


DEIS Results: I-25 Daily Traffic Volumes Comparison

Legend

- Existing (Year 2005) Daily Traffic Counts, in thousands
- 2030 No-Action Daily Volumes, in thousands
- 2030 Package B Daily Volumes, in thousands
- 2030 Package A Daily Volumes, in thousands

Sources: 2005 Traffic Counts; North I-25 Travel Demand Forecast Model Runs, January 2007



information. cooperation. transportation.

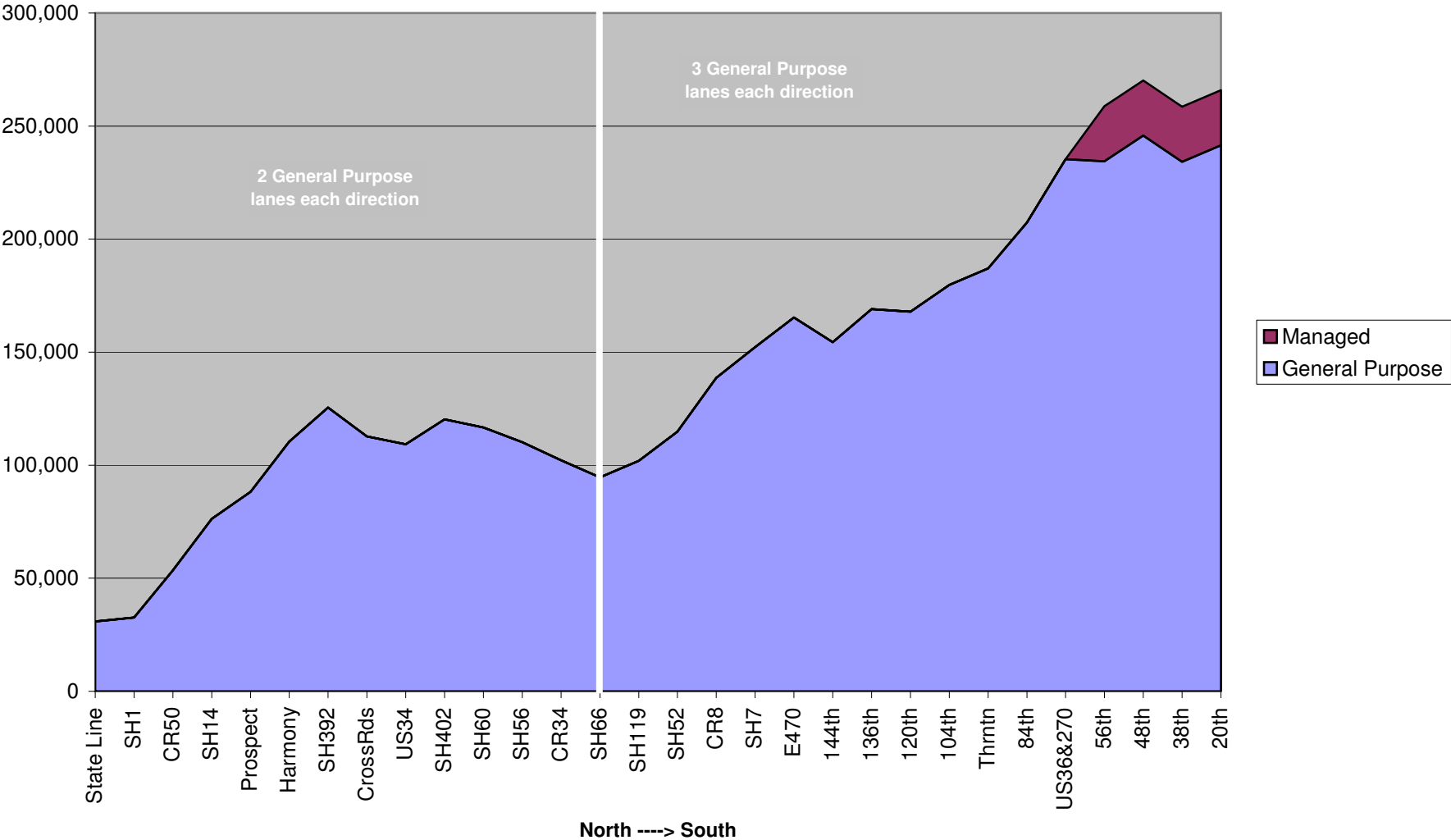
NoAction_E Daily Volumes, Speeds, and Congested Hours

LOCATION	Daily Volumes	SPEEDS	CONGESTED HOURS
Southbound			
end of st In SB link	15,461	75	0
N of SH1 SB link	16,307	64	0
N of CR50 SB link	27,137	66	0
N of SH14 SB link	38,848	61	0
N of Prospect SB link	43,497	60	0
N of Harmony SB link	54,544	52	4
N of SH392 SB link	61,507	44	8.5
N of CrossRds SB link	55,507	54	4
N of US34 SB link	54,890	58	1
N of SH402 SB link	60,180	52	7.5
N of SH60 SB link	57,684	53	5
N of SH56 SB link	55,066	56	4
N of CR34 SB link	51,146	59	2
N of SH66 SB link	47,699	62	1
N of SH119 SB link	51,696	73	0
N of SH52 SB link	58,129	64	0
N of CR8 SB link	70,066	57	1
N of SH7 SB link	76,276	51	3.5
N of E470 SB link	83,123	42	9
N of 144th SB link	79,370	48	3.5
N of 136th SB link	85,585	50	9
N of 120th SB link	85,457	46	9
N of 104th SB link	90,636	41	10
N of Thmrtn SB link	95,634	34	12.5
N of 84th SB link	105,269	40	2.5
N of US36&270 SB link	119,855	30	9
N of 56th SB link	108,457	16	12.5
N of 48th SB link	115,457	42	10
N of 38th SB link	104,512	44	7.5
N of 20th SB link	110,770	53	0

LOCATION	Daily Volumes	SPEEDS	CONGESTED HOURS
Northbound			
end of st In NB link	15,461	75	0
N of SH1 NB link	16,278	66	0
N of CR50 NB link	26,390	66	0
N of SH14 NB link	37,477	63	0
N of Prospect NB link	44,783	62	0
N of Harmony NB link	55,865	50	5.5
N of SH392 NB link	63,961	40	10
N of CrossRds NB link	57,268	54	5
N of US34 NB link	54,328	57	1
N of SH402 NB link	60,078	49	5.5
N of SH60 NB link	58,968	50	9
N of SH56 NB link	55,081	55	4
N of CR34 NB link	51,013	59	1
N of SH66 NB link	46,924	62	0
N of SH119 NB link	50,218	73	0
N of SH52 NB link	56,692	64	0
N of CR8 NB link	68,599	60	1
N of SH7 NB link	75,924	55	3
N of E470 NB link	82,251	46	5
N of 144th NB link	75,014	56	3
N of 136th NB link	83,423	53	4
N of 120 NB link	82,444	49	4
N of 104th NB link	89,036	44	8.5
N of Thmrtn NB link	91,410	33	8.5
N of 84th NB link	102,078	44	4
N of US36&270 NB link	115,471	37	7.5
N of 56th NB link	125,965	46	4
N of 48th NB link	130,326	46	7.5
N of 38th NB link	129,678	31	12.5
N of 20th NB link	130,749	54	0

Daily Volumes
SB + NB
30,922
32,585
53,527
76,325
88,280
110,409
125,468
112,775
109,218
120,258
116,652
110,147
102,159
94,623
101,914
114,821
138,665
152,200
165,374
154,384
169,008
167,901
179,672
187,044
207,347
235,326
234,422
245,783
234,190
241,519

Daily Volumes on I-25 No-Action



True PackageA

	LOCATION	Daily Volumes	SPEEDS	CONGESTED HOURS		LOCATION	Daily Volumes	SPEEDS	CONGESTED HOURS	
		Southbound					Northbound			Daily Volumes SB + NB
State Line	end of st ln SB link	15,461	75	0		end of st ln NB link	15,461	75	0	30,922
SH1	N of SH1 SB link	16,379	64	0		N of SH1 NB link	16,348	66	0	32,727
CR50	N of CR50 SB link	28,394	66	0		N of CR50 NB link	27,516	66	0	55,910
SH14	N of SH14 SB link	41,291	60	1		N of SH14 NB link	39,620	62	0	80,911
Prospect	N of Prospect SB link	50,720	63	0		N of Prospect NB link	51,752	65	0	102,472
Harmony	N of Harmony SB link	64,612	61	0		N of Harmony NB link	66,180	60	1	130,792
SH392	N of SH392 SB link	74,967	56	3		N of SH392 NB link	78,219	53	3.5	153,186
CrossRds	N of CrossRds SB link	70,166	59	0		N of CrossRds NB link	72,743	60	1	142,909
US34	N of US34 SB link	71,895	65	0		N of US34 NB link	74,559	65	0	146,454
SH402	N of SH402 SB link	79,113	64	0		N of SH402 NB link	79,893	63	0	159,006
SH60	N of SH60 SB link	71,322	65	0		N of SH60 NB link	71,869	65	0	143,191
SH56	N of SH56 SB link	65,924	63	0		N of SH56 NB link	66,060	62	0	131,984
CR34	N of CR34 SB link	58,565	65	0		N of CR34 NB link	58,328	64	0	116,893
SH66	N of SH66 SB link	53,954	65	0		N of SH66 NB link	53,133	65	0	107,087
SH119	N of SH119 SB link	55,588	72	0		N of SH119 NB link	53,940	72	0	109,528
SH52	N of SH52 SB link	62,286	62	1		N of SH52 NB link	60,506	63	0	122,792
CR8	N of CR8 SB link	76,789	63	1		N of CR8 NB link	75,039	64	0	151,828
SH7	N of SH7 SB link	84,218	60	1		N of SH7 NB link	83,489	62	1	167,707
E470	N of E470 SB link	91,229	55	1		N of E470 NB link	89,853	57	1	181,082
144th	N of 144th SB link	82,190	45	3.5		N of 144th NB link	78,068	53	4	160,258
136th	N of 136th SB link	86,875	49	9		N of 136th NB link	84,961	52	7.5	171,836
120th	N of 120th SB link	86,541	45	9		N of 120 NB link	83,785	48	4	170,326
104th	N of 104th SB link	91,338	41	10		N of 104th NB link	89,974	43	8.5	181,312
Thrntrn	N of Thrntrn SB link	96,300	34	12.5		N of Thrntrn NB link	92,422	32	8.5	188,722
84th	N of 84th SB link	106,093	40	2.5		N of 84th NB link	102,782	43	4	208,875
US36&270	N of US36&270 SB link	120,440	29	9		N of US36&270 NB link	116,180	36	7.5	236,620
56th	N of 56th SB link	108,331	16	12.5		N of 56th NB link	125,978	46	4	234,309
48th	N of 48th SB link	115,359	42	10		N of 48th NB link	130,186	46	7.5	245,545
38th	N of 38th SB link	104,377	44	4		N of 38th NB link	130,273	31	12.5	234,650
20th	N of 20th SB link	110,676	53	0		N of 20th NB link	130,933	54	0	241,609

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PackageB_F FREE managed lanes version Volumes, Speeds, and Congested Hours

