

Build Runs Log

Alternative		Official	Version Code	Description	Result	RSC code USED	Date performed
Package-A Step1			A	took no-action networks and made changes and ran	looks good	Blended Headway (BH) RSC	31-Jul-06
PkgA step5a5b			A	first step5a5b with step1_A	ran good, everything looks good except for Transit results, especially peak drive access transit trips	with BH	4-Aug-06
			B	running again without blended headways RSC code, couldn't figure out whats the problem is	ran good, everything looks good except for Transit results, especially peak drive access transit trips	v94.RSC (no BH)	
			C	We don't remember what exactly we did but we performed with some changes and looks like they did not work			
			D	We don't remember what exactly we did but we performed with some changes and looks like they did not work			
			E	with original QA/QCed Transit Files	Ran good, and all results look good	with BH	18-Aug-06
		OFFICIAL	F	Official pkgA which we used for results summarizing	Ran good, results look good	with BH	9-Sep-06
			G	same as version F, but made couple of changes: Mulberry FT changed to express way and Riv Rd FT changed to Minor from major	Ran good, results look good	with BH	14-Nov-06
			H	same as version G, T_SPEEDS changed on Fastracks NW Rail routes to test new estimates from RTD	Ran good, results look good	with BH	21-Dec-06
Package-B Step1	HOV		A	took no-action networks and made changes and performed the run	Crashed, a bunch of DRCOG rts are missing stops, so couldn't run with BH rsc code so ran with v94_step1 RSC code	v94.RSC (no BH)	
	HOV		B	fixed the route system and reran	results look good, transit looks bad	with BH	
	FREE		C	recoded transit files using NoAction transit files are basse	ran good and all results look good	with BH	
PkgB Step5a5b	HOV		A	first step5a5b with step1_c	ran good, everything looks good except for Transit results, especially peak drive access transit trips	with BH	
	HOV		B	fixed transitBase DIST values and fixed AT problems with highway netowrk	ran good, DACC matrix marginals did not match, transit results look bad	with BH	
	HOV		C	ran with original files	ran good, marginals matched, transit looks bad (especially mall shuttle)	with BH	
	FREE		D	Used recoded transit files from step1_C	CRASHED, at DRCOG Split Networks	with BH	21-Aug-06
	FREE		E	then used Original recoded files, which we used as inputs for Step1_C	ran good and all results look good	with BH	23-Aug-06
	FREE	OFFICIAL	F	Used E, made LaneAB/BA fix, overrideCapperLane = 1800 for managed lanes, performed step2, 3 & 5a5b not step1	Completed, model summary looks good, need to have a closer look at results	with BH	24-Aug-06
	HOV		G	Took F version and changed managed lanes to HOV, and NO override capacity, just 5a5b no step1, 2, 3	CRASHED, Invalid Route Specification Error, we do not have a rational answer for this error, we have to run it on a different computer to get it to work (that will be version i)	with BH	25-Aug-06
	TOLL	OFFICIAL FOR TRANSIT	H	Took F version and changed managed lanes to TOLL, and NO override capacity, just 5a5b no step1, 2, 3	Completed, model summary looks good, results look good too	with BH	25-Aug-06
	HOV	OFFICIAL	I	its same as version G, with original transit files		with BH	31-Aug-06
	TOLL		J	took version H and fixed Jitter bus headway to 30/60 and fixed CH16 interchange (made full interchange)		with BH	
Component Runs	based on PkgA		C8_A	step5a5b only	Completed	with BH	31-Aug-06
	based on PkgB		C12	step5a5b only	Completed	with BH	31-Aug-06
	based on PkgB		C9	step5a5b only	Completed	with BH	16-Sep-06
	based on PkgB		C5	step5a5b only	Completed	with BH	22-Sep-06
	based on PkgB		C10	step5a5b only	Completed	with BH	30-Sep-06
	based on PkgA		C14	step5a5b only, 2A (PkgA with transfer)	Completed	with BH	14-Oct-06
	based on PkgA		C15	step5a5b only, 2B (PkgA without transfer)	Completed	with BH	14-Oct-06
	based on PkgB		C6	step5a5b only	Completed	with BH	21-Oct-06
	based on PkgB		C7	step5a5b only	Completed	with BH	28-Oct-06
	based on PkgA		C4	step5a5b only	Completed	with BH	4-Nov-06
	based on PkgA		C11	step5a5b only	Completed	with BH	4-Nov-06
	based on PkgB		C13	step5a5b only	Completed	with BH	4-Nov-06
	based on PkgA		C8_B	step5a5b only, Used version A as a base and changed T_SPEEDS on Fastracks NW Rail routes to test new estimates from RTD	Completed	with BH	20-Dec-06



DEIS Sensitivity Run Descriptions

January, 2007

The North I-25 Combined travel model has been applied to test several variations of the DEIS Packages A and B. The primary purpose of these sensitivity runs is to test the viability of various components of the two packages.

The results will be used to provide data for the development of a preferred alternative and/or phasing options subsequent to the DEIS.

