.3	30.2	1.1	14.9	1.4	18.9	1.4	18.9	1.3	15.8	1.3	15.7	1.5	18.5	1.5	17.4	1.7	22.9
CR 52	SH 60	1.8	15.9	3.2	33.4	1.9	16.8	2.2	21.2	2.2	21.2	1.9	17.7	1.9	17.6	2.2	20.7	2.2	19.6	2.6	25.5
SH 60	CR 44	1.8	17.8	2.9	36.3	1.9	18.7	2.2	23.4	2.2	23.4	1.9	19.5	1.9	19.6	2.1	22.8	2.1	21.7	2.6	28.1
CR 44	CR 34	4.6	22.3	6.4	42.7	4.6	23.3	5.2	28.5	5.2	28.5	4.6	24.1	4.7	24.2	4.8	27.7	4.8	26.5	5.7	33.8
CR 34	SH 66	1.8	24.1	2.2	44.9	1.8	25.1	1.9	30.5	1.9	30.5	1.8	25.9	1.8	26.0	1.8	29.5	1.8	28.4	2.1	35.9
SH 66	SH 119	2.6	26.7	2.7	47.6	2.6	27.7	2.6	33.1	2.6	33.1	2.6	28.5	2.6	28.7	2.7	32.2	2.7	31.0	2.6	38.5
SH 119	SH 52	4.1	30.8	4.9	52.5	4.6	32.3	4.7	37.8	4.7	37.8	4.6	33.1	4.7	33.4	4.9	37.1	4.9	35.9	4.7	43.2
SH 52	CR 8	2.5	33.3	3.2	55.6	2.8	35.1	2.9	40.7	2.9	40.7	2.7	35.8	3.0	36.4	3.3	40.4	3.3	39.2	3.0	46.2
CR 8	SH 7	2.6	35.9	3.9	59.6	3.1	38.2	3.3	43.9	3.3	43.9	3.1	38.9	3.5	39.9	4.1	44.5	4.1	43.4	3.4	49.6
SH 7	E-470	0.9	36.8	3.7	63.3	1.9	40.1	2.1	46.1	2.1	46.1	2.8	41.7	2.4	42.3	3.6	48.1	3.6	47.0	2.4	52.0
							35.3														

Packages 2 & 3: Because the model under-projects toll traffic, Package 2 travel times were set to the average of Package 8 and Package 1

Source: PM2.bin
North I-25 Travel Models: 2001 38; Level 3 No-Action and Packages 1-8

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Level 3 Screening

Managed Lanes

Travel Time Comparison -- PM Peak Hour -- Northbound

From		To		Travel Time (minutes)													
				2001 Base		2030 No-Action		Package 2 Two Toll Lanes		Package 3 Two HOT Lanes		Package 4 Two LAL Lanes		Package 5 One Managed Lane		Package 8 One HOV Lane	
Node	Description	Node	Description	Highway	Transit	Highway	Transit	Highway	Transit	Highway	Transit	Highway	Transit	Highway	Transit	HOV	Transit
11737	Longmont (Twin Peaks Mall)	15586	Fort Collins South Transit Center	44.0		69.5		62.5	73.6	63.1	71.9	63.1		63.2	71.9	62.5	Rail / BRT
8395	DUS	15586	Fort Collins South Transit Center	69.5		118.2		101.0	97.8	85.5	98.4	102.9	99.6	87.5	98.4	87.1	104.7 / 98.4
8395	DUS	16568	Greeley Transit Center	77.4		112.3		100.2	86.9	85.1	86.1	104.4		88.5	86.1	87.8	89.1

I-25		Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total
E-470	SH 7	0.7	0.7	3.6	3.6	3.3	3.3	2.9	2.9	2.5	2.5	2.3	2.3	1.6	1.6
SH 7	CR 8	2.6	3.3	5.3	8.9	5.8	9.1	4.4	7.3	4.0	6.4	2.8	5.1	2.7	4.3
CR 8	SH 52	2.6	5.9	3.8	12.7	-1.9	7.2	1.1	8.4	3.0	9.4	2.8	7.9	2.8	7.1
SH 52	SH 119	4.2	10.0	5.0	17.7	4.6	11.8	4.6	12.9	4.3	13.7	4.6	12.4	4.6	11.7
SH 119	SH 66	2.5	12.5	2.6	20.4	2.6	14.4	2.6	15.5	2.5	16.2	2.6	15.0	2.6	14.3
SH 66	CR 34	1.8	14.3	2.4	22.8	1.6	16.0	1.7	17.2	1.8	18.0	1.7	16.7	1.7	16.0
CR 34	CR 44	4.5	18.8	6.3	29.1	4.5	20.5	4.5	21.7	4.5	22.5	4.5	21.2	4.5	20.4
CR 44	SH 60	1.9	20.7	2.7	31.9	2.7	23.2	2.3	24.0	1.9	24.4	1.9	23.0	1.9	22.3
SH 60	CR 52	1.7	22.4	2.5	34.3	2.5	25.7	2.2	26.2	1.8	26.1	1.8	24.8	1.7	24.0
CR 52	CR 54	1.0	23.4	1.5	35.8	-0.6	25.1	0.1	26.3	1.0	27.1	1.0	25.8	1.0	25.1
CR 54	US 34	1.9	25.3	2.8	38.6	1.8	26.9	1.8	28.1	1.8	29.0	1.8	27.6	1.8	26.9
US 34	Crossroads	1.8	27.1	4.0	42.6	3.9	30.9	3.1	31.2	2.0	30.9	1.9	29.5	1.9	28.8
Crossroads	SH 392	2.8	29.9	3.7	46.3	0.6	31.5	1.5	32.6	2.7	33.6	2.7	32.1	2.7	31.4
SH 392	Harmony	2.7	32.6	4.4	50.7	4.3	35.8	3.9	36.5	2.8	36.4	2.8	34.9	2.8	34.2
Harmony	Prospect	2.8	35.5	3.7	54.4	1.3	37.1	1.7	38.2	2.5	39.0	2.8	37.8	2.8	37.0
Prospect	SH 14	0.9	36.4	1.1	55.5	1.1	38.2	1.1	39.3	0.9	39.9	0.9	38.7	0.9	38.0

Source: PM2.bin
North I-25 Travel Models: 2001 38; Level 3 No-Action and Packages 1-8

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21-Sep-07

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Level 3 Screening

Managed Lanes

Travel Time Comparison -- PM Peak Hour -- Southbound

From		To		Travel Time (minutes)													
				2001 Base		2030 No-Action		Package 2 Two Toll Lanes		Package 3 Two HOT Lanes		Package 4 Two LAL Lanes		Package 5 One Managed Lane		Package 8 One HOV Lane	
Node	Description	Node	Description	Highway	Transit	Highway	Transit	Highway	Transit	Highway	Transit	Highway	Transit	Highway	Transit	HOV	Transit
15586	Fort Collins South Transit Center	11737	Longmont (Twin Peaks Mall)	42.3		80.0		60.8		63.4		63.2		61.8		61.5	
15586	Fort Collins South Transit Center	8395	DUS	63.7		109.6		86.4		80.1		89.0		78.7		78.7	
16568	Greeley Transit Center	8395	DUS	72.8		99.7		85.8		78.8		89.8		80.5		79.6	