LOCATION	Daily VOLUMES	SPEEDS	CONGESTED HOURS	LOCATION	Daily VOLUMES	SPEEDS	CONGES TED HOURS	Daily VOLUMES	GP + Managed Lanes DAILY VOLUMES
General Purpose Lanes Summary									
Southbound				Northbound				NB + SB	
end of st In SB link	15,461	75	0	end of st In NB link	15,461	75	0	30,922	
N of SH1 SB link	16,377	64	0	N of SH1 NB link	16,322	66	0	32,699	
N of CR50 SB link	22,261	66	0	N of CR50 NB link	21,704	66	0	43,965	
N of SH14 SB link	39,142	62	0	N of SH14 NB link	37,353	63	0	76,495	
N of Prospect SB link	44,001	61	0	N of Prospect NB link	45,553	62	0	89,554	95,515
N of Harmony SB link	39,959	61	1	N of Harmony NB link	31,505	59	1	71,464	125,679
N of SH392 SB link	48,654	63	1	N of SH392 NB link	49,884	61	1	98,538	150,611
N of CrossRds SB link	24,599	64	0	N of CrossRds NB link	30,880	65	0	55,479	136,625
N of US34 SB link	24,771	66	0	N of US34 NB link	31,858	65	0	56,629	136,691
N of SH402 SB link	53,498	62	0	N of SH402 NB link	54,537	60	1	108,035	148,244
N of SH60 SB link	45,340	65	0	N of SH60 NB link	47,074	64	0	92,414	132,623
N of SH56 SB link	50,990	62	0	N of SH56 NB link	49,045	62	1	100,035	119,401
N of CR34 SB link	48,427	63	0	N of CR34 NB link	47,791	63	0	96,218	107,937
N of SH66 SB link	48,926	62	0	N of SH66 NB link	46,701	63	0	95,627	100,101
N of SH119 SB link	52,237	73	0	N of SH119 NB link	51,603	73	0	103,840	106,189
N of SH52 SB link	60,129	64	0	N of SH52 NB link	57,519	65	0	117,648	122,788
N of CR8 SB link	71,278	60	1	N of CR8 NB link	70,633	62	0	141,911	149,798
N of SH7 SB link	76,041	57	1	N of SH7 NB link	71,440	61	1	147,481	165,464
N of E470 SB link	75,773	51	3	N of E470 NB link	79,842	54	3	155,615	183,521
N of 144th SB link	77,259	55	2.5	N of 144th NB link	75,643	59	1	152,902	179,066
N of 136th SB link	88,212	54	2.5	N of 136th NB link	84,140	56	4	172,352	197,829
N of 120th SB link	88,035	49	3.5	N of 120 NB link	65,701	52	3	153,736	198,473
N of 104th SB link	92,519	45	9	N of 104th NB link	89,419	48	4	181,938	214,058
N of Thrtrn SB link	95,487	38	9	N of Thortrn NB link	91,255	37	7.5	186,742	220,977
N of 84th SB link	105,162	43	2.5	N of 84th NB link	103,981	46	3	209,143	233,799
N of US36&270 SB link	110,861	38	5.5	N of US36&270 NB link	112,202	46	4	223,063	257,785
N of 56th SB link	109,393	15	12.5	N of 56th NB link	128,046	44	7.5	237,439	262,917
N of 48th SB link	116,046	41	10	N of 48th NB link	130,923	45	7.5	246,969	272,447
N of 38th SB link	103,651	44	2	N of 38th NB link	129,994	31	12.5	233,645	259,123
N of 20th SB link	109,652	53	0	N of 20th NB link	130,011	54	0	239,663	265,141

Managed Lanes summary									
mgd_N of Prospect SB link	3,245	65	0	mgd_N of Prospect NB link	2,716	65	0	5,961	
mgd_N of Harmony SB link	22,105	45	11.5	mgd_N of Harmony NB link	32,110	44	10	54,215	
mgd_N of SH392 SB link	25,000	61	0	mgd_N of SH392 NB link	27,073	62	1	52,073	
mgd_N of CrossRds SB link	42,395	50	8.5	mgd_N of CrossRds NB link	38,751	56	1	81,146	
mgd_N of US34 SB link	41,564	52	7.5	mgd_N of US34 NB link	38,498	56	1	80,062	
mgd_N of SH402 SB link	20,706	63	0	mgd_N of SH402 NB link	19,503	62	1	40,209	
mgd_N of SH60 SB link	20,706	63	0	mgd_N of SH60 NB link	19,503	62	1	40,209	
mgd_N of SH56 SB link	8,843	63	0	mgd_N of SH56 NB link	10,523	62	0	19,366	
mgd_N of CR34 SB link	5,713	65	0	mgd_N of CR34 NB link	6,006	64	0	11,719	
mgd_N of SH66 SB link	1,410	66	0	mgd_N of SH66 NB link	3,064	65	0	4,474	
mgd_N of SH119 SB link	1,561	73	0	mgd_N of SH119 NB link	788	75	0	2,349	
mgd_N of SH52 SB link	2,097	62	0	mgd_N of SH52 NB link	3,043	62	0	5,140	
mgd_N of CR8 SB link	4,458	57	1	mgd_N of CR8 NB link	3,429	60	0	7,887	
mgd_N of SH7 SB link	6,773	53	1	mgd_N of SH7 NB link	11,210	56	1	17,983	
mgd_N of E470 SB link	16,810	41	6.5	mgd_N of E470 NB link	11,096	42	1	27,906	
mgd_N of 144th SB link	15,330	29	9	mgd_N of 144th NB link	10,834	51	4	26,164	
mgd_N of 136th SB link	12,249	44	6.5	mgd_N of 136th NB link	13,228	48	3	25,477	
mgd_N of 120th SB link	12,379	38	4.5	mgd_N of 120 NB link	32,358	37	12.5	44,737	
mgd_N of 104th SB link	15,101	34	10	mgd_N of 104th NB link	17,019	38	5	32,120	
mgd_N of Thrtrn SB link	16,962	32	10	mgd_N of Thortrn NB link	17,273	30	7.5	34,235	
mgd_N of 84th SB link	13,015	34	3.5	mgd_N of 84th NB link	11,641	44	4	24,656	
mgd_N of US36&270 SB link	20,120	29	7	mgd_N of US36&270 NB link	14,602	31	4	34,722	
mgd_N of 56th SB link	13,072	59	1	mgd_N of 56th NB link	12,406	62	0	25,478	
mgd_N of 48th SB link	13,072	59	1	mgd_N of 48th NB link	12,406	62	0	25,478	
mgd_N of 38th SB link	13,072	53	1	mgd_N of 38th NB link	12,406	56	0	25,478	
mgd_N of 20th SB link	13,072	53	1	mgd_N of 20th NB link	12,406	56	0	25,478	

PackageB_H TOLL managed lanes version Volumes, Speeds, and Congested Hours

LOCATION	Daily VOLUMES	SPEEDS	CONGESTED HOURS	LOCATION	Daily VOLUMES	SPEEDS	CONGESTED HOURS	Daily VOLUMES	GP + Managed Lanes DAILY VOLUMES
General Purpose Lanes Summary									
Southbound				Northbound				NB + SB	
end of st In SB link	15,461	75	0	end of st In NB link	15461	75	0	30,922	
N of SH1 SB link	16,374	64	0	N of SH1 NB link	16321	66	0	32,695	
N of CR50 SB link	22,109	66	0	N of CR50 NB link	21577	66	0	43,686	
N of SH14 SB link	38,876	62	0	N of SH14 NB link	37233	63	0	76,109	
N of Prospect SB link	45,584	58	1	N of Prospect NB link	46872	59	2	92,456	92,456
N of Harmony SB link	54,277	56	1	N of Harmony NB link	53800	56	1	108,077	120,510
N of SH392 SB link	63,132	45	9.5	N of SH392 NB link	65021	43	10	128,153	138,014
N of CrossRds SB link	57,540	53	4	N of CrossRds NB link	59522	52	10	117,062	120,773
N of US34 SB link	57,196	57	3	N of US34 NB link	59542	53	9	116,738	120,285
N of SH402 SB link	63,429	47	8.5	N of SH402 NB link	62694	46	10	126,123	128,325
N of SH60 SB link	58,339	53	7.5	N of SH60 NB link	58897	51	9	117,236	119,438
N of SH56 SB link	55,211	55	4	N of SH56 NB link	54646	55	3	109,857	110,016
N of CR34 SB link	51,161	59	2	N of CR34 NB link	50656	59	1	101,817	101,902
N of SH66 SB link	47,757	61	1	N of SH66 NB link	46827	62	0	94,584	94,584
N of SH119 SB link	51,922	73	0	N of SH119 NB link	50021	73	0	101,943	101,943
N of SH52 SB link	60,127	62	1	N of SH52 NB link	57933	64	0	118,060	118,060
N of CR8 SB link	72,777	56	2.5	N of CR8 NB link	70751	58	1	143,528	144,388
N of SH7 SB link	77,729	56	2	N of SH7 NB link	77822	55	3	155,551	159,513
N of E470 SB link	85,444	48	7	N of E470 NB link	82928	49	8.5	168,372	176,059
N of 144th SB link	82,819	53	1.5	N of 144th NB link	78672	54	4	161,491	169,436
N of 136th SB link	90,157	51	7	N of 136th NB link	87500	49	8.5	177,657	183,430
N of 120th SB link	90,536	46	7	N of 120 NB link	82539	53	3	173,075	186,657
N of 104th SB link	95,581	43	9	N of 104th NB link	91120	45	8.5	186,701	198,135
N of Thrtnt SB link	99,672	37	11.5	N of Thorntn NB link	91975	36	8.5	191,647	206,511
N of 84th SB link	108,296	39	5.5	N of 84th NB link	103751	45	4	212,047	222,426
N of US36&270 SB link	118,295	36	9	N of US36&270 NB link	113818	44	7.5	232,113	249,133
N of 56th SB link	109,018	15	12.5	N of 56th NB link	127197	45	4	236,215	261,535
N of 48th SB link	115,661	41	10	N of 48th NB link	130922	45	7.5	246,583	271,903
N of 38th SB link	103,810	44	4	N of 38th NB link	130962	30	12.5	234,772	260,092
N of 20th SB link	109,887	53	0	N of 20th NB link	130069	54	0	239,956	265,276

Managed Lanes summary									
mgd_N of Prospect SB link	0	0	0	mgd_N of Prospect NB link	0	0	0	0	0
mgd_N of Harmony SB link	5,131	61	0	mgd_N of Harmony NB link	7302	59	0	12,433	
mgd_N of SH392 SB link	4,538	66	0	mgd_N of SH392 NB link	5323	65	0	9,861	
mgd_N of CrossRds SB link	2,124	66	0	mgd_N of CrossRds NB link	1587	66	0	3,711	
mgd_N of US34 SB link	1,985	66	0	mgd_N of US34 NB link	1562	66	0	3,547	
mgd_N of SH402 SB link	826	66	0	mgd_N of SH402 NB link	1376	66	0	2,202	
mgd_N of SH60 SB link	826	66	0	mgd_N of SH60 NB link	1376	66	0	2,202	
mgd_N of SH56 SB link	136	66	0	mgd_N of SH56 NB link	23	66	0	159	
mgd_N of CR34 SB link	85	66	0	mgd_N of CR34 NB link	0	0	0	85	
mgd_N of SH66 SB link	0	0	0	mgd_N of SH66 NB link	0	0	0	0	
mgd_N of SH119 SB link	0	0	0	mgd_N of SH119 NB link	0	0	0	0	
mgd_N of SH52 SB link	0	0	0	mgd_N of SH52 NB link	0	0	0	0	
mgd_N of CR8 SB link	684	66	0	mgd_N of CR8 NB link	176	66	0	860	
mgd_N of SH7 SB link	2,817	64	0	mgd_N of SH7 NB link	1145	66	0	3,962	
mgd_N of E470 SB link	4,152	41	1	mgd_N of E470 NB link	3535	57	0	7,687	
mgd_N of 144th SB link	5,708	37	2	mgd_N of 144th NB link	2237	64	0	7,945	
mgd_N of 136th SB link	3,715	59	1	mgd_N of 136th NB link	2058	65	0	5,773	
mgd_N of 120th SB link	3,954	49	1	mgd_N of 120 NB link	9628	47	3	13,582	
mgd_N of 104th SB link	4,867	44	1	mgd_N of 104th NB link	6567	41	1	11,434	
mgd_N of Thrtnt SB link	6,166	35	3.5	mgd_N of Thorntn NB link	8698	28	3	14,864	
mgd_N of 84th SB link	4,520	36	1	mgd_N of 84th NB link	5859	47	0	10,379	
mgd_N of US36&270 SB link	8,278	28	2	mgd_N of US36&270 NB link	8742	34	3	17,020	
mgd_N of 56th SB link	12,920	59	1	mgd_N of 56th NB link	12400	61	0	25,320	
mgd_N of 48th SB link	12,920	59	1	mgd_N of 48th NB link	12400	61	0	25,320	
mgd_N of 38th SB link	12,920	53	1	mgd_N of 38th NB link	12400	55	0	25,320	
mgd_N of 20th SB link	12,920	53	1	mgd_N of 20th NB link	12400	55	0	25,320	