Descriptions of the runs are described below, and the results are summarized in the accompanying graphics.

Run 1: No-Action

Run 2: Package A

Run 3: Package B

Sensitivity Run 4 is Package A (general purpose lanes, commuter rail and commuter bus) with express lanes south of E-470 that tie into the existing managed lanes at US 36.

This run will test the following:

Should we test this version without rail and add CB/BRT on I-25?

Comment [b1]: That is basically Sensitivity Run 5.

I think we may need to rethink Package 4

Comment [b2]: I think we could drop this run altogether. It basically is a southern terminus test, right? Re-open that can of worms...?

Sensitivity Run 5 is Package B (tolled express lanes and BRT) with sections of the tolled express lanes changed to general purpose lanes. Between E-470 and SH 60 and north of Harmony Road the new lanes would be general purpose lanes instead of TEL. Results of this run will be compared to Package B and Sensitivity Run 6.

This run will test the following:

- Change in BRT ridership with a slightly less reliable, slower travel time along I-25
- Change in BRT travel time
- Difference in travel time between all general purpose lanes and all TEL
- Difference in capital cost

Comment [b3]: Redundant...?

Comment [b4]: General comment: The model run doesn't test this, maybe change to a cost per user statement...?

Sensitivity Run 6 - This runs begins with Package B and changes the new lanes between E-470 and SH 60 to general purpose lanes. It is similar to Sensitivity Run 5 but does not include capacity improvements south of E-470. Results of this run will be compared to Package B and Sensitivity Run 5.

This run will test the following:

- Change in BRT ridership with a slightly less reliable, slower travel time along I-25



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- Change in BRT travel time
- Difference in travel time between all general purpose lanes and all TEL
- Difference in capital cost

Comment [b5]: Redundant...?

Sensitivity Run 7 – Based on the most recent information from WSA, it appears we may not need this run any more.

Comment [b6]: Why? I am only asking because this is my favorite alternative, if you can call it that.

Sensitivity Run 8 – This run begins with Package A (Commuter Rail, general purpose lanes and commuter bus) but removes the section of commuter rail between Longmont and North Metro. Results of this run will be compared to Package A.

This run will test the following:

- Change in commuter rail ridership
- Change in commuter rail travel time
- Difference in capital cost
- Difference in commuter rail operating and maintenance costs

Sensitivity Run 9 – This run begins with Package B but has BRT southern termini of the FasTracks North Metro end-of-line and DIA. The express lanes continue south to US 36. Results of this run will be compared to Package B and Run 10.

This run will test the following:

- Change in BRT ridership with a transfer required at North Metro
- Change in travel time to downtown Denver
- Difference in capital cost
- Difference in BRT operating and maintenance costs

Sensitivity Run 10 – This run begins with Package B but has BRT southern termini of Wagon Road and DIA. The express lanes continue south to US 36. Results of this run will be compared to Package B and Run 9.

This run will test the following:

- Change in BRT ridership with a transfer required at Wagon Road
- Change in travel time to downtown Denver
- Difference in capital cost
- Difference in BRT operating and maintenance costs

Sensitivity Run 11 – This run begins with Package A but removes the feeder bus service. Results of this run will be compared to Package A.

This run will test the following:

- Change in commuter rail ridership without feeder service
- Difference in capital cost
- Difference in operating and maintenance costs



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Sensitivity Run 12 – This run begins with Package B but removes the feeder bus service. Results of this run will be compared to Package B.

This run will test the following:

- Change in BRT ridership without feeder service
- Difference in capital cost
- Difference in operating and maintenance costs

Sensitivity Run 13 – This run begins with Package B but removes parking at the Harmony/Timberline BRT station. Results of this run will be compared to Package B.

This run will test the following:

- Change in BRT ridership without parking at Harmony/Timberline
- Change in arrival patterns
- Difference in capital cost
- Difference in operating and maintenance costs

Sensitivity Run 14 – This run begins with Package A but provides only minimal commuter rail service and amenities. The northern terminus is moved to the Fort Collins south transit center station. A single transit station is provided in Fort Collins, Loveland and Longmont (instead of two stations in each location in Package A). The connection between Longmont and North Metro is eliminated and a transfer is required in Longmont at the Northwest Rail line. Results of this run will be compared to Package A and Run 15.

This run will test the following:

- Change in commuter rail ridership with minimal service
- Difference in commuter rail capital cost
- Difference in commuter rail operating and maintenance costs
- Difference in feeder bus costs

Sensitivity Run 15 – This run begins with Package A but provides only minimal commuter rail service and amenities. The northern terminus is moved to the Fort Collins south transit center station. A single transit station is provided in Fort Collins, Loveland and Longmont (instead of two stations in each location in Package A). The connection between Longmont and North Metro is eliminated but a transfer is not required in Longmont at the Northwest Rail line. Results of this run will be compared to Package A and Run 14.

This run will test the following:

- Change in commuter rail ridership with minimal service
- Difference in commuter rail capital cost
- Difference in commuter rail operating and maintenance costs
- Difference in feeder bus costs

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