I-25		Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total	Link	Cumul. Total
SH 14	Prospect	1.0	1.0	1.1	1.1	1.1	1.1	1.2	1.2	1.1	1.1	1.0	1.0	1.0	1.0
Prospect	Harmony	2.9	3.9	3.9	5.0	4.0	5.0	3.5	4.6	3.1	4.1	2.9	3.9	2.9	3.9
Harmony	SH 392	2.7	6.5	6.7	11.7	1.5	6.5	1.9	6.5	2.8	6.9	2.7	6.5	2.7	6.5
SH 392	Crossroads	2.8	9.3	4.8	16.6	4.5	11.0	4.0	10.5	2.9	9.7	2.8	9.3	2.8	9.3
Crossroads	US 34	1.9	11.3	6.2	22.7	0.2	11.2	0.7	11.2	1.3	11.1	1.9	11.2	1.9	11.2
US 34	CR 54	1.8	13.1	5.2	27.9	5.0	16.2	4.0	15.2	2.5	13.6	1.8	13.1	1.9	13.1
CR 54	CR 52	1.0	14.1	2.3	30.2	2.1	18.3	1.8	17.0	1.3	14.9	1.3	14.3	1.0	14.1
CR 52	SH 60	1.8	15.9	3.2	33.4	-2.5	15.8	-1.2	15.8	1.9	16.8	1.5	15.8	1.8	15.9
SH 60	CR 44	1.8	17.8	2.9	36.3	2.9	18.7	2.7	18.5	1.9	18.7	1.8	17.7	1.8	17.7
CR 44	CR 34	4.6	22.3	6.4	42.7	3.5	22.2	3.7	22.2	4.6	23.3	4.6	22.2	4.6	22.3
CR 34	SH 66	1.8	24.1	2.2	44.9	2.3	24.5	2.1	24.3	1.8	25.1	1.8	24.1	2.1	24.4
SH 66	SH 119	2.6	26.7	2.7	47.6	2.1	26.5	2.3	26.6	1.7	26.8	2.5	26.6	2.2	26.6
SH 119	SH 52	4.1	30.8	4.9	52.5	4.5	31.1	4.6	31.1	4.6	31.4	4.5	31.1	4.5	31.2
SH 52	CR 8	2.5	33.3	3.2	55.6	3.4	34.5	3.0	34.2	2.7	34.1	2.7	33.8	2.7	33.9
CR 8	SH 7	2.6	35.9	3.9	59.6	2.0	36.5	2.4	36.6	3.1	37.3	2.8	36.6	2.8	36.7
SH 7	E-470	0.9	36.8	3.7	63.3	1.5	38.0	3.2	39.7	2.1	39.3	2.5	39.1	1.3	38.0

Source: PM2.bin
North I-25 Travel Models: 2001 38; Level 3 No-Action and Packages 1-8

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21-Sep-07

Project Study Area

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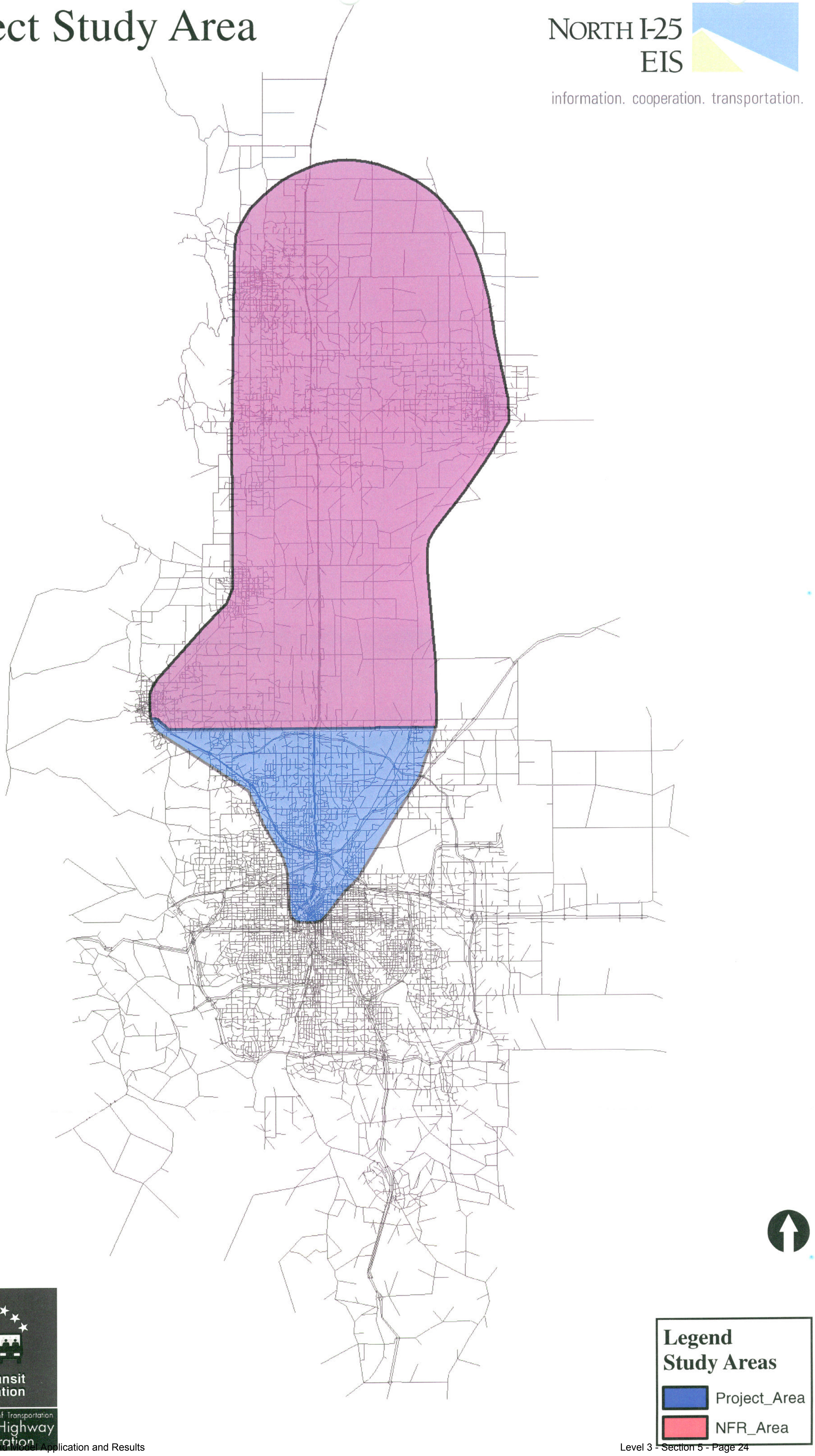