Package B_I HOV version Volumes, Speeds and Congested hours

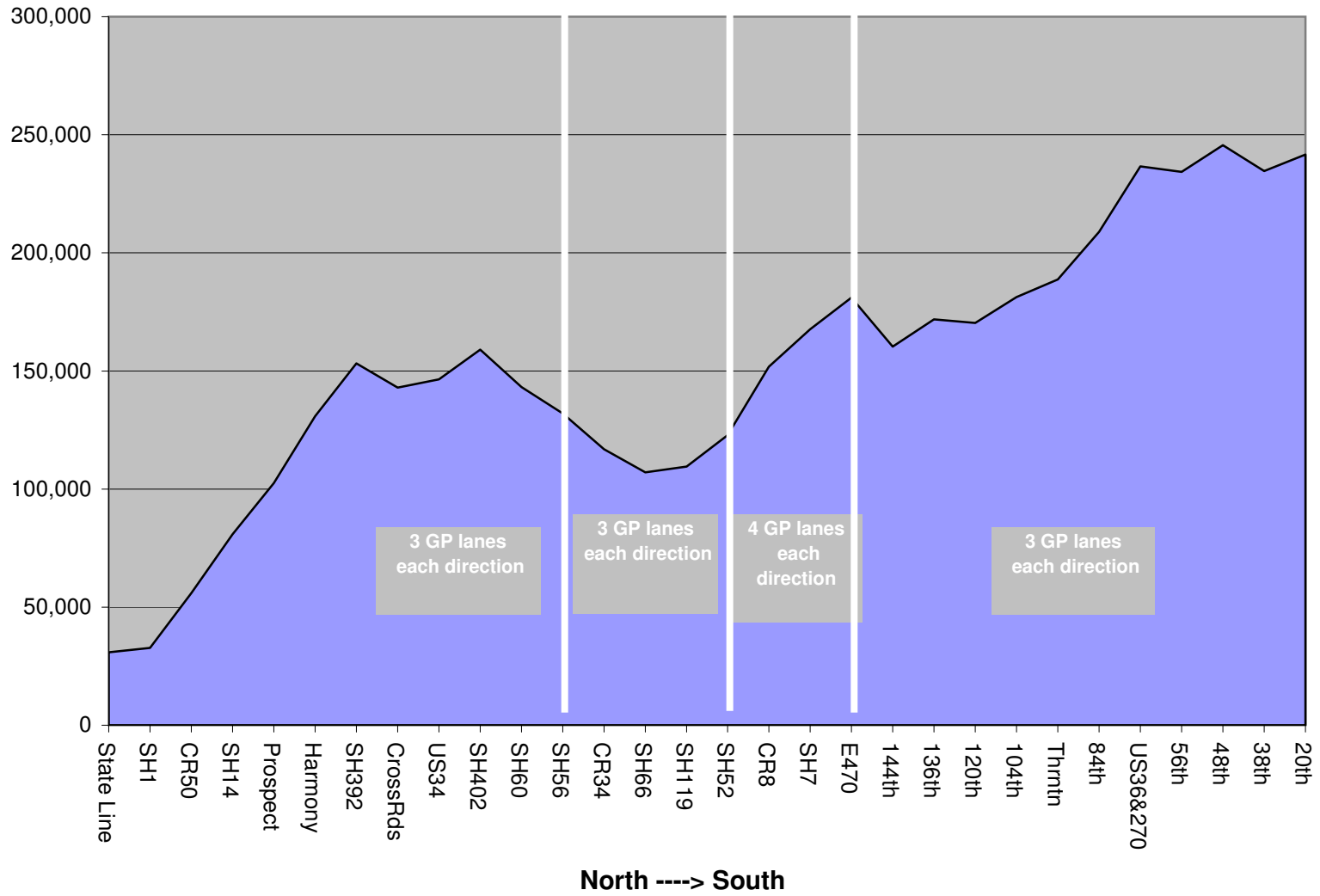
LOCATION	Daily VOLUMES	SPEEDS	CONGESTED HOURS	LOCATION	Daily VOLUMES	SPEEDS	CONGESTED HOURS	Daily VOLUMES	
General Purpose Lanes Summary									
Southbound				Northbound				NB + SB	
end of st In SB link	15,461	75	0	end of st In NB link	15,461	75	0	30,922	
N of SH1 SB link	16,374	64	0	N of SH1 NB link	16,323	66	0	32,697	
N of CR50 SB link	22,135	66	0	N of CR50 NB link	21,585	66	0	43,720	
N of SH14 SB link	38,916	62	0	N of SH14 NB link	37,183	63	0	76,099	
N of Prospect SB link	44,271	61	0	N of Prospect NB link	45,376	62	0	89,647	
N of Harmony SB link	54,726	54	4	N of Harmony NB link	55,581	52	3.5	110,307	
N of SH392 SB link	62,159	46	8.5	N of SH392 NB link	64,138	42	9	126,297	
N of CrossRds SB link	56,089	55	2	N of CrossRds NB link	57,803	55	5.5	113,892	
N of US34 SB link	56,103	58	1	N of US34 NB link	58,298	55	2	114,401	
N of SH402 SB link	62,129	49	7.5	N of SH402 NB link	61,525	48	7	123,654	
N of SH60 SB link	56,823	55	6.5	N of SH60 NB link	57,305	53	7	114,128	
N of SH56 SB link	53,494	58	1	N of SH56 NB link	52,327	59	1	105,821	
N of CR34 SB link	49,441	62	0	N of CR34 NB link	49,095	61	0	98,536	
N of SH66 SB link	47,725	62	0	N of SH66 NB link	46,113	63	0	93,838	
N of SH119 SB link	51,681	73	0	N of SH119 NB link	50,477	73	0	102,158	
N of SH52 SB link	59,043	64	0	N of SH52 NB link	56,613	65	0	115,656	
N of CR8 SB link	70,288	59	1	N of CR8 NB link	68,632	61	1	138,920	
N of SH7 SB link	75,353	56	1	N of SH7 NB link	74,044	59	1	149,397	
N of E470 SB link	81,926	47	7	N of E470 NB link	80,727	51	7.5	162,653	
N of 144th SB link	80,559	50	2.5	N of 144th NB link	75,959	57	3	156,518	
N of 136th SB link	86,341	51	7	N of 136th NB link	84,569	54	7.5	170,910	
N of 120th SB link	86,380	47	7	N of 120 NB link	83,770	50	4	170,150	
N of 104th SB link	91,177	43	9	N of 104th NB link	90,078	45	8.5	181,255	
N of Thrntn SB link	95,660	36	12.5	N of Thorntn NB link	91,728	35	8.5	187,388	
N of 84th SB link	104,206	43	2.5	N of 84th NB link	102,559	46	3	206,765	
N of US36&270 SB link	116,708	37	9	N of US36&270 NB link	114,074	43	7.5	230,782	
N of 56th SB link	108,704	16	12.5	N of 56th NB link	126,831	45	4	235,535	
N of 48th SB link	115,343	42	10	N of 48th NB link	130,508	46	7.5	245,851	
N of 38th SB link	103,522	45	4	N of 38th NB link	130,216	31	12.5	233,738	
N of 20th SB link	109,502	53	0	N of 20th NB link	129,933	54	0	239,435	
			52.96667				115.5		
							54.5	110.5	

GP + Managed Lanes DAILY VOLUMES

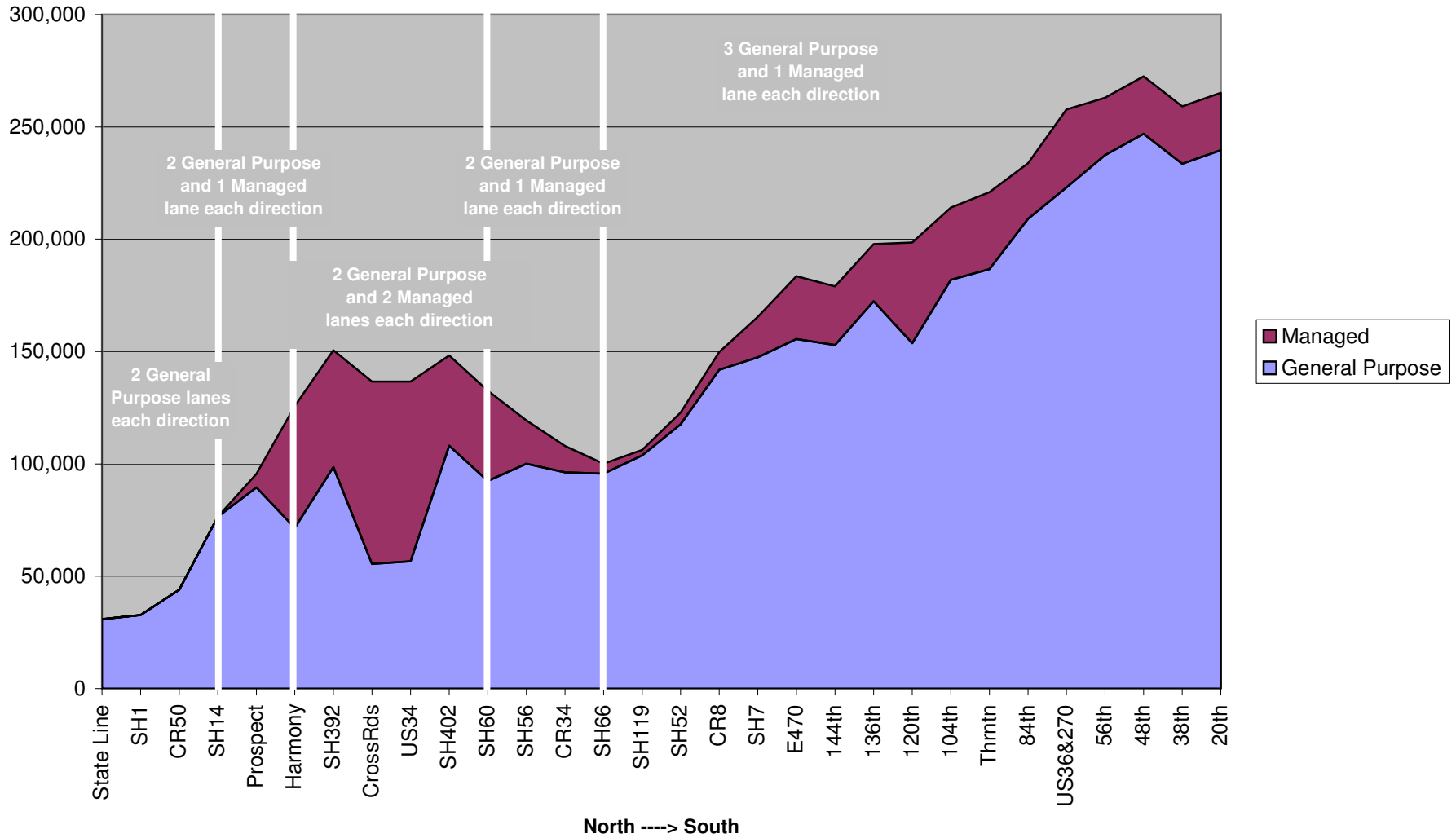
92,795
120,286
138,224
124,976
123,422
132,960
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113,704
103,951
96,225
103,214
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145,723
160,960
177,545
171,915
187,540
187,431
200,141
207,597
225,516
251,968
262,232
272,548
260,435
266,132

Managed Lanes summary								
mgd_N of Prospect SB link	1,655	66	0	mgd_N of Prospect NB link	1,493	66	0	3,148
mgd_N of Harmony SB link	4,758	64	0	mgd_N of Harmony NB link	5,221	64	0	9,979
mgd_N of SH392 SB link	5,631	66	0	mgd_N of SH392 NB link	6,296	66	0	11,927
mgd_N of CrossRds SB link	5,450	66	0	mgd_N of CrossRds NB link	5,634	66	0	11,084
mgd_N of US34 SB link	4,400	66	0	mgd_N of US34 NB link	4,621	66	0	9,021
mgd_N of SH402 SB link	4,457	66	0	mgd_N of SH402 NB link	4,849	66	0	9,306
mgd_N of SH60 SB link	4,457	66	0	mgd_N of SH60 NB link	4,849	66	0	9,306
mgd_N of SH56 SB link	3,435	66	0	mgd_N of SH56 NB link	4,448	66	0	7,883
mgd_N of CR34 SB link	2,656	66	0	mgd_N of CR34 NB link	2,759	66	0	5,415
mgd_N of SH66 SB link	618	66	0	mgd_N of SH66 NB link	1,769	66	0	2,387
mgd_N of SH119 SB link	626	75	0	mgd_N of SH119 NB link	430	75	0	1,056
mgd_N of SH52 SB link	1,376	66	0	mgd_N of SH52 NB link	2,416	66	0	3,792
mgd_N of CR8 SB link	3,352	66	0	mgd_N of CR8 NB link	3,451	66	0	6,803
mgd_N of SH7 SB link	5,259	64	0	mgd_N of SH7 NB link	6,304	65	0	11,563
mgd_N of E470 SB link	7,699	58	1	mgd_N of E470 NB link	7,193	56	0	14,892
mgd_N of 144th SB link	8,128	58	1	mgd_N of 144th NB link	7,269	62	0	15,397
mgd_N of 136th SB link	8,496	58	1	mgd_N of 136th NB link	8,134	60	1	16,630
mgd_N of 120th SB link	8,453	55	1	mgd_N of 120 NB link	8,828	55	1	17,281
mgd_N of 104th SB link	9,628	49	1	mgd_N of 104th NB link	9,258	50	1	18,886
mgd_N of Thrntn SB link	10,477	38	1	mgd_N of Thorntn NB link	9,732	37	3	20,209
mgd_N of 84th SB link	10,154	37	1	mgd_N of 84th NB link	8,597	38	3	18,751
mgd_N of US36&270 SB link	11,417	31	2.5	mgd_N of US36&270 NB link	9,769	36	3	21,186
mgd_N of 56th SB link	13,599	58	1	mgd_N of 56th NB link	13,098	61	0	26,697
mgd_N of 48th SB link	13,599	58	1	mgd_N of 48th NB link	13,098	61	0	26,697
mgd_N of 38th SB link	13,599	52	1	mgd_N of 38th NB link	13,098	54	0	26,697
mgd_N of 20th SB link	13,599	52	1	mgd_N of 20th NB link	13,098	54	0	26,697