FTA
Federal Transit Administration

U.S. Department of Transportation
Federal Highway Administration

Air Quality Areas

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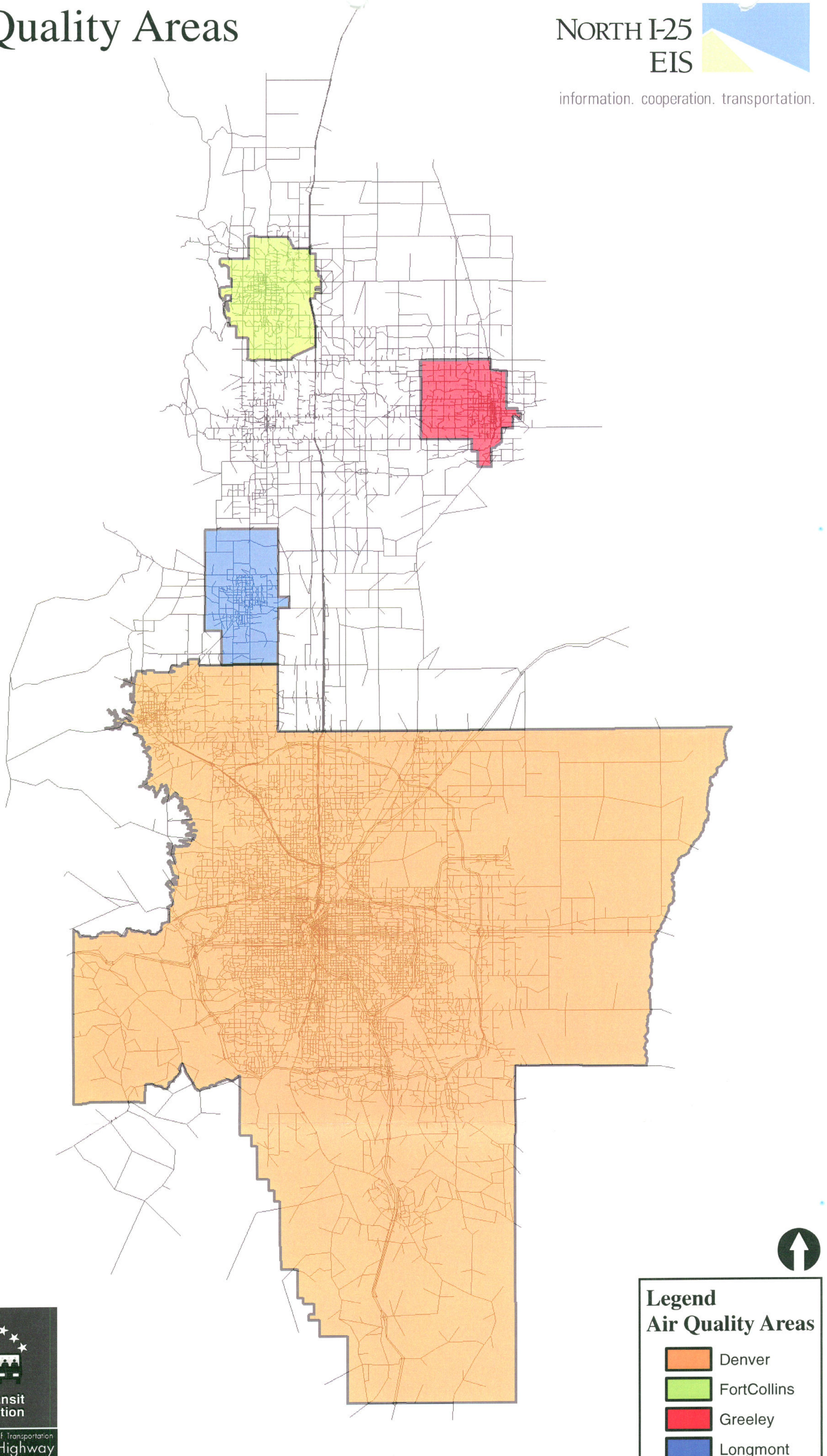

Federal Transit Administration

U.S. Department of Transportation Federal Highway Administration

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Level 3 Screening

Daily VMT/ VHT Comparison

Area	Sub-Area	Facility Type	No-Action VMT	No-Action VHT	No-Action Speed	Package 1 VMT	Package 1 VHT	Package 1 Speed	Package 2 VMT	Package 2 VHT	Package 2 Speed	Package 3 VMT	Package 3 VHT	Package 3 Speed
Project Area	Study Area	Freeway	15,925,000	336,000	47	16,505,000	325,100	51	16,060,000	327,600	49	16,408,000	325,600	50
		Expressway	4,939,000	114,400	43	4,880,000	113,600	43	4,875,000	112,900	43	4,837,000	111,400	43
		Principal Arterial	13,845,000	540,700	26	13,679,000	527,000	26	13,693,000	525,400	26	13,570,000	516,600	26
		Minor Arterial	5,950,000	256,100	23	5,845,000	248,300	24	5,879,000	250,900	23	5,837,000	246,500	24
		Collector	3,229,000	202,100	16	3,167,000	192,300	16	3,174,000	192,000	17	3,133,000	188,300	17
		Ramp	680,000	24,000	28	690,000	24,600	28	680,000	24,000	28	686,000	23,600	29
		Centroid Connector	3,840,000	222,000	17	3,837,000	221,800	17	3,834,000	221,700	17	3,830,000	221,400	17
		Total	48,408,000	1,695,300	29	48,603,000	1,652,700	29	48,195,000	1,654,500	29	48,301,000	1,633,400	30
	North Front Range Area	Freeway	5,453,000	102,400	53	6,107,000	94,500	65	5,672,000	97,600	58	5,778,000	96,400	60
		Expressway	4,180,000	95,400	44	4,132,000	94,800	44	4,125,000	94,000	44	4,095,000	93,000	44
		Principal Arterial	7,134,000	285,000	25	7,030,000	276,900	25	7,054,000	275,800	26	7,018,000	273,300	26
		Minor Arterial	4,488,000	189,300	24	4,398,000	182,400	24	4,431,000	184,900	24	4,404,000	182,300	24
		Collector	1,992,000	130,200	15	1,950,000	122,700	16	1,958,000	122,600	16	1,934,000	120,600	16
		Ramp	154,000	4,900	31	167,000	5,500	30	155,000	4,600	34	157,000	4,500	35
		Centroid Connector	2,680,000	152,900	18	2,678,000	152,700	18	2,676,000	152,600	18	2,672,000	152,400	18
		Total	26,081,000	960,100	27	26,462,000	929,500	28	26,071,000	932,100	28	26,058,000	922,500	28
Air-Quality Area	Denver	Freeway	38,367,000	838,900	46	38,300,000	835,500	46	38,281,000	834,600	46	38,524,000	833,400	46
		Expressway	6,872,000	207,500	33	6,866,000	206,900	33	6,853,000	206,700	33	6,853,000	206,100	33
		Principal Arterial	33,134,000	1,222,500	27	33,078,000	1,213,600	27	33,082,000	1,215,700	27	32,965,000	1,206,000	27
		Minor Arterial	6,593,000	297,800	22	6,584,000	297,100	22	6,585,000	298,000	22	6,568,000	295,600	22
		Collector	5,698,000	388,800	15	5,674,000	386,100	15	5,674,000	386,500	15	5,656,000	382,500	15
		Ramp	1,498,000	55,600	27	1,497,000	55,600	27	1,498,000	55,900	27	1,502,000	55,500	27
		Centroid Connector	6,904,000	393,400	18	6,905,000	393,500	18	6,905,000	393,400	18	6,902,000	393,300	18
		Total	99,066,000	3,404,500	29	98,904,000	3,388,300	29	98,878,000	3,390,800	29	98,970,000	3,372,400	29
	Fort Collins	Freeway	820,000	15,300	54	950,000	14,800	64	829,000	14,200	58	836,000	14,000	60
		Expressway	86,000	2,300	37	88,000	2,400	37	86,000	2,300	37	86,000	2,300	37
		Principal Arterial	1,972,000	93,600	21	1,971,000	94,200	21	1,968,000	92,900	21	1,967,000	92,800	21
		Minor Arterial	873,000	49,600	18	870,000	48,000	18	866,000	48,500	18	867,000	48,200	18
		Collector	457,000	31,300	15	458,000	31,800	14	456,000	31,300	15	453,000	30,800	15
		Ramp	39,000	1,200	33	43,000	1,400	31	39,000	1,200	33	39,000	1,200	33
		Centroid Connector	630,000	41,200	15	629,000	41,100	15	628,000	41,000	15	628,000	41,000	15
		Total	4,877,000	234,500	21	5,009,000	233,700	21	4,872,000	231,400	21	4,876,000	230,300	21
	Greeley	Expressway	846,000	18,600	45	841,000	18,500	45	840,000	18,500	45	837,000	18,300	46
		Principal Arterial	444,000	15,500	29	442,000	15,400	29	442,000	15,400	29	442,000	15,400	29
		Minor Arterial	610,000	23,400	26	604,000	22,700	27	606,000	23,000	26	605,000	22,800	27
		Collector	167,000	8,000	21	166,000	7,900	21	167,000	7,900	21	166,000	7,900	21
		Centroid Connector	290,000	19,400	15	289,000	19,300	15	289,000	19,300	15	289,000	19,300	15
		Total	2,357,000	84,900	28	2,342,000	83,800	28	2,344,000	84,100	28	2,339,000	83,700	28
	Longmont	Expressway	493,000	11,800	42	489,000	11,500	43	489,000	11,400	43	490,000	11,500	43
		Principal Arterial	1,123,000	28,100	40	1,103,000	27,500	40	1,111,000	27,900	40	1,099,000	27,300	40
		Minor Arterial	235,000	7,600	31	237,000	7,600	31	239,000	7,800	31	235,000	7,600	31
		Collector	83,000	3,300	25	82,000	3,300	25	82,000	3,300	25	81,000	3,200	25
		Centroid Connector	225,000	11,700	19	226,000	11,800	19	226,000	11,800	19	226,000	11,800	19
		Total	2,159,000	62,500	35	2,137,000	61,700	35	2,147,000	62,200	35	2,131,000	61,400	35

Area	Sub-Area	Facility Type	Package 4 VMT	Package 4 VHT	Package 4 Speed	Package 5 VMT	Package 5 VHT	Package 5 Speed	Package 6 VMT	Package 6 VHT	Package 6 Speed	Package 7 VMT	Package 7 VHT	Package 7 Speed	Package 8 VMT	Package 8 VHT	Package 8 Speed
Project Area	Study Area	Freeway	16,296,000	322,300	51	16,387,000	320,700	51	16,217,000	326,000	50	16,085,000	323,800	50	16,097,000	325,400	49
		Expressway	4,873,000	113,300	43	4,869,000	112,700	43	4,891,000	113,400	43	4,885,000	113,200	43	4,873,000	111,900	44
		Principal Arterial	13,659,000	524,000	26	13,604,000	518,800	26	13,674,000	525,000	26	13,656,000	523,300	26	13,663,000	518,500	26
		Minor Arterial	5,841,000	247,500	24	5,828,000	245,600	24	5,856,000	249,000	24	5,838,000	247,700	24	5,881,000	248,500	24
		Collector	3,149,000	190,400	17	3,134,000	189,000	17	3,157,000	190,900	17	3,147,000	189,900	17	3,140,000	188,800	17
		Ramp	683,000	24,000	28	689,000	23,800	29	685,000	24,400	28	680,000	24,200	28	681,000	23,500	29
		Centroid Connector	3,834,000	221,700	17	3,830,000	221,400	17	3,832,000	221,600	17	3,832,000	221,500	17	3,829,000	221,400	17
		Total	48,335,000	1,643,200	29	48,341,000	1,632,000	30	48,312,000	1,650,300	29	48,123,000	1,643,600	29	48,164,000	1,638,000	29
	North Front Range Area	Freeway	5,903,000	92,000	64	5,928,000	94,600	63	5,858,000	97,200	60	5,721,000	94,100	61	5,640,000	99,100	57
		Expressway	4,125,000	94,500	44	4,121,000	94,100	44	4,140,000	94,600	44	4,135,000	94,300	44	4,121,000	93,200	44
		Principal Arterial	7,015,000	274,200	26	7,018,000	274,500	26	7,045,000	275,900	26	7,021,000	273,500	26	7,078,000	274,600	26
		Minor Arterial	4,391,000	181,500	24	4,394,000	181,400	24	4,408,000	183,000	24	4,391,000	181,800	24	4,448,000	184,300	24
		Collector	1,932,000	121,000	16	1,935,000	121,400	16	1,944,000	121,800	16	1,933,000	120,500	16	1,943,000	121,300	16
		Ramp	159,000	4,900	32	162,000	4,800	34	162,000	5,300	31	159,000	5,200	31	156,000	4,500	35
		Centroid Connector	2,676,000	152,600	18	2,673,000	152,400	18	2,674,000	152,500	18	2,673,000	152,500	18	2,672,000	152,400	18
		Total	26,201,000	920,700	28	26,231,000	923,200	28	26,231,000	930,300	28	26,033,000	921,900	28	26,058,000	929,400	28
Air-Quality Area	Denver	Freeway	38,292,000	835,100	46	38,344,000	830,400	46	38,245,000	834,000	46	38,274,000	836,200	46	38,335,000	829,300	46
		Expressway	6,862,000	207,600	33	6,849,000	205,900	33	6,842,000	205,200	33	6,861,000	207,500	33	6,848,000	206,100	33
		Principal Arterial	33,114,000	1,215,600	27	33,046,000	1,209,300	27	33,034,000	1,211,600	27	33,041,000	1,213,200	27	32,993,000	1,205,300	27
		Minor Arterial	6,594,000	297,600	22	6,568,000	295,600	22	6,582,000	297,100	22	6,585,000	297,900	22	6,564,000	294,300	22
		Collector	5,680,000	385,900	15	5,653,000	382,300	15	5,663,000	383,600	15	5,673,000	383,800	15	5,646,000	382,400	15
		Ramp	1,498,000	55,700	27	1,501,000	55,700	27	1,494,000	55,500	27	1,494,000	55,500	27	1,496,000	55,300	27
		Centroid Connector	6,905,000	393,500	18	6,902,000	393,300	18	6,903,000	393,400	18	6,904,000	393,400	18	6,901,000	393,200	18
		Total	98,945,000	3,391,000	29	98,863,000	3,372,500	29	98,763,000	3,380,400	29	98,832,000	3,387,500	29	98,783,000	3,365,900	29
	Fort Collins	Freeway	869,000	13,500	64	912,000	14,400	63	914,000	14,700	62	857,000	13,600	63	856,000	15,100	57
		Expressway	87,000	2,400	36	87,000	2,400	36	87,000	2,300	38	86,000	2,300	37	86,000	2,300	37
		Principal Arterial	1,967,000	92,900	21	1,966,000	93,200	21	1,968,000	93,500	21	1,961,000	92,200	21	1,968,000	93,100	21
		Minor Arterial	864,000	47,600	18	870,000	48,000	18	867,000	48,000	18	863,000	47,500	18	870,000	48,200	18
		Collector	452,000	31,000	15	457,000	31,600	14	454,000	31,400	14	452,000	30,900	15	454,000	31,200	15
		Ramp	41,000	1,300	32	42,000	1,400	30	42,000	1,400	30	40,000	1,300	31	40,000	1,200	33
		Centroid Connector	628,000	41,100	15	628,000	41,100	15	628,000	41,100	15	628,000	41,100	15	628,000	41,100	15
		Total	4,908,000	229,800	21	4,962,000	232,100	21	4,960,000	232,400	21	4,887,000	228,900	21	4,902,000	232,200	21
	Greeley	Expressway	840,000	18,500	45	841,000	18,500	45	842,000	18,500	46	841,000	18,500	45	841,000	18,400	46
		Principal Arterial	442,000	15,400	29	442,000	15,400	29	442,000	15,400	29	441,000	15,400	29	442,000	15,400	29
		Minor Arterial	605,000	22,800	27	605,000	22,800	27	606,000	22,900	26	604,000	22,800	26	608,000	23,100	26
		Collector	166,000	7,900	21	166,000	7,900	21	166,000	7,900	21	166,000	7,900	21	166,000	7,900	21
		Centroid Connector	289,000	19,300	15	289,000	19,300	15	289,000	19,300	15	289,000	19,300	15	289,000	19,300	15
		Total	2,342,000	83,900	28	2,343,000	83,900	28	2,345,000	84,000	28	2,341,000	83,900	28	2,346,000	84,100	28
	Longmont	Expressway	490,000	11,500	43	488,000	11,500	42	487,000	11,400	43	487,000	11,400	43	481,000	11,200	43
		Principal Arterial	1,101,000	27,400	40	1,100,000	27,300	40	1,109,000	27,700	40	1,105,000	27,600	40	1,114,000	27,700	40
		Minor Arterial	236,000	7,600	31	235,000	7,600	31	238,000	7,700	31	237,000	7,700	31	238,000	7,700	31
		Collector	81,000	3,200	25	81,000	3,200	25	82,000	3,200	26	81,000	3,200	25	81,000	3,200	25
		Centroid Connector	226,000	11,800	19	226,000	11,800	19	226,000	11,800	19	226,000	11,800	19	226,000	11,800	19
		Total	2,134,000	61,500	35	2,130,000	61,400	35	2,142,000	61,800	35	2,136,000	61,700	35	2,140,000	61,600	35