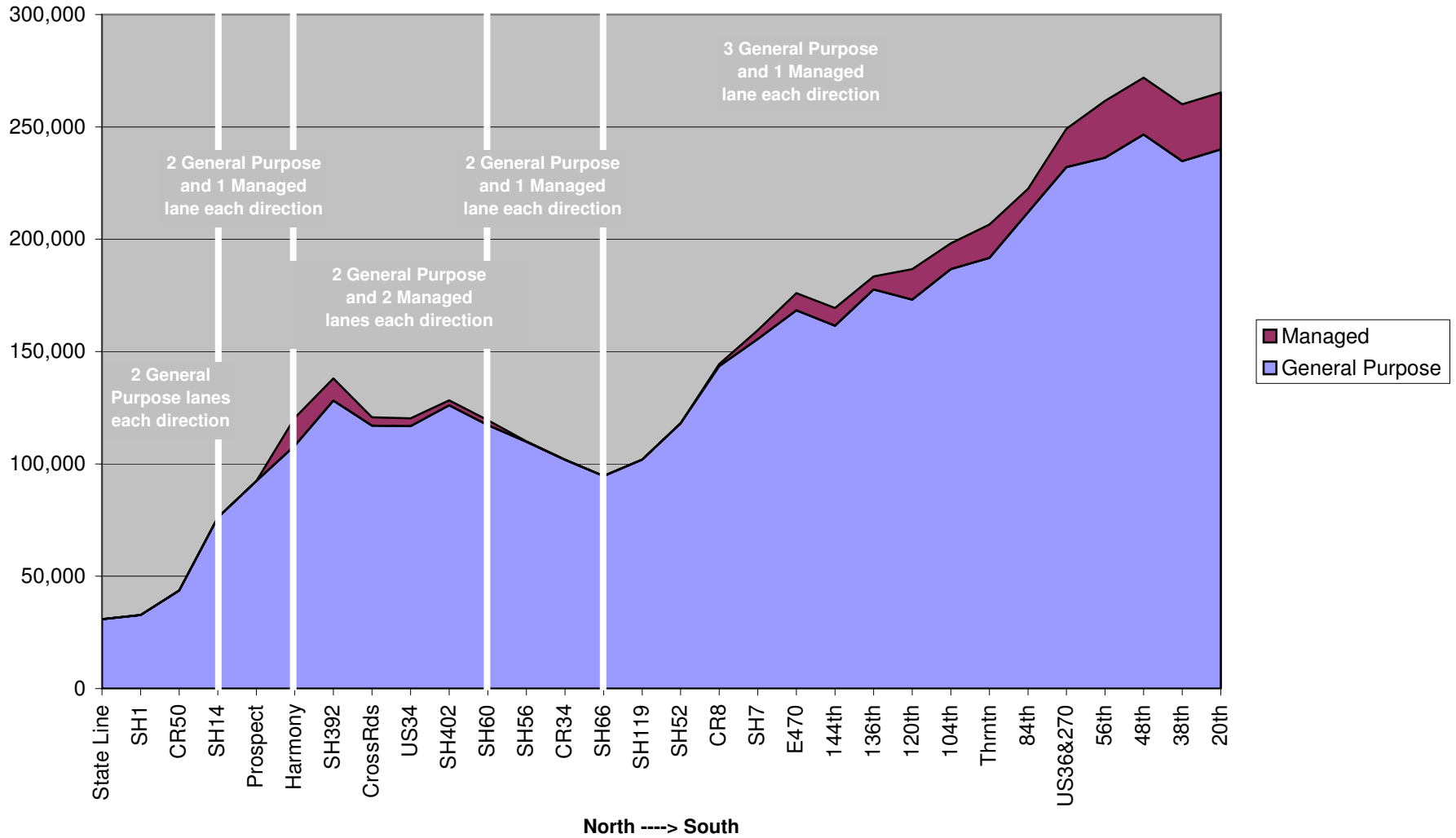
I-25 Daily Volumes on I-25 Package A



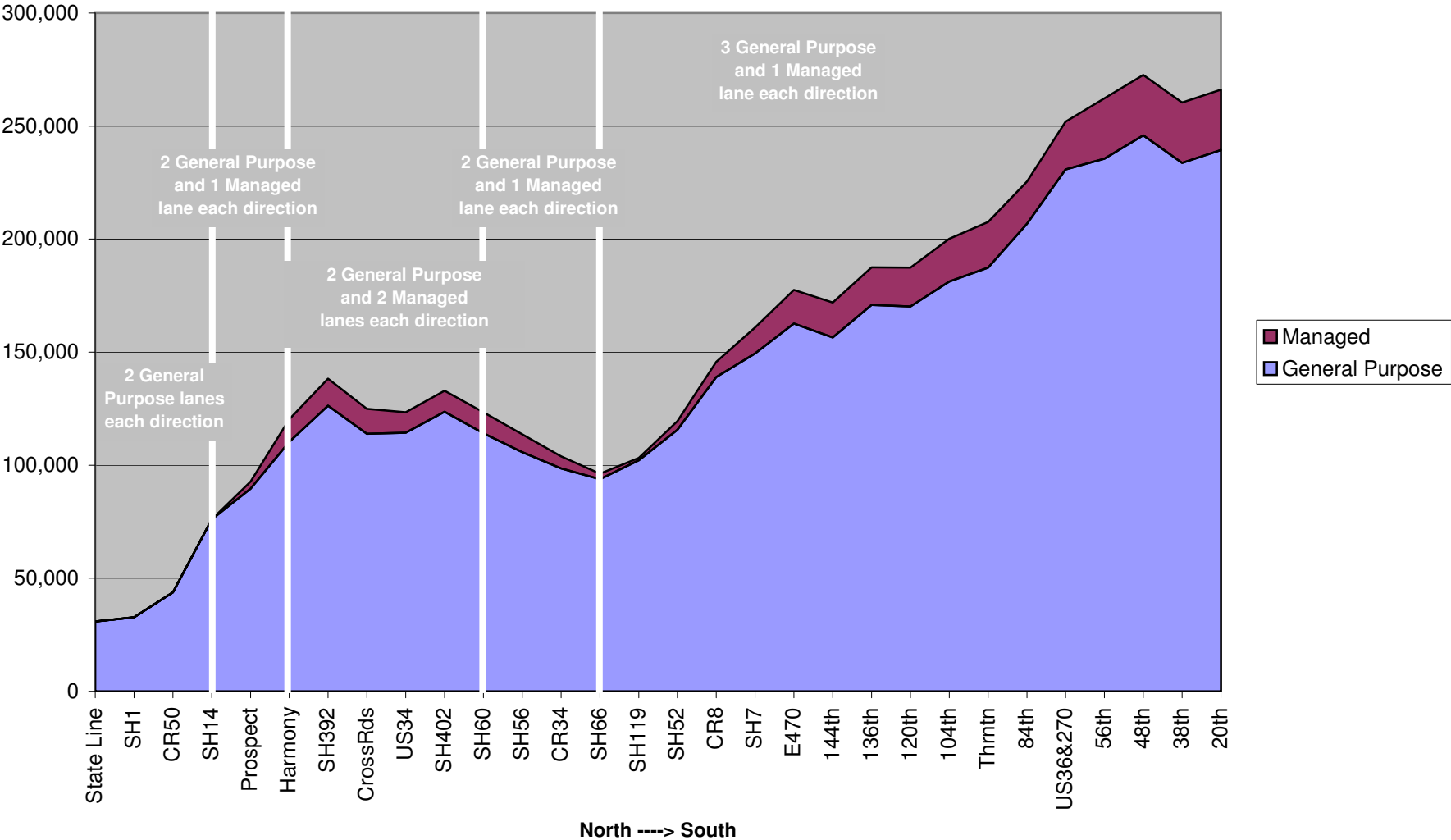
Daily Volumes on I-25 Package B - Free Managed Lanes with 1,800 vph Capacity



Daily Volumes on I-25 Package B - Toll Managed Lanes



Daily Volumes on I-25 Package B - HOV Managed Lanes



North I-25 EIS
DEIS Screening

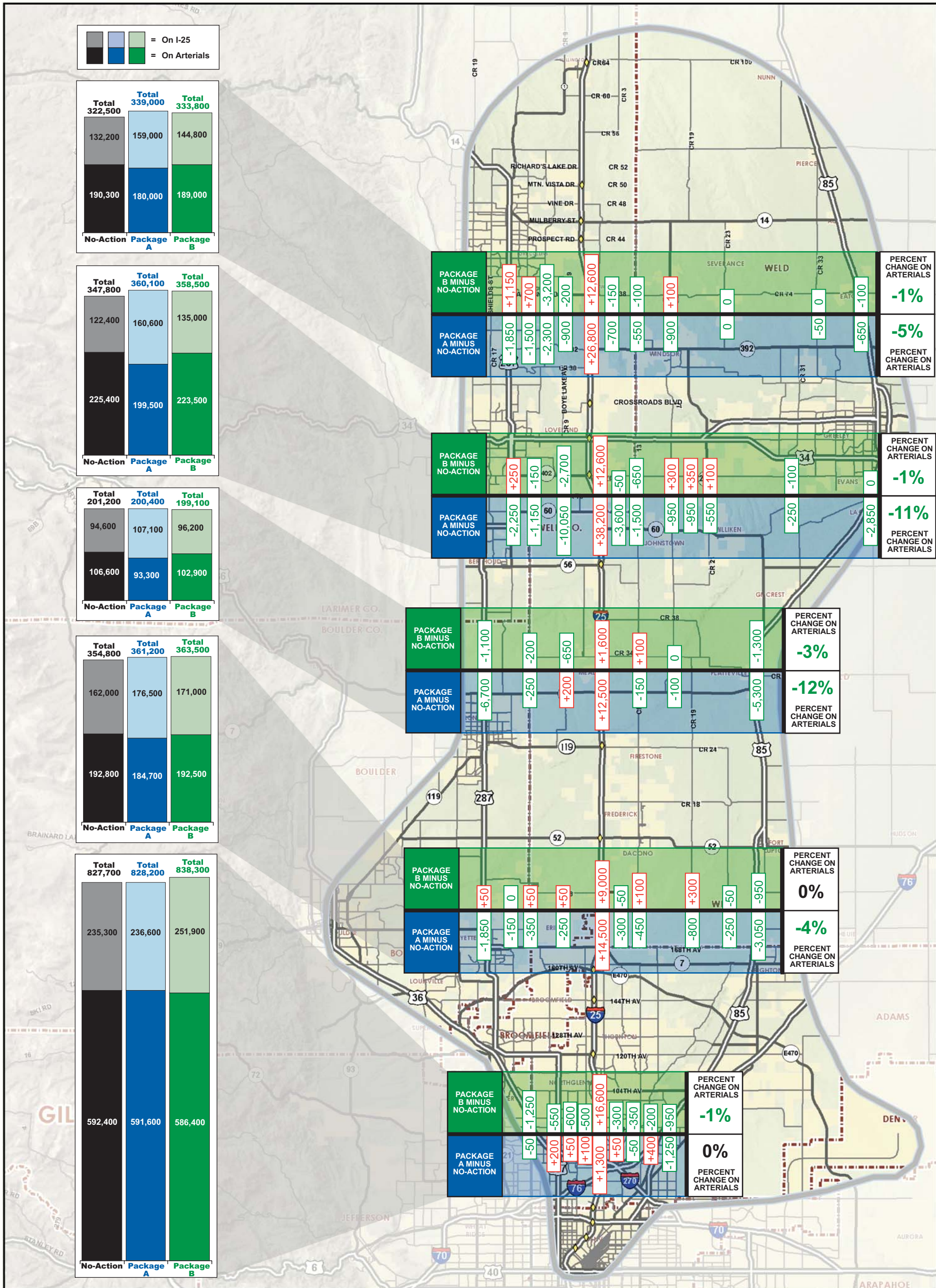
Screenline Volumes (Daily)