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Level 3 Screening

Daily VMT/ VHT Comparison

Percent Change from No-Action

			No-Action			Package 1			Package 2			Package 3			Package 4			Package 5			Package 6			Package 7			Package 8		
	Sub-Area	Facility Type	VMT	VHT	Speed	VMT	VHT	Speed	VMT	VHT	Speed	VMT	VHT	Speed	VMT	VHT	Speed	VMT	VHT	Speed	VMT	VHT	Speed	VMT	VHT	Speed	VMT	VHT	Speed
Project Area	Study Area	Freeway	15,925,000	336,000	47	3.6%	-3.2%	7.1%	0.8%	-2.5%	3.4%	3.0%	-3.1%	6.3%	2.3%	-4.1%	6.7%	2.9%	-4.6%	7.8%	1.8%	-3.0%	5.0%	1.0%	-3.6%	4.8%	1.1%	-3.2%	4.4%
		Expressway	4,939,000	114,400	43	-1.2%	-0.7%	-0.5%	-1.3%	-1.3%	0.0%	-2.1%	-2.6%	0.6%	-1.3%	-1.0%	-0.4%	-1.4%	-1.5%	0.1%	-1.0%	-0.9%	-0.1%	-1.1%	-1.0%	0.0%	-1.3%	-2.2%	0.9%
		Principal Arterial	13,845,000	540,700	26	-1.2%	-2.5%	1.4%	-1.1%	-2.8%	1.8%	-2.0%	-4.5%	2.6%	-1.3%	-3.1%	1.8%	-1.7%	-4.1%	2.4%	-1.2%	-2.9%	1.7%	-1.4%	-3.2%	1.9%	-1.3%	-4.1%	2.9%
		Minor Arterial	5,950,000	256,100	23	-1.8%	-3.0%	1.3%	-1.2%	-2.0%	0.9%	-1.9%	-3.7%	1.9%	-1.8%	-3.4%	1.6%	-2.1%	-4.1%	2.1%	-1.6%	-2.8%	1.2%	-1.9%	-3.3%	1.4%	-1.2%	-3.0%	1.9%
		Collector	3,229,000	202,100	16	-1.9%	-4.8%	3.1%	-1.7%	-5.0%	3.5%	-3.0%	-6.8%	4.1%	-2.5%	-5.8%	3.5%	-2.9%	-6.5%	3.8%	-2.2%	-5.5%	3.5%	-2.5%	-6.0%	3.7%	-2.8%	-6.6%	4.1%
		Ramp	680,000	24,000	28	1.5%	2.5%	-1.0%	0.0%	0.0%	0.0%	0.9%	-1.7%	2.6%	0.4%	0.0%	0.4%	1.3%	-0.8%	2.2%	0.7%	1.7%	-0.9%	0.0%	0.8%	-0.8%	0.1%	-2.1%	2.3%
		Centroid Connector	3,840,000	222,000	17	-0.1%	-0.1%	0.0%	-0.2%	-0.1%	0.0%	-0.3%	-0.3%	0.0%	-0.2%	-0.1%	0.0%	-0.3%	-0.3%	0.0%	-0.2%	-0.2%	0.0%	-0.2%	-0.2%	0.0%	-0.3%	-0.3%	0.0%
		Total	48,408,000	1,695,300	29	0.4%	-2.5%	3.0%	-0.4%	-2.4%	2.0%	-0.2%	-3.7%	3.6%	-0.2%	-3.1%	3.0%	-0.1%	-3.7%	3.7%	-0.2%	-2.7%	2.5%	-0.6%	-3.0%	2.5%	-0.5%	-3.4%	3.0%
	North Front Range Area	Freeway	5,453,000	102,400	53	12.0%	-7.7%	21.4%	4.0%	-4.7%	9.1%	6.0%	-5.9%	12.6%	8.3%	-10.2%	20.5%	8.7%	-7.6%	17.7%	7.4%	-5.1%	13.2%	4.9%	-8.1%	14.2%	3.4%	-3.2%	6.9%
		Expressway	4,180,000	95,400	44	-1.1%	-0.6%	-0.5%	-1.3%	-1.5%	0.2%	-2.0%	-2.5%	0.5%	-1.3%	-0.9%	-0.4%	-1.4%	-1.4%	0.0%	-1.0%	-0.8%	-0.1%	-1.1%	-1.2%	0.1%	-1.4%	-2.3%	0.9%
		Principal Arterial	7,134,000	285,000	25	-1.5%	-2.8%	1.4%	-1.1%	-3.2%	2.2%	-1.6%	-4.1%	2.6%	-1.7%	-3.8%	2.2%	-1.6%	-3.7%	2.1%	-1.2%	-3.2%	2.0%	-1.6%	-4.0%	2.6%	-0.8%	-3.6%	3.0%
		Minor Arterial	4,488,000	189,300	24	-2.0%	-3.6%	1.7%	-1.3%	-2.3%	1.1%	-1.9%	-3.7%	1.9%	-2.2%	-4.1%	2.0%	-2.1%	-4.2%	2.2%	-1.8%	-3.3%	1.6%	-2.2%	-4.0%	1.9%	-0.9%	-2.6%	1.8%
		Collector	1,992,000	130,200	15	-2.1%	-5.8%	3.9%	-1.7%	-5.8%	4.4%	-2.9%	-7.4%	4.8%	-3.0%	-7.1%	4.4%	-2.9%	-6.8%	4.2%	-2.4%	-6.5%	4.3%	-3.0%	-7.5%	4.8%	-2.5%	-6.8%	4.7%
		Ramp	154,000	4,900	31	8.4%	12.2%	-3.4%	0.6%	-6.1%	7.2%	1.9%	-8.2%	11.0%	3.2%	0.0%	3.2%	5.2%	-2.0%	7.4%	5.2%	8.2%	-2.7%	3.2%	6.1%	-2.7%	1.3%	-8.2%	10.3%
		Centroid Connector	2,680,000	152,900	18	-0.1%	-0.1%	0.1%	-0.1%	-0.2%	0.0%	-0.3%	-0.3%	0.0%	-0.1%	-0.2%	0.0%	-0.3%	-0.3%	0.1%	-0.2%	-0.3%	0.0%	-0.3%	-0.3%	0.0%	-0.3%	-0.3%	0.0%
		Total	26,081,000	960,100	27	1.5%	-3.2%	4.8%	0.0%	-2.9%	3.0%	-0.1%	-3.9%	4.0%	0.5%	-4.1%	4.8%	0.6%	-3.8%	4.6%	0.6%	-3.1%	3.8%	-0.2%	-4.0%	4.0%	-0.1%	-3.2%	3.2%
Air-Quality Area	Denver	Freeway	38,367,000	838,900	46	-0.2%	-0.4%	0.2%	-0.2%	-0.5%	0.3%	0.4%	-0.7%	1.1%	-0.2%	-0.5%	0.3%	-0.1%	-1.0%	1.0%	-0.3%	-0.6%	0.3%	-0.2%	-0.3%	0.1%	-0.1%	-1.1%	1.1%
		Expressway	6,872,000	207,500	33	-0.1%	-0.3%	0.2%	-0.3%	-0.4%	0.1%	-0.3%	-0.7%	0.4%	-0.1%	0.0%	-0.2%	-0.3%	-0.8%	0.4%	-0.4%	-1.1%	0.7%	-0.2%	0.0%	-0.2%	-0.3%	-0.7%	0.3%
		Principal Arterial	33,134,000	1,222,500	27	-0.2%	-0.7%	0.6%	-0.2%	-0.6%	0.4%	-0.5%	-1.3%	0.9%	-0.1%	-0.6%	0.5%	-0.3%	-1.1%	0.8%	-0.3%	-0.9%	0.6%	-0.3%	-0.8%	0.5%	-0.4%	-1.4%	1.0%
		Minor Arterial	6,593,000	297,800	22	-0.1%	-0.2%	0.1%	-0.1%	0.1%	-0.2%	-0.4%	-0.7%	0.4%	0.0%	-0.1%	0.1%	-0.4%	-0.7%	0.4%	-0.2%	-0.2%	0.1%	-0.1%	0.0%	-0.2%	-0.4%	-1.2%	0.7%
		Collector	5,698,000	388,800	15	-0.4%	-0.7%	0.3%	-0.4%	-0.6%	0.2%	-0.7%	-1.6%	0.9%	-0.3%	-0.7%	0.4%	-0.8%	-1.7%	0.9%	-0.6%	-1.3%	0.7%	-0.4%	-1.3%	0.9%	-0.9%	-1.6%	0.7%