LOCATION	NoAction	PkgA_E	PkgB_C_HOV	PkgB_F_FREE	PkgB_H_TOLL	PkgB_I_HOV	Ture PkgA
sc1pt1	5,425	4,822	4,961	4,789	5,235	4,897	4,573
sc1pt3_US287	42,435	39,426	41,354	39,391	42,263	41,322	35,721
sc1pt4	1,312	1,119	1,177	1,106	1,259	1,135	1,038
sc1pt5	5,673	5,882	5,737	5,004	5,064	5,000	5,888
sc1pt6_i25_FR	94,635	99,470	98,051	100,107	94,600	96,231	107,088
sc1pt11	198	163	204	266	371	303	95
sc1pt7	1,291	1,445	1,514	1,336	1,281	1,369	1,156
sc1pt8	592	517	554	552	610	580	480
sc1pt9	86	85	86	86	86	86	86
sc1pt10_US85	49,574	47,328	47,826	47,363	49,109	48,257	44,262
	201,221	200,257	201,464	200,000	199,878	199,180	200,387

R:_transportation\071609\DEIS\Results\Volumes\[I25 MODEL Daily Volumes.xls]Screen line
9/21/2007

DEIS Results: Screenline Analysis - Daily Volumes

Packages A and B compared to No-Action



ID I-25
Direction NB
Time Period 2030 No Action
Hour Daily

Interchange

	Description	Volume (VPD)	
84th Ave	NB Off	15,845	Fixed Point
	NB Through	95,280	
	NB On	8,370	
I-25 N/O 84th Ave	NB	103,650	
Thornton PKWY	NB Off	12,810	
	NB Through	90,840	
	NB On	7,135	
I-25 N/O Thornton PKWY	NB	97,975	
104th Ave	NB Off	18,590	
	NB Through	79,385	
	NB On	8,945	
I-25 N/O 104th Ave	NB	88,330	
120th Ave	NB Off	20,410	
	NB Through	67,920	
	NB On	14,235	
I-25 N/O 120th Ave	NB	82,155	
136th Ave	NB Off	17,075	
	NB Through	65,080	
	NB On	7,265	
I-25 N/O 136th Ave	NB	72,345	
144th Ave	NB Off	6,985	
	NB Through	65,360	
	NB On	12,295	
I-25 N/O 144th Ave	NB	77,655	
I-25 / E-470	NB Off	2,580	
	NB Through	75,075	
	NB On	13,025	
I-25 N/O E-470	NB	88,100	
I-25 / SH 7	NB Off	18,515	
	NB Through	69,585	
	NB On	11,950	
I-25 N/O SH 7	NB	81,535	Fixed Point
I-25 / CR 8	NB Off	11,485	
	NB Through	70,050	
	NB On	5,640	
I-25 N/O CR 8	NB	75,690	
I-25 / SH 52	NB Off	20,645	
	NB Through	55,045	
	NB On	9,945	
I-25 N/O SH 52	NB	64,990	
I-25 / SH 119	NB Off	21,665	
	NB Through	43,325	
	NB On	12,440	
I-25 N/O SH 119	NB	55,765	
I-25 / SH 66	NB Off	7,260	
	NB Through	48,505	
	NB On	5,515	
I-25 N/O SH 66	NB	54,020	
I-25 / CR 34	NB Off	1,485	
	NB Through	52,535	
	NB On	2,460	
I-25 N/O CR 34	NB	54,995	
I-25 / SH 56	NB Off	3,420	
	NB Through	51,575	
	NB On	5,315	
I-25 N/O SH 56	NB	56,890	
I-25 / SH 60	NB Off	4,655	
	NB Through	52,235	
	NB On	5,355	
I-25 N/O SH 60	NB	57,590	
I-25 / Johnson Corner	NB Off	2,485	
	NB Through	55,105	
I-25 N/O Johnson Corner	NB	55,105	
I-25 / SH 402	NB Off	12,950	
	NB Through	42,155	
	NB On	11,395	
I-25 N/O SH 402	NB	53,550	Fixed Point
I-25 / SH 34	NB Off	19,060	
	NB Through	34,490	
	NB On	16,310	
I-25 N/O SH 34	NB	50,800	
I-25 / Crossroads BLVD	NB Off	12,630	
	NB Through	38,170	
	NB On	9,220	
I-25 N/O Crossroad BLVD	NB	47,390	
I-25 / SH 392	NB Off	9,070	
	NB Through	38,320	
	NB On	11,445	
I-25 N/O SH 392	NB	49,765	
I-25 / Harmony (SH68)	NB Off	19,460	
	NB Through	30,305	
	NB On	14,015	
I-25 N/O Harmony	NB	44,320	
I-25 / Prospect Road	NB Off	17,260	
	NB Through	27,060	
	NB On	11,295	
I-25 N/O Prospect	NB	38,355	
I-25 / SH 14	NB Off	22,490	
	NB Through	15,865	
	NB On	13,215	
I-25 N/O SH 14	NB	29,080	
I-25 / Mtn Vista	NB Off	13,630	
	NB Through	15,450	
	NB On	2,100	
I-25 N/O Mtn Vista	NB	17,550	Fixed Point
I-25 / SH 1	NB Off	7,560	
	NB Through	9,990	
	NB On	3,205	
I-25 N/O SH 1	NB	13,195	

ID I-25
Direction NB
Time Period 2030 Package A
Hour Daily

Interchange

	Description	Volume (VPD)	
84th Ave	NB Off	15,845	Fixed Point
	NB Through	97,670	
	NB On	8,415	
I-25 N/O 84th Ave	NB	106,085	
Thornton PKWY	NB Off	12,810	
	NB Through	93,275	
	NB On	7,175	
I-25 N/O Thornton PKWY	NB	100,450	
104th Ave	NB Off	18,590	
	NB Through	81,860	
	NB On	8,990	
I-25 N/O 104th Ave	NB	90,850	
120th Ave	NB Off	20,410	
	NB Through	70,440	
	NB On	14,310	
I-25 N/O 120th Ave	NB	84,750	
136th Ave	NB Off	17,075	
	NB Through	67,675	
	NB On	7,485	
I-25 N/O 136th Ave	NB	75,160	
144th Ave	NB Off	6,985	
	NB Through	68,175	
	NB On	13,090	
I-25 N/O 144th Ave	NB	81,265	
I-25 / E-470	NB Off	2,580	
	NB Through	78,685	
	NB On	14,695	
I-25 N/O E-470	NB	93,380	
I-25 / SH 7	NB Off	19,425	
	NB Through	73,955	
	NB On	13,760	
I-25 N/O SH 7	NB	87,715	Fixed Point
I-25 / CR 8	NB Off	12,615	
	NB Through	75,100	
	NB On	5,670	
I-25 N/O CR 8	NB	80,770	
I-25 / SH 52	NB Off	22,740	
	NB Through	58,030	
	NB On	10,000	
I-25 N/O SH 52	NB	68,030	
I-25 / SH 119	NB Off	22,745	
	NB Through	45,285	
	NB On	13,135	
I-25 N/O SH 119	NB	58,420	
I-25 / SH 66	NB Off	7,260	
	NB Through	51,160	
	NB On	7,800	
I-25 N/O SH 66	NB	58,960	
I-25 / CR 34	NB Off	1,595	
	NB Through	57,365	
	NB On	3,645	
I-25 N/O CR 34	NB	61,010	
I-25 / SH 56	NB Off	3,590	
	NB Through	57,420	
	NB On	9,275	
I-25 N/O SH 56	NB	66,695	
I-25 / SH 60	NB Off	4,655	
	NB Through	62,040	
	NB On	6,380	
I-25 N/O SH 60	NB	68,420	
I-25 / Johnson Corner	NB Off	3,395	
	NB Through	65,025	
	NB On	4,545	
I-25 N/O Johnson Corner	NB	69,570	
I-25 / SH 402	NB Off	12,950	
	NB Through	56,620	
	NB On	11,735	
I-25 N/O SH 402	NB	68,355	Fixed Point
I-25 / US 34	NB Off	22,295	
	NB Through	46,060	
	NB On	19,370	
I-25 N/O US 34	NB	65,430	
I-25 / Crossroads BLVD	NB Off	17,685	
	NB Through	47,745	
	NB On	9,720	
I-25 N/O Crossroad BLVD	NB	57,465	
I-25 / SH 392	NB Off	12,140	
	NB Through	45,325	
	NB On	12,930	
I-25 N/O SH 392	NB	58,255	
I-25 / Harmony (SH68)	NB Off	23,120	
	NB Through	35,135	
	NB On	15,125	
I-25 N/O Harmony	NB	50,260	
I-25 / Prospect Road	NB Off	19,825	
	NB Through	30,435	
	NB On	11,295	
I-25 N/O Prospect	NB	41,730	
I-25 / SH 14	NB Off	24,155	
	NB Through	17,575	
	NB On	13,215	
I-25 N/O SH 14	NB	30,790	
I-25 / Mtn Vista	NB Off	14,610	
	NB Through	16,180	
	NB On	2,100	
I-25 N/O Mtn Vista	NB	17,985	Fixed Point
I-25 / SH 1	NB Off	7,560	
	NB Through	10,720	
	NB On	3,205	
I-25 N/O SH 1	NB	13,925	

ID I-25
Direction NB
Time Period 2030 Package B
Hour Daily

Interchange

	Description	Volume (VPD)	
84th Ave	NB Off	15,845	Fixed Point
	NB Through	102,620	
	NB On	8,370	
I-25 N/O 84th Ave	NB	110,990	
Thornton PKWY	NB Off	13,345	
	NB Through	97,645	
	NB On	7,885	
I-25 N/O Thornton PKWY	NB	105,530	
104th Ave	NB Off	18,895	
	NB Through	86,635	
	NB On	9,880	
I-25 N/O 104th Ave	NB	96,515	
120th Ave	NB Off	20,740	
	NB Through	75,775	
	NB On	15,705	
I-25 N/O 120th Ave	NB	91,480	
136th Ave	NB Off	21,110	
	NB Through	70,370	
	NB On	7,630	
I-25 N/O 136th Ave	NB	78,000	
144th Ave	NB Off	7,390	
	NB Through	70,610	
	NB On	12,775	
I-25 N/O 144th Ave	NB	83,385	
I-25 / E-470	NB Off	2,965	
	NB Through	80,420	
	NB On	13,025	
I-25 N/O E-470	NB	93,445	
I-25 / SH 7	NB Off	20,220	
	NB Through	73,225	
	NB On	12,385	
I-25 N/O SH 7	NB	85,610	Fixed Point
I-25 / CR 8	NB Off	12,865	
	NB Through	72,745	
	NB On	5,640	
I-25 N/O CR 8	NB	78,385	
I-25 / SH 52	NB Off	22,610	
	NB Through	55,775	
	NB On	9,945	
I-25 N/O SH 52	NB	65,720	
I-25 / SH 119	NB Off	24,920	
	NB Through	40,800	
	NB On	12,440	
I-25 N/O SH 119	NB	53,240	
I-25 / SH 66	NB Off	7,580	
	NB Through	45,660	
	NB On	5,935	
I-25 N/O SH 66	NB	51,595	
I-25 / CR 34	NB Off	1,395	
	NB Through	50,200	
	NB On	2,285	
I-25 N/O CR 34	NB	52,485	
I-25 / SH 56	NB Off	3,215	
	NB Through	49,270	
	NB On	5,425	
I-25 N/O SH 56	NB	54,695	
I-25 / SH 60	NB Off	4,375	
	NB Through	50,320	
	NB On	5,900	
I-25 N/O SH 60	NB	56,220	
I-25 / Johnson Corner	NB Off	2,335	
	NB Through	53,885	
	NB On	4,520	
I-25 N/O Johnson Corner	NB	58,405	
I-25 / SH 402	NB Off	12,165	
	NB Through	46,240	
	NB On	11,395	
I-25 N/O SH 402	NB	57,635	Fixed Point
I-25 / US 34	NB Off	19,840	
	NB Through	37,795	
	NB On	19,565	
I-25 N/O US 34	NB	57,360	
I-25 / Crossroads BLVD	NB Off	17,685	
	NB Through	39,675	
	NB On	9,670	
I-25 N/O Crossroad BLVD	NB	49,345	
I-25 / SH 392	NB Off	10,005	
	NB Through	39,340	
	NB On	13,995	
I-25 N/O SH 392	NB	53,335	
I-25 / Harmony (SH68)	NB Off	20,690	
	NB Through	32,645	
	NB On	16,465	
I-25 N/O Harmony	NB	49,110	
I-25 / Prospect Road	NB Off	19,305	
	NB Through	29,805	
	NB On	12,990	
I-25 N/O Prospect	NB	42,795	
I-25 / SH 14	NB Off	25,515	
	NB Through	17,280	
	NB On	13,215	
I-25 N/O SH 14	NB	30,495	
I-25 / Mtn Vista	NB Off	14,610	
	NB Through	15,885	
	NB On	2,100	
I-25 N/O Mtn Vista	NB	17,985	Fixed Point
I-25 / SH 1	NB Off	8,330	
	NB Through	9,655	
	NB On	3,285	
I-25 N/O SH 1	NB	12,940	

ID
Direction
Time Period
Hour

I-25
SB
2030 No Action
Daily

Interchange

	Description	Volume (VPD)
I-25 / SH 1	SB Off	1,395
	SB Through	9,540
	SB On	7,430
I-25 S/O SH 1	SB	16,970
I-25 / Mtn Vista	SB Off	2,485
	SB Through	14,485
	SB On	12,830
I-25 S/O Mtn Vista	SB	27,315
I-25 / SH 14	SB Off	10,795
	SB Through	16,520
	SB On	19,750
I-25 S/O SH 14	SB	36,270
I-25 / Prospect Road	SB Off	10,260
	SB Through	26,010
	SB On	15,975
I-25 S/O Prospect	SB	41,985
I-25 / Harmony (SH68)	SB Off	15,450
	SB Through	26,535
	SB On	19,655
I-25 S/O Harmony	SB	46,190
I-25 / SH 392	SB Off	13,840
	SB Through	32,350
	SB On	8,215
I-25 S/O SH 392	SB	40,565
I-25 / Crossroads BLVD	SB Off	7,970
	SB Through	32,595
	SB On	12,900
I-25 S/O Crossroad BLVD	SB	45,495
I-25 / SH 34	SB Off	16,600
	SB Through	28,895
	SB On	20,650
I-25 S/O SH 34	SB	49,545
I-25 / SH 402	SB Off	8,915
	SB Through	40,630
	SB On	10,730
I-25 S/O SH 402	SB	51,360
Johnson Corner	SB Off	3,450
	SB Through	47,910
I-25 S/O Johnson Corner	SB	47,910
I-25 / SH 60	SB Off	2,885
	SB Through	45,025
	SB On	6,495
I-25 S/O SH 60	SB	51,520
I-25 / SH 56	SB Off	5,495
	SB Through	46,025
	SB On	3,405
I-25 S/O SH 56	SB	49,430
I-25 / CR 34	SB Off	1,500
	SB Through	47,930
	SB On	2,530
I-25 S/O CR 34	SB	50,460
I-25 / SH 66	SB Off	4,795
	SB Through	45,665
	SB On	9,315
I-25 S/O SH 66	SB	54,980
I-25 / SH 119	SB Off	14,980
	SB Through	40,000
	SB On	24,315
I-25 S/O SH 119	SB	64,315
I-25 / SH 52	SB Off	8,580
	SB Through	55,735
	SB On	19,675
I-25 S/O SH 52	SB	75,410
I-25 / CR 8	SB Off	3,160
	SB Through	72,250
	SB On	9,255
I-25 S/O CR 8	SB	81,505
I-25 / SH 7	SB Off	10,620
	SB Through	70,885
	SB On	15,250
I-25 S/O SH 7	SB	86,135
I-25 / E-470	SB Off	13,780
	SB Through	72,355
	SB On	17,160
I-25 S/O E-470	SB	89,515
I-25 / 144th Ave	SB Off	14,405
	SB Through	75,110
	SB On	5,895
I-25 S/O 144th Ave	SB	81,005
136th Ave	SB Off	7,135
	SB Through	73,870
	SB On	14,120
I-25 S/O 136th Ave	SB	87,990
120th Ave	SB Off	13,275
	SB Through	74,715
	SB On	21,490
I-25 S/O 120th Ave	SB	96,205
104th Ave	SB Off	8,815
	SB Through	87,390
	SB On	17,610
I-25 S/O 104th Ave	SB	105,000
Thornton PKWY	SB Off	6,140
	SB Through	98,860
	SB On	12,030
I-25 S/O Thornton PKWY	SB	110,890
84th Ave	SB Off	7,340
	SB Through	103,550
	SB On	17,465
I-25 S/O 84th Ave	SB	121,015

ID
Direction
Time Period
Hour

I-25
SB
2030 Package A
Daily

Interchange

	Description	Volume (VPD)
I-25 / SH 1	SB Off	1,395
	SB Through	9,960
	SB On	7,430
I-25 S/O SH 1	SB	17,390
I-25 / Mtn Vista	SB Off	2,485
	SB Through	14,905
	SB On	13,640
I-25 S/O Mtn Vista	SB	28,545
I-25 / SH 14	SB Off	10,795
	SB Through	17,750
	SB On	23,205
I-25 S/O SH 14	SB	40,955
I-25 / Prospect Road	SB Off	13,595
	SB Through	27,360
	SB On	15,985
I-25 S/O Prospect	SB	43,345
I-25 / Harmony (SH68)	SB Off	16,355
	SB Through	26,990
	SB On	24,045
I-25 S/O Harmony	SB	51,035
I-25 / SH 392	SB Off	15,625
	SB Through	35,410
	SB On	10,735
I-25 S/O SH 392	SB	46,145
I-25 / Crossroads BLVD	SB Off	7,970
	SB Through	38,175
	SB On	12,905
I-25 S/O Crossroad BLVD	SB	51,080
I-25 / SH 34	SB Off	17,840
	SB Through	33,240
	SB On	28,485
I-25 S/O SH 34	SB	61,730
I-25 / SH 402	SB Off	9,540
	SB Through	52,185
	SB On	10,730
I-25 S/O SH 402	SB	62,915
Johnson Corner	SB Off	5,410
	SB Through	57,505
	SB On	815
I-25 S/O Johnson Corner	SB	58,320
I-25 / SH 60	SB Off	3,940
	SB Through	54,380
	SB On	6,495
I-25 S/O SH 60	SB	60,875
I-25 / SH 56	SB Off	5,880
	SB Through	54,995
	SB On	3,575
I-25 S/O SH 56	SB	58,570
I-25 / CR 34	SB Off	2,005
	SB Through	56,565
	SB On	2,590
I-25 S/O CR 34	SB	59,155
I-25 / SH 66	SB Off	7,055
	SB Through	52,100
	SB On	9,315
I-25 S/O SH 66	SB	61,415
I-25 / SH 119	SB Off	17,250
	SB Through	44,165
	SB On	26,155
I-25 S/O SH 119	SB	70,320
I-25 / SH 52	SB Off	9,180
	SB Through	61,140
	SB On	21,680
I-25 S/O SH 52	SB	82,820
I-25 / CR 8	SB Off	3,380
	SB Through	79,440
	SB On	10,415
I-25 S/O CR 8	SB	89,850
I-25 / SH 7	SB Off	11,945
	SB Through	77,910
	SB On	16,000
I-25 S/O SH 7	SB	93,910
I-25 / E-470	SB Off	19,625
	SB Through	74,285
	SB On	17,160
I-25 S/O E-470	SB	91,445
I-25 / 144th Ave	SB Off	15,115
	SB Through	76,330
	SB On	5,895
I-25 S/O 144th Ave	SB	82,225
136th Ave	SB Off	7,650
	SB Through	74,575
	SB On	14,120
I-25 S/O 136th Ave	SB	88,695
120th Ave	SB Off	13,540
	SB Through	75,155
	SB On	21,490
I-25 S/O 120th Ave	SB	96,645
104th Ave	SB Off	8,990
	SB Through	87,655
	SB On	17,610
I-25 S/O 104th Ave	SB	105,265
Thornton PKWY	SB Off	6,260
	SB Through	99,005
	SB On	12,030
I-25 S/O Thornton PKWY	SB	111,035
84th Ave	SB Off	7,485
	SB Through	103,550
	SB On	17,465
I-25 S/O 84th Ave	SB	121,015

ID
Direction
Time Period
Hour

I-25
SB
2030 Package B
Daily

Interchange

	Description	Volume (VPD)
I-25 / SH 1	SB Off	1,395
	SB Through	10,390
	SB On	7,430
I-25 S/O SH 1	SB	17,820
I-25 / Mtn Vista	SB Off	2,485
	SB Through	15,335
	SB On	13,640
I-25 S/O Mtn Vista	SB	28,975
I-25 / SH 14	SB Off	10,795
	SB Through	18,180
	SB On	24,565
I-25 S/O SH 14	SB	42,745
I-25 / Prospect Road	SB Off	16,045
	SB Through	26,700
	SB On	14,380
I-25 S/O Prospect	SB	41,080
I-25 / Harmony (SH68)	SB Off	17,215
	SB Through	23,865
	SB On	21,485
I-25 S/O Harmony	SB	45,350
I-25 / SH 392	SB Off	16,520
	SB Through	28,830
	SB On	8,840
I-25 S/O SH 392	SB	37,670
I-25 / Crossroads BLVD	SB Off	8,155
	SB Through	29,515
	SB On	11,610
I-25 S/O Crossroad BLVD	SB	41,125
I-25 / SH 34	SB Off	17,830
	SB Through	23,295
	SB On	30,030
I-25 S/O SH 34	SB	53,325
I-25 / SH 402	SB Off	8,825
	SB Through	44,500
	SB On	12,085
I-25 S/O SH 402	SB	56,585
Johnson Corner	SB Off	4,380
	SB Through	52,205
	SB On	900
I-25 S/O Johnson Corner	SB	53,105
I-25 / SH 60	SB Off	3,495
	SB Through	49,610
	SB On	5,845
I-25 S/O SH 60	SB	55,455
I-25 / SH 56	SB Off	5,440
	SB Through	50,015
	SB On	3,065
I-25 S/O SH 56	SB	53,080
I-25 / CR 34	SB Off	1,735
	SB Through	51,345
	SB On	2,405
I-25 S/O CR 34	SB	53,750
I-25 / SH 66	SB Off	5,535
	SB Through	48,215
	SB On	9,545
I-25 S/O SH 66	SB	57,760
I-25 / SH 119	SB Off	16,890
	SB Through	40,870
	SB On	26,800
I-25 S/O SH 119	SB	67,670
I-25 / SH 52	SB Off	9,205
	SB Through	58,465
	SB On	20,655
I-25 S/O SH 52	SB	79,120
I-25 / CR 8	SB Off	3,475
	SB Through	75,645
	SB On	9,935
I-25 S/O CR 8	SB	85,580
I-25 / SH 7	SB Off	10,650
	SB Through	74,930
	SB On	16,790
I-25 S/O SH 7	SB	91,720
I-25 / E-470	SB Off	12,435
	SB Through	79,285
	SB On	17,160
I-25 S/O E-470	SB	96,445
I-25 / 144th Ave	SB Off	15,145
	SB Through	81,300
	SB On	6,045
I-25 S/O 144th Ave	SB	87,345
136th Ave	SB Off	8,290
	SB Through	79,055
	SB On	16,750
I-25 S/O 136th Ave	SB	95,805
120th Ave	SB Off	14,330
	SB Through	81,475
	SB On	21,490
I-25 S/O 120th Ave	SB	102,965
104th Ave	SB Off	9,290
	SB Through	93,675
	SB On	17,610
I-25 S/O 104th Ave	SB	111,285
Thornton PKWY	SB Off	6,155
	SB Through	105,130
	SB On	12,330
I-25 S/O Thornton PKWY	SB	117,460
84th Ave	SB Off	7,360
	SB Through	110,100
	SB On	17,035
I-25 S/O 84th Ave	SB	127,135



Package B Reconciliation of WSA Model and North I-25 Combined Model Results

Reconciliation of traffic projections is needed so that Package B results from Wilbur Smith and Associates (WSA) are “calibrated” with No-Action and Package A. This is because the North I-25 Combined travel model produced the traffic forecasts for No-Action and Package A, while WSA produced the Package B forecasts using a different travel model for traffic assignment¹, which is proprietary for toll forecasting revenue projections. Another difference is the WSA model consists of only a limited buffer area around the I-25 corridor.