		Ramp	1,498,000	55,600	27	-0.1%	0.0%	-0.1%	0.0%	0.5%	-0.5%	0.3%	-0.2%	0.4%	0.0%	0.2%	-0.2%	0.2%	0.2%	0.0%	-0.3%	-0.2%	-0.1%	-0.3%	-0.2%	-0.1%	-0.1%	-0.5%	0.4%
		Centroid Connector	6,904,000	393,400	18	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.1%	0.0%
		Total	99,066,000	3,404,500	29	-0.2%	-0.5%	0.3%	-0.2%	-0.4%	0.2%	-0.1%	-0.9%	0.9%	-0.1%	-0.4%	0.3%	-0.2%	-0.9%	0.7%	-0.3%	-0.7%	0.4%	-0.2%	-0.5%	0.3%	-0.3%	-1.1%	0.9%
	Fort Collins	Freeway	820,000	15,300	54	15.9%	-3.3%	19.8%	1.1%	-7.2%	8.9%	2.0%	-8.5%	11.4%	6.0%	-11.8%	20.1%	11.2%	-5.9%	18.2%	11.5%	-3.9%	16.0%	4.5%	-11.1%	17.6%	4.4%	-1.3%	5.8%
		Expressway	86,000	2,300	37	2.3%	4.3%	-1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	4.3%	-3.1%	1.2%	4.3%	-3.1%	1.2%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
		Principal Arterial	1,972,000	93,600	21	-0.1%	0.6%	-0.7%	-0.2%	-0.7%	0.5%	-0.3%	-0.9%	0.6%	-0.3%	-0.7%	0.5%	-0.3%	-0.4%	0.1%	-0.2%	-0.1%	-0.1%	-0.6%	-1.5%	1.0%	-0.2%	-0.5%	0.3%
		Minor Arterial	873,000	49,600	18	-0.3%	-3.2%	3.0%	-0.8%	-2.2%	1.4%	-0.7%	-2.8%	2.2%	-1.0%	-4.0%	3.1%	-0.3%	-3.2%	3.0%	-0.7%	-3.2%	2.6%	-1.1%	-4.2%	3.2%	-0.3%	-2.8%	2.6%
		Collector	457,000	31,300	15	0.2%	1.6%	-1.4%	-0.2%	0.0%	-0.2%	-0.9%	-1.6%	0.7%	-1.1%	-1.0%	-0.1%	0.0%	1.0%	-0.9%	-0.7%	0.3%	-1.0%	-1.1%	-1.3%	0.2%	-0.7%	-0.3%	-0.3%
		Ramp	39,000	1,200	33	10.3%	16.7%	-5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	8.3%	-3.0%	7.7%	16.7%	-7.7%	7.7%	16.7%	-7.7%	2.6%	8.3%	-5.3%	2.6%	0.0%	2.6%
		Centroid Connector	630,000	41,200	15	-0.2%	-0.2%	0.1%	-0.3%	-0.5%	0.2%	-0.3%	-0.5%	0.2%	-0.3%	-0.2%	-0.1%	-0.3%	-0.2%	-0.1%	-0.3%	-0.2%	-0.1%	-0.3%	-0.2%	-0.1%	-0.3%	-0.2%	-0.1%
		Total	4,877,000	234,500	21	2.7%	-0.3%	3.1%	-0.1%	-1.3%	1.2%	0.0%	-1.8%	1.8%	0.6%	-2.0%	2.7%	1.7%	-1.0%	2.8%	1.7%	-0.9%	2.6%	0.2%	-2.4%	2.7%	0.5%	-1.0%	1.5%
	Greeley	Expressway	846,000	18,600	45	-0.6%	-0.5%	-0.1%	-0.7%	-0.5%	-0.2%	-1.1%	-1.6%	0.6%	-0.7%	-0.5%	-0.2%	-0.6%	-0.5%	-0.1%	-0.5%	-0.5%	0.1%	-0.6%	-0.5%	-0.1%	-0.6%	-1.1%	0.5%
		Principal Arterial	444,000	15,500	29	-0.5%	-0.6%	0.2%	-0.5%	-0.6%	0.2%	-0.5%	-0.6%	0.2%	-0.5%	-0.6%	0.2%	-0.5%	-0.6%	0.2%	-0.5%	-0.6%	0.2%	-0.7%	-0.6%	0.0%	-0.5%	-0.6%	0.2%
		Minor Arterial	610,000	23,400	26	-1.0%	-3.0%	2.1%	-0.7%	-1.7%	1.1%	-0.8%	-2.6%	1.8%	-0.8%	-2.6%	1.8%	-0.8%	-2.6%	1.8%	-0.7%	-2.1%	1.5%	-1.0%	-2.6%	1.6%	-0.3%	-1.3%	1.0%
		Collector	167,000	8,000	21	-0.6%	-1.3%	0.7%	0.0%	-1.3%	1.3%	-0.6%	-1.3%	0.7%	-0.6%	-1.3%	0.7%	-0.6%	-1.3%	0.7%	-0.6%	-1.3%	0.7%	-0.6%	-1.3%	0.7%	-0.6%	-1.3%	0.7%
		Centroid Connector	290,000	19,400	15	-0.3%	-0.5%	0.2%	-0.3%	-0.5%	0.2%	-0.3%	-0.5%	0.2%	-0.3%	-0.5%	0.2%	-0.3%	-0.5%	0.2%	-0.3%	-0.5%	0.2%	-0.3%	-0.5%	0.2%	-0.3%	-0.5%	0.2%
		Total	2,357,000	84,900	28	-0.6%	-1.3%	0.7%	-0.6%	-0.9%	0.4%	-0.8%	-1.4%	0.7%	-0.6%	-1.2%	0.5%	-0.6%	-1.2%	0.6%	-0.5%	-1.1%	0.6%	-0.7%	-1.2%	0.5%	-0.5%	-0.9%	0.5%
	Longmont	Expressway	493,000	11,800	42	-0.8%	-2.5%	1.8%	-0.8%	-3.4%	2.7%	-0.6%	-2.5%	2.0%	-0.6%	-2.5%	2.0%	-1.0%	-2.5%	1.6%	-1.2%	-3.4%	2.2%	-1.2%	-3.4%	2.2%	-2.4%	-5.1%	2.8%
		Principal Arterial	1,123,000	28,100	40	-1.8%	-2.1%	0.4%	-1.1%	-0.7%	-0.4%	-2.1%	-2.8%	0.7%	-2.0%	-2.5%	0.5%	-2.0%	-2.8%	0.8%	-1.2%	-1.4%	0.2%	-1.6%	-1.8%	0.2%	-0.8%	-1.4%	0.6%
		Minor Arterial	235,000	7,600	31	0.9%	0.0%	0.9%	1.7%	2.6%	-0.9%	0.0%	0.0%	0.0%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	1.3%	1.3%	0.0%	0.9%	1.3%	-0.5%	1.3%	1.3%	0.0%
		Collector	83,000	3,300	25	-1.2%	0.0%	-1.2%	-1.2%	0.0%	-1.2%	-2.4%	-3.0%	0.6%	-2.4%	-3.0%	0.6%	-2.4%	-3.0%	0.6%	-1.2%	-3.0%	1.9%	-2.4%	-3.0%	0.6%	-2.4%	-3.0%	0.6%
		Centroid Connector	225,000	11,700	19	0.4%	0.9%	-0.4%	0.4%	0.9%	-0.4%	0.4%	0.9%	-0.4%	0.4%	0.9%	-0.4%	0.4%	0.9%	-0.4%	0.4%	0.9%	-0.4%	0.4%	0.9%	-0.4%	0.4%	0.9%	-0.4%
		Total	2,159,000	62,500	35	-1.0%	-1.3%	0.3%	-0.6%	-0.5%	-0.1%	-1.3%	-1.8%	0.5%	-1.2%	-1.6%	0.4%	-1.3%	-1.8%	0.4%	-0.8%	-1.1%	0.3%	-1.1%	-1.3%	0.2%	-0.9%	-1.4%	0.6%

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Average Miles Per Gallon for Vehicle Fleet in the U.S.

For the North I-25 project area there will need to be calculations of the average miles per gallon expended by each vehicle based on vehicle type. In order to do this the average of the type of vehicles on the road is necessary along with the miles per gallon for the vehicle type.

The average type of vehicle on the road was obtained from the MOBILE6 model from the EPA (Environmental Protection Agency) for the year 2005[1]. This model provided vehicle counts for the calendar year for light-duty vehicles, light duty trucks (Classes 1-4), and heavy-duty vehicles (Classes 2B- Class 8B). Then, an average mile per gallon for heavy trucks[2], light vehicles and light-duty trucks data was obtained[3]. Once an average mile per gallon was obtained, the miles per gallon for light vehicle and light-duty trucks were averaged and put into categories of vehicles based on the definition of vehicle type from the EPA[1]. No calculations were needed for heavy trucks. The total number of cars was then calculated and then a percentage was taken based on the vehicle type on the road. Finally a weighted average was calculated which is an average miles per gallon based on the total number of cars by type.

Vehicle Type	Vehicle Counts for 2005	Percentage of Total	Miles per Gallon
Light Duty Vehicles	105,955,155	48.44	25
Light-Duty Trucks 1	16,685,013	7.63	19
Light-Duty Trucks 2	55,544,480	25.40	20.5
Light-Duty Trucks 3	17,635,416	8.06	13
Light-Duty Trucks 4	8,109,717	3.71	12.6
Heavy-Duty Vehicle Class 2B	7,729,717	3.53	13.6
Heavy-Duty Vehicle Class 3	684,093	0.31	9.4
Heavy-Duty Vehicle Class 4	506,607	0.23	9.3
Heavy-Duty Vehicle Class 5	451,136	0.21	8.7
Heavy-Duty Vehicle Class 6	1,409,485	0.64	7.3
Heavy-Duty Vehicle Class 7	1,485,377	0.68	6.4
Heavy-Duty Vehicle Class 8A	763,408	0.35	5.7
Heavy-Duty Vehicle Class 8B	1,760,566	0.80	5.7
Total	218,720,170	100.00	
		Weighted Average	20.99

[1] Environmental Protection Agency, Tracie Jackson, September 2001, "Fleet Characterization for MOBILE6: Development and Use of Age Distributions, Average Annual Mileage Accumulation Rates, and Projected Vehicle Counts for Use in MOBILE6"

[2] U.S. Department of Energy, Stacy Davis and Susan Diegel, December 2004, "Transportation Energy Data Book: Edition 24", Table 5-5

[3] U.S. Department of Transportation and Federal Highway Administration, 1996, "Our Nation's Highways: Selected Facts and Figures"