Needed 2030 Model Output for Reconciliation

- Daily VMT (for air quality, general travel measure)
 - Several different geographic areas
 - I-25
- I-25 Mainline and Ramp Volumes (for general results, traffic LOS)
 - Daily & peak
 - Balanced per counts
- Frontage Road Volumes
- East-west Arterial Volume (for traffic LOS, for effect on connecting arterials)
 - Arterials at each I-25 interchange
 - Daily and peak
- North-south Arterial Volume (for effect on parallel routes)
 - Parallel Arterials
 - Daily; if needed peak hour
- Travel time (for general results)
 - GP lanes
 - Tolloed Express lanes
 - Peak

Available Model Runs

- WSA
 - No-Action
 - All-pay
 - Toll-Free
 - Tolloed with HOV Free (HOT)
- North I-25 Combined Model
 - No-Action
 - Package B Toll-free²
 - Package B Tolloed³

¹ Trip tables from the North I-25 Combined model were input to the WSA traffic assignment model

² This model was performed for comparison purposes only

³ This model was performed for comparison purposes only

- Package B HOV⁴

Comparison of WSA results with North I-25 Combined Model results

Step 1: Compared the common runs of No-Action and Toll-free

- Examined all segments between interchanges; SH-14 to US-36
- Compared daily volumes; southbound and northbound separately
 - *The traffic projections of the two models were generally within 5%, except in the Denver metro area the WSA projections were higher by 10%-15% over the North I-25 Combined model projections*
- Produced link-by-link “error” factors (See attached table “Daily Volume Comparisons”)
 - For each link by direction, averaged the percent difference of the No-Action and Toll-free model comparisons

Step 2: Produced I-25 total mainline “calibrated” results

- Applied link-by-link factors determined in Step 1 to WSA Package B HOT results, for the total mainline volume
 - The percentage distribution between GP lanes and managed lanes from the WSA results is applied to these adjusted mainline volumes.

Step 3: Compare “calibrated” results from Step 2 with North I-25 Combined Model Package B runs

- Determined that North I-25 Combined Model Package B - HOV has I-25 total mainline volumes that match well the “calibrated” WSA results of Step 2. (See attached table “Daily Volume Adjustment to WSA Results and Analysis”)
 - *The total volumes on I-25 are within about 5%, comparing the North I-25 Combined HOV model run with the adjusted volumes from WSA*

Step 4: Use “match” model from Step 3

- Transmit to traffic analysis team for mainline balancing and subsequent LOS analysis
 - Total traffic volumes were obtained from the HOV combined model. A portion of this traffic was reassigned to the managed lanes based on the ‘HOV free’ scenario estimates provided by WSA December 8, 2006. Managed lane ramp estimates from WSA were used directly without adjustment other than rounding.
- Obtain VMT for various geographic areas
- Obtain arterial volumes
- Obtain frontage road volumes

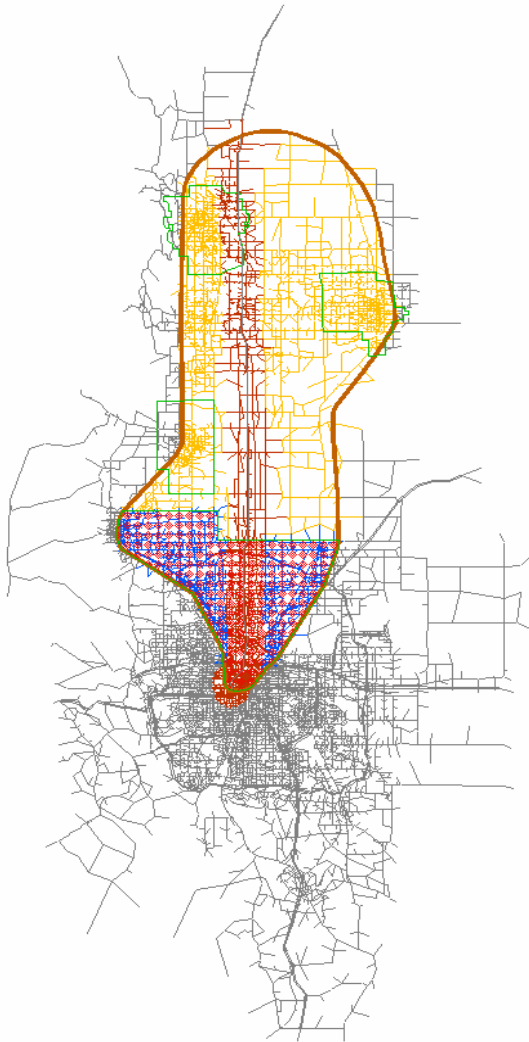
Step 5: Produce Travel times

- Apply travel time equation (reflects North I-25 Combined model volume-delay function) to Step 2 “calibrated” results by lane type

⁴ This model was performed for comparison purposes only

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Travel Rate Index Summary



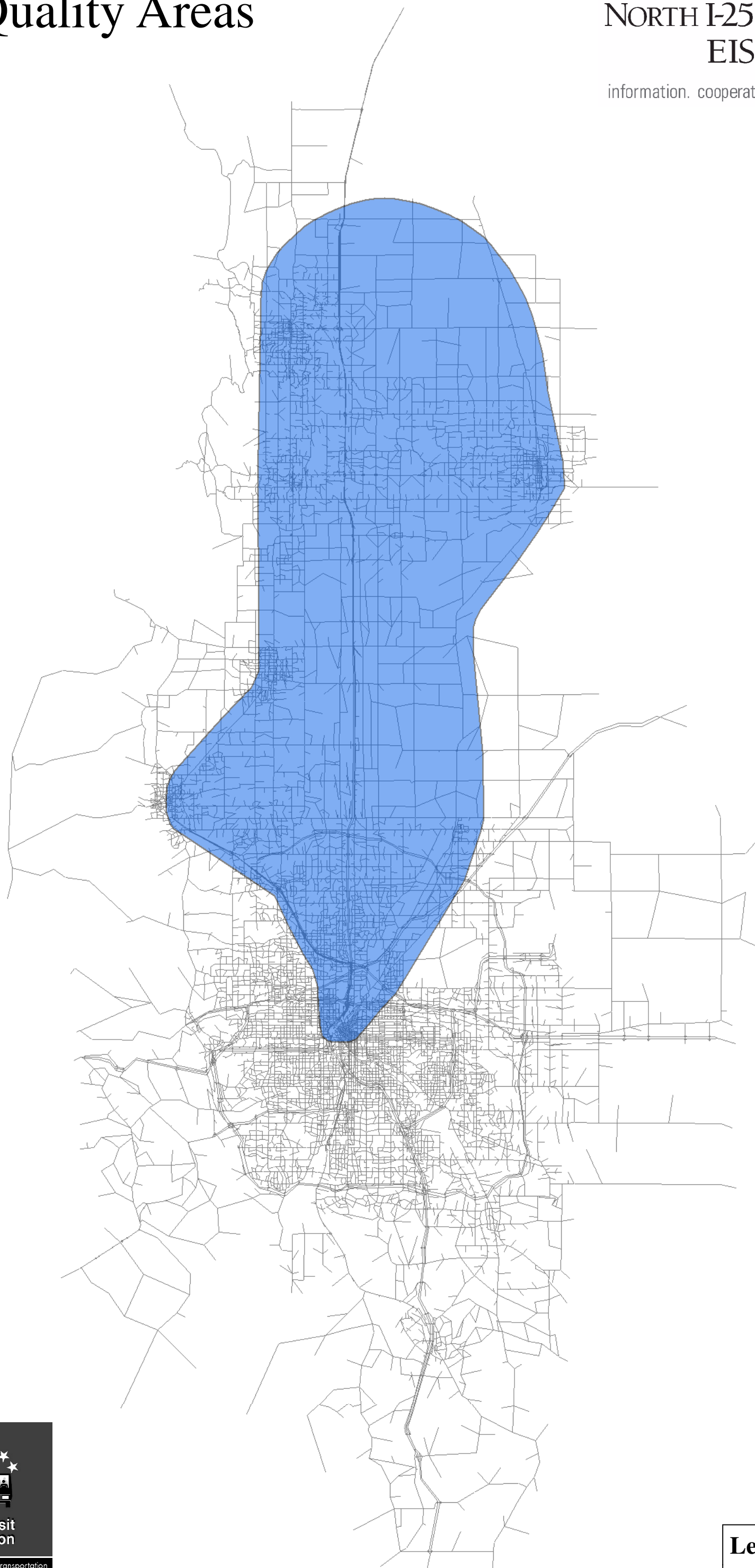
	Facility Type	TRI			
		Model Run & Year			
		2001	2030 No-Action	2030 Package-A	2030 Package-B
Study Area	1 (Freeway)	1.25	1.59	1.51	1.42
	2 (Expressway)*	1.15	1.42	1.41	1.40
	3 (Principal Arterial)	1.19	1.54	1.54	1.53
	4 (Minor Arterial)	1.13	1.38	1.37	1.37
	5 (Collector)	1.02	1.18	1.18	1.18
	6 (Ramps)	1.18	1.33	1.37	1.36
I-25 Buffer (Two miles either side)	1 (Freeway)	1.21	1.74	1.62	1.47
	2 (Expressway)*	1.78	1.94	2.12	2.13
	3 (Principal Arterial)	1.38	1.75	1.78	1.75
	4 (Minor Arterial)	1.19	1.57	1.58	1.56
	5 (Collector)	1.07	1.34	1.34	1.34
	6 (Ramps)	1.20	1.35	1.41	1.40
Study Area links in Denver SIP	1 (Freeway)	1.39	1.70	1.68	1.60
	2 (Expressway)	1.48	1.97	1.92	1.92
	3 (Principal Arterial)	1.33	1.81	1.80	1.77
	4 (Minor Arterial)	1.24	1.77	1.76	1.73
	5 (Collector)	1.06	1.39	1.38	1.37
	6 (Ramps)	1.27	1.46	1.47	1.45
Study Area links NOT in Denver SIP	1 (Freeway)	1.03	1.31	1.11	1.13
	2 (Expressway)*	1.04	1.26	1.26	1.26
	3 (Principal Arterial)	1.09	1.27	1.28	1.28
	4 (Minor Arterial)	1.06	1.24	1.23	1.24
	5 (Collector)	1.01	1.08	1.08	1.08
	6 (Ramps)	1.01	1.06	1.14	1.13

NOTE:


TRI of 1.25 means that it takes 25% more time during peak time from point A to point B when compared to free flow time (hypothetically free flow time is off peak time)

* Excludes freeway to freeway express links at I-25& US-34, because PkgA and PkgB were not coded similarly for these links causing TRI calculation discrepancies