Level 3 Screening

Daily Fuel Consumption Comparison

Area	Sub-Area	Facility Type	No-Action		Package 1		Package 2		Package 3		Package 4		Package 5		Package 6		Package 7		Package 8	
			VMT	Fuel Consumption	VMT	Fuel Consumption	VMT	Fuel Consumption	VMT	Fuel Consumption	VMT	Fuel Consumption	VMT	Fuel Consumption	VMT	Fuel Consumption	VMT	Fuel Consumption	VMT	Fuel Consumption
Project Area	Study Area	Freeway	15,925,000	758,695	16,505,000	786,327	16,060,000	765,126	16,408,000	781,706	16,296,000	776,370	16,387,000	780,705	16,217,000	772,606	16,085,000	766,317	16,097,000	766,889
		Expressway	4,939,000	235,303	4,880,000	232,492	4,875,000	232,253	4,837,000	230,443	4,873,000	232,158	4,869,000	231,968	4,891,000	233,016	4,885,000	232,730	4,873,000	232,158
		Principal Arterial	13,845,000	659,600	13,679,000	651,691	13,693,000	652,358	13,570,000	646,498	13,659,000	650,738	13,604,000	648,118	13,674,000	651,453	13,656,000	650,596	13,663,000	650,929
		Minor Arterial	5,950,000	283,468	5,845,000	278,466	5,879,000	280,086	5,837,000	278,085	5,841,000	278,275	5,828,000	277,656	5,856,000	278,990	5,838,000	278,132	5,881,000	280,181
		Collector	3,229,000	153,835	3,167,000	150,881	3,174,000	151,215	3,133,000	149,262	3,149,000	150,024	3,134,000	149,309	3,157,000	150,405	3,147,000	149,929	3,140,000	149,595
		Ramp	680,000	32,396	690,000	32,873	680,000	32,396	686,000	32,682	683,000	32,539	689,000	32,825	685,000	32,635	680,000	32,396	681,000	32,444
		Centroid Connector	3,840,000	182,944	3,837,000	182,801	3,834,000	182,658	3,830,000	182,468	3,834,000	182,658	3,830,000	182,468	3,832,000	182,563	3,832,000	182,563	3,829,000	182,420
		Total	48,408,000	2,306,241	48,603,000	2,315,531	48,195,000	2,296,093	48,301,000	2,301,143	48,335,000	2,302,763	48,341,000	2,303,049	48,312,000	2,301,667	48,123,000	2,292,663	48,164,000	2,294,616
	North Front Range Area	Freeway	5,453,000	259,790	6,107,000	290,948	5,672,000	270,224	5,778,000	275,274	5,903,000	281,229	5,928,000	282,420	5,858,000	279,085	5,721,000	272,558	5,640,000	268,699
		Expressway	4,180,000	199,142	4,132,000	196,856	4,125,000	196,522	4,095,000	195,093	4,125,000	196,522	4,121,000	196,332	4,140,000	197,237	4,135,000	196,999	4,121,000	196,332
		Principal Arterial	7,134,000	339,876	7,030,000	334,921	7,054,000	336,065	7,018,000	334,350	7,015,000	334,207	7,018,000	334,350	7,045,000	335,636	7,021,000	334,493	7,078,000	337,208
		Minor Arterial	4,488,000	213,816	4,398,000	209,528	4,431,000	211,101	4,404,000	209,814	4,391,000	209,195	4,394,000	209,338	4,408,000	210,005	4,391,000	209,195	4,448,000	211,910
		Collector	1,992,000	94,902	1,950,000	92,901	1,958,000	93,283	1,934,000	92,139	1,932,000	92,044	1,935,000	92,187	1,944,000	92,616	1,933,000	92,091	1,943,000	92,568
		Ramp	154,000	7,337	167,000	7,956	155,000	7,384	157,000	7,480	159,000	7,575	162,000	7,718	162,000	7,718	159,000	7,575	156,000	7,432
		Centroid Connector	2,680,000	127,680	2,678,000	127,585	2,676,000	127,489	2,672,000	127,299	2,676,000	127,489	2,673,000	127,346	2,674,000	127,394	2,673,000	127,346	2,672,000	127,299
		Total	26,081,000	1,242,544	26,462,000	1,260,696	26,071,000	1,242,068	26,058,000	1,241,448	26,201,000	1,248,261	26,231,000	1,249,690	26,231,000	1,249,690	26,033,000	1,240,257	26,058,000	1,241,448
Air-Quality Area	Denver	Freeway	38,367,000	1,827,870	38,300,000	1,824,678	38,281,000	1,823,773	38,524,000	1,835,350	38,292,000	1,824,297	38,344,000	1,826,775	38,245,000	1,822,058	38,274,000	1,823,440	38,335,000	1,826,346
		Expressway	6,872,000	327,394	6,866,000	327,108	6,853,000	326,489	6,853,000	326,489	6,862,000	326,918	6,849,000	326,298	6,842,000	325,965	6,861,000	326,870	6,848,000	326,251
		Principal Arterial	33,134,000	1,578,561	33,078,000	1,575,893	33,082,000	1,576,084	32,965,000	1,570,510	33,114,000	1,577,608	33,046,000	1,574,369	33,034,000	1,573,797	33,041,000	1,574,131	32,993,000	1,571,844
		Minor Arterial	6,593,000	314,102	6,584,000	313,673	6,585,000	313,721	6,568,000	312,911	6,594,000	314,150	6,568,000	312,911	6,582,000	313,578	6,585,000	313,721	6,564,000	312,720
		Collector	5,698,000	271,463	5,674,000	270,319	5,674,000	270,319	5,656,000	269,462	5,680,000	270,605	5,653,000	269,319	5,663,000	269,795	5,673,000	270,272	5,646,000	268,985
		Ramp	1,498,000	71,367	1,497,000	71,320	1,498,000	71,367	1,502,000	71,558	1,498,000	71,367	1,501,000	71,510	1,494,000	71,177	1,494,000	71,177	1,496,000	71,272
		Centroid Connector	6,904,000	328,919	6,905,000	328,966	6,905,000	328,966	6,902,000	328,823	6,905,000	328,966	6,902,000	328,823	6,903,000	328,871	6,904,000	328,919	6,901,000	328,776
		Total	99,066,000	4,719,676	98,904,000	4,711,958	98,878,000	4,710,719	98,970,000	4,715,102	98,945,000	4,713,911	98,863,000	4,710,005	98,763,000	4,705,241	98,832,000	4,708,528	98,783,000	4,706,193
	Fort Collins	Freeway	820,000	39,066	950,000	45,260	829,000	39,495	836,000	39,828	869,000	41,401	912,000	43,449	914,000	43,545	857,000	40,829	856,000	40,781
		Expressway	86,000	4,097	88,000	4,192	86,000	4,097	86,000	4,097	87,000	4,145	87,000	4,145	87,000	4,145	86,000	4,097	86,000	4,097
		Principal Arterial	1,972,000	93,949	1,971,000	93,902	1,968,000	93,759	1,967,000	93,711	1,967,000	93,711	1,966,000	93,664	1,968,000	93,759	1,961,000	93,425	1,968,000	93,759
		Minor Arterial	873,000	41,591	870,000	41,448	866,000	41,258	867,000	41,305	864,000	41,162	870,000	41,448	867,000	41,305	863,000	41,115	870,000	41,448
		Collector	457,000	21,772	458,000	21,820	456,000	21,725	453,000	21,582	452,000	21,534	457,000	21,772	454,000	21,629	452,000	21,534	454,000	21,629
		Ramp	39,000	1,858	43,000	2,049	39,000	1,858	39,000	1,858	41,000	1,953	42,000	2,001	42,000	2,001	40,000	1,906	40,000	1,906
		Centroid Connector	630,000	30,014	629,000	29,967	628,000	29,919	628,000	29,919	628,000	29,919	628,000	29,919	628,000	29,919	628,000	29,919	628,000	29,919
		Total	4,877,000	232,349	5,009,000	238,637	4,872,000	232,111	4,876,000	232,301	4,908,000	233,826	4,962,000	236,398	4,960,000	236,303	4,887,000	232,825	4,902,000	233,540
	Greeley	Expressway	846,000	40,305	841,000	40,067	840,000	40,019	837,000	39,876	840,000	40,019	841,000	40,067	842,000	40,114	841,000	40,067	841,000	40,067
		Principal Arterial	444,000	21,153	442,000	21,058	442,000	21,058	442,000	21,058	442,000	21,058	442,000	21,058	442,000	21,058	441,000	21,010	442,000	21,058
		Minor Arterial	610,000	29,061	604,000	28,776	606,000	28,871	605,000	28,823	605,000	28,823	605,000	28,823	606,000	28,871	604,000	28,776	608,000	28,966
		Collector	167,000	7,956	166,000	7,909	167,000	7,956	166,000	7,909	166,000	7,909	166,000	7,909	166,000	7,909	166,000	7,909	166,000	7,909
		Centroid Connector	290,000	13,816	289,000	13,768	289,000	13,768	289,000	13,768	289,000	13,768	289,000	13,768	289,000	13,768	289,000	13,768	289,000	13,768
		Total	2,357,000	112,292	2,342,000	111,577	2,344,000	111,672	2,339,000	111,434	2,342,000	111,577	2,343,000	111,625	2,345,000	111,720	2,341,000	111,529	2,346,000	111,768
	Longmont	Expressway	493,000	23,487	489,000	23,297	489,000	23,297	490,000	23,344	490,000	23,344	488,000	23,249	487,000	23,202	487,000	23,202	481,000	22,916
		Principal Arterial	1,123,000	53,502	1,103,000	52,549	1,111,000	52,930	1,099,000	52,358	1,101,000	52,454	1,100,000	52,406	1,109,000	52,835	1,105,000	52,644	1,114,000	53,073
		Minor Arterial	235,000	11,196	237,000	11,291	239,000	11,386	235,000	11,196	236,000	11,243	235,000	11,196	238,000	11,339	237,000	11,291	238,000	11,339
		Collector	83,000	3,954	82,000	3,907	82,000	3,907	81,000	3,859	81,000	3,859	81,000	3,859	82,000	3,907	81,000	3,859	81,000	3,859
		Centroid Connector	225,000	10,719	226,000	10,767	226,000	10,767	226,000	10,767	226,000	10,767	226,000	10,767	226,000	10,767	226,000	10,767	226,000	10,767
		Total	2,159,000	102,859	2,137,000	101,810	2,147,000	102,287	2,131,000	101,525	2,134,000	101,667	2,130,000	101,477	2,142,000	102,049	2,136,000	101,763	2,140,000	101,953

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