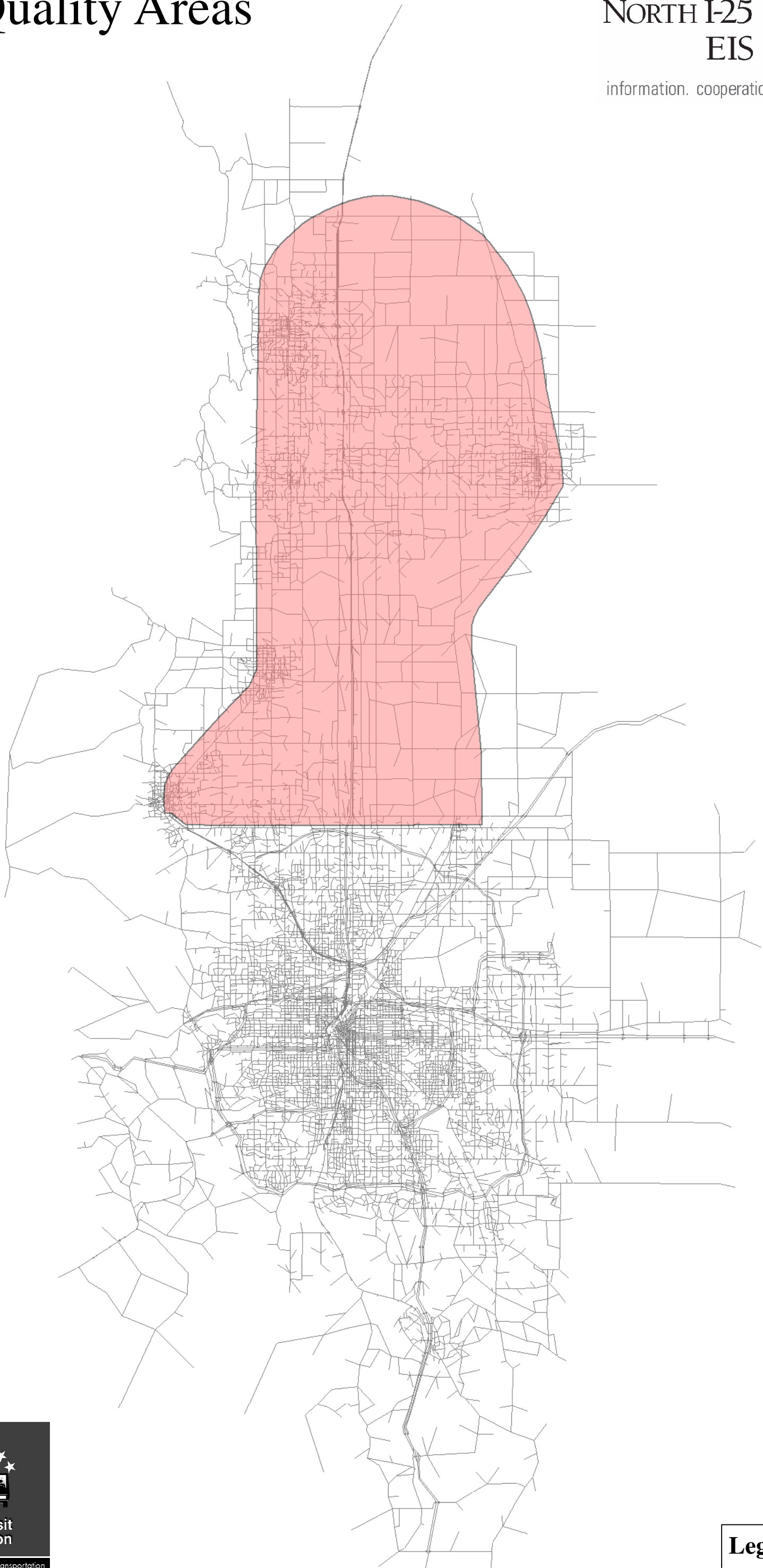
Air Quality Areas




Legend

 Project_Area

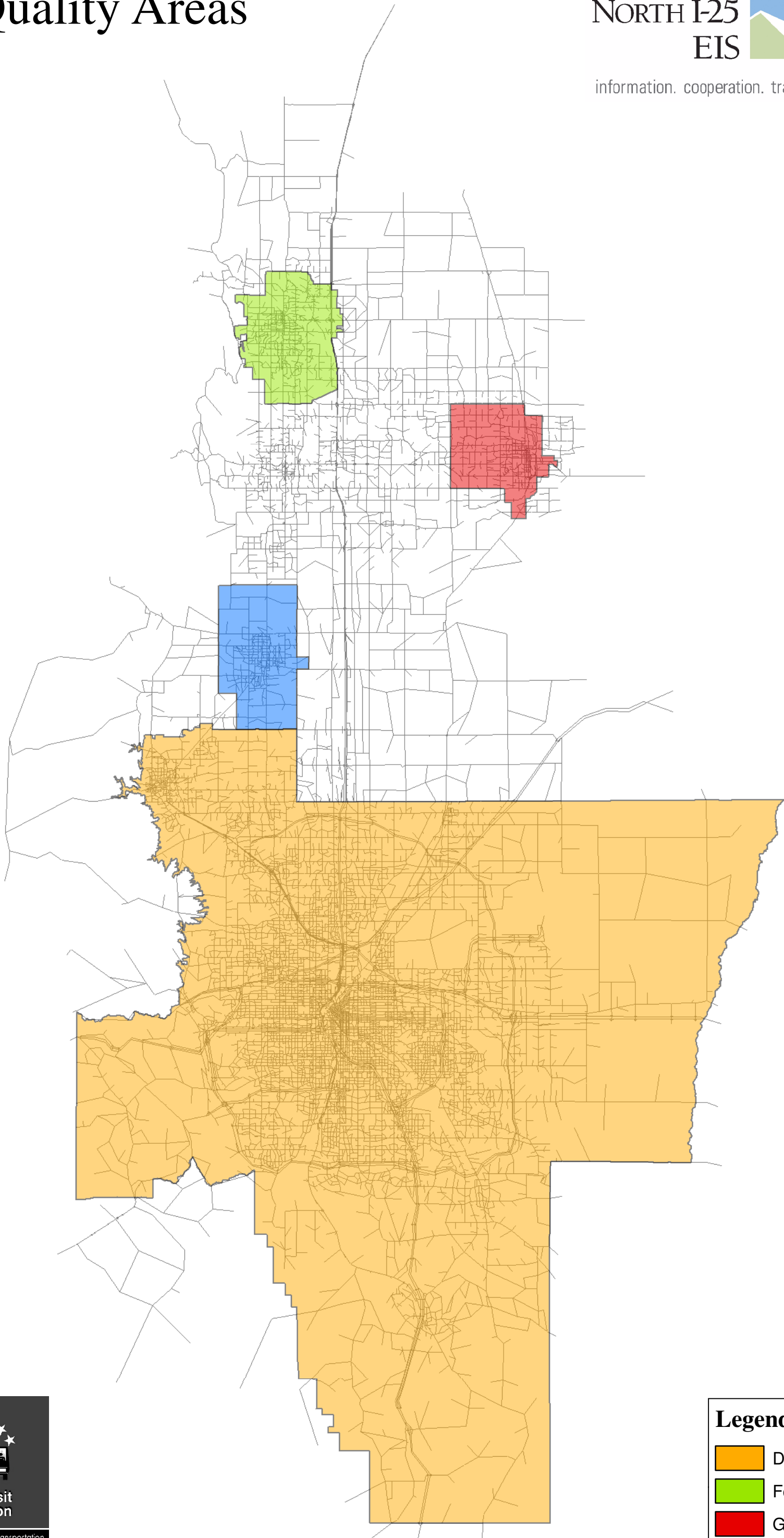
Air Quality Areas







Legend

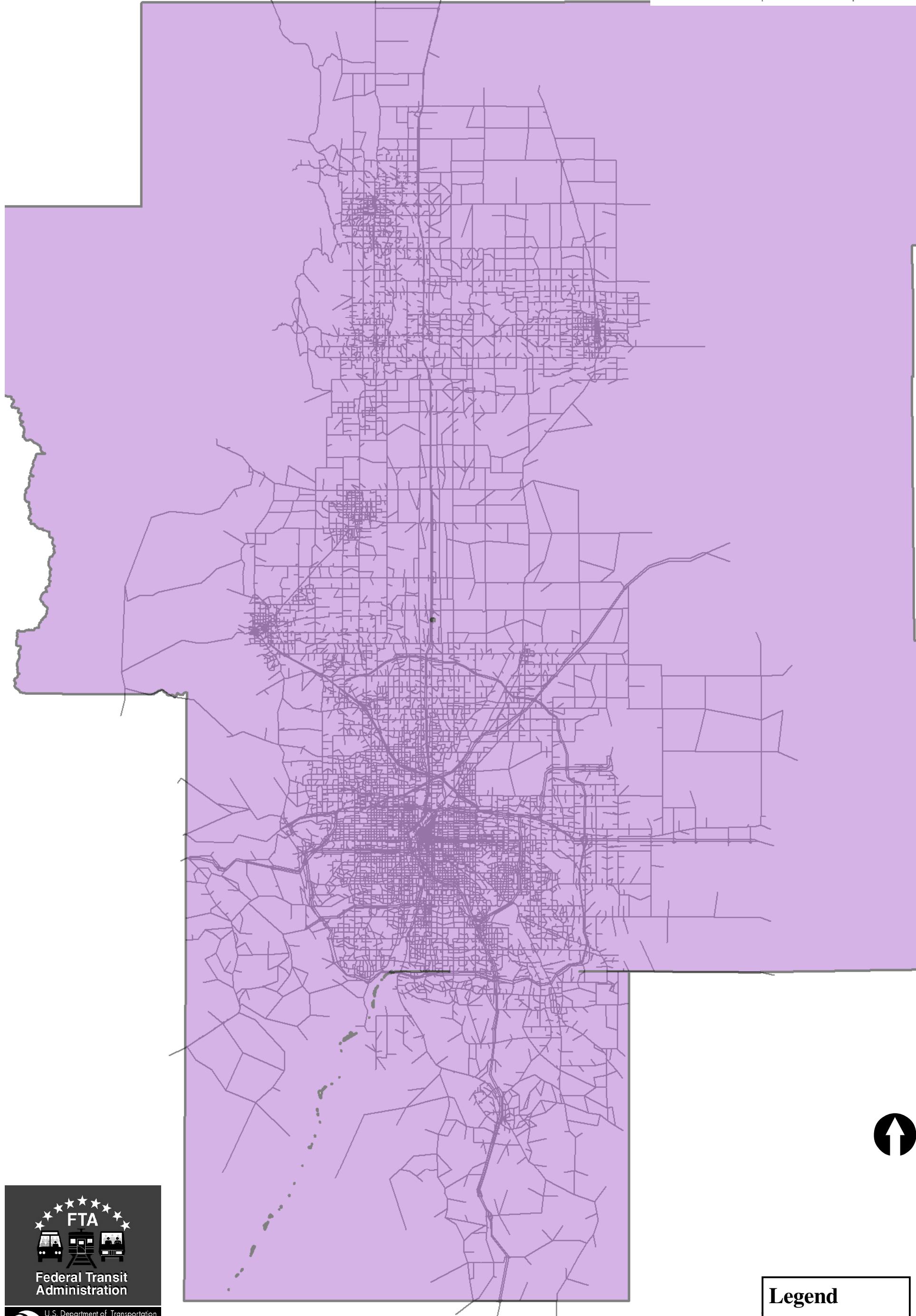
 NFR_Area

Air Quality Areas



Legend	
	Denver
	FortCollins
	Greeley
	Longmont

Air Quality Areas



Legend

 Ozone Area

DEIS Screening

Daily VMT/ VHT Comparison

Sub-Area		Facility Type	No-Action			Package A			Package B			
			VMT	VHT	Speed	VMT	VHT	Speed	VMT	VHT	Speed	
Project Area	Study Area	Freeway	15,712,000	325,500	48	16,559,000	330,400	50	16,071,000	327,300	49	
		Expressway	5,326,000	119,800	44	5,221,000	117,900	44	5,376,000	120,300	45	
		Principal Arterial	15,487,000	522,500	30	15,329,000	518,800	30	15,566,000	523,500	30	
		Minor Arterial	5,280,000	199,300	26	5,180,000	196,000	26	5,282,000	199,000	27	
		Collector	2,491,000	126,500	20	2,466,000	125,500	20	2,458,000	124,700	20	
		Ramp	676,000	23,000	29	677,000	23,400	29	669,000	22,900	29	
		Centroid Connector	3,712,000	215,000	17	3,715,000	215,100	17	3,702,000	214,600	17	
		Total	48,684,000	1,531,600	32	49,147,000	1,527,100	32	49,124,000	1,532,300	32	
	North Front Range Area	Freeway	5,316,000	94,300	56	6,129,000	97,900	63	5,568,000	95,500	58	
		Expressway	4,585,000	101,000	45	4,492,000	99,600	45	4,636,000	101,800	46	
		Principal Arterial	8,267,000	265,700	31	8,109,000	261,900	31	8,328,000	268,700	31	
		Minor Arterial	3,852,000	136,100	28	3,753,000	132,800	28	3,860,000	136,700	28	
		Collector	1,392,000	67,100	21	1,369,000	66,200	21	1,372,000	66,500	21	
		Ramp	162,000	4,600	35	164,000	5,100	32	156,000	4,700	33	
Centroid Connector		2,517,000	143,700	18	2,521,000	143,900	18	2,509,000	143,500	17		
Total		26,091,000	812,500	32	26,537,000	807,400	33	26,429,000	817,400	32		
Air-Quality	SIP Areas	Denver	Freeway	37,648,000	797,900	47	37,704,000	799,700	47	37,520,000	798,400	47
			Expressway	6,665,000	198,400	34	6,657,000	197,800	34	6,673,000	199,000	34
			Principal Arterial	33,698,000	1,188,500	28	33,700,000	1,189,500	28	33,837,000	1,190,700	28
			Minor Arterial	6,627,000	286,500	23	6,631,000	286,400	23	6,640,000	285,900	23
			Collector	5,270,000	310,400	17	5,272,000	310,500	17	5,249,000	308,200	17
			Ramp	1,467,000	54,600	27	1,468,000	54,500	27	1,466,000	54,300	27
			Centroid Connector	6,756,000	389,000	17	6,755,000	389,000	17	6,721,000	386,800	17
			Total	98,131,000	3,225,300	30	98,187,000	3,227,400	30	98,106,000	3,223,300	30
		Fort Collins	Freeway	982,000	19,400	51	1,144,000	19,300	59	1,025,000	19,400	53
			Expressway	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			Principal Arterial	2,558,000	94,700	27	2,561,000	94,600	27	2,599,000	97,000	27
			Minor Arterial	576,000	23,000	25	565,000	22,000	26	597,000	23,700	25
			Collector	336,000	18,400	18	328,000	18,100	18	337,000	18,700	18
			Ramp	42,000	1,200	35	47,000	1,700	28	46,000	1,500	31
	Centroid Connector		623,000	40,700	15	624,000	40,800	15	630,000	41,100	15	
	Total		5,117,000	197,400	26	5,269,000	196,500	27	5,234,000	201,400	26	
	Greeley	Freeway	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Expressway	997,000	20,800	48	978,000	20,500	48	1,007,000	21,000	48	
		Principal Arterial	466,000	16,200	29	467,000	16,200	29	475,000	16,500	29	
		Minor Arterial	505,000	17,900	28	509,000	18,000	28	518,000	18,300	28	
		Collector	179,000	8,400	21	178,000	8,400	21	180,000	8,500	21	
		Ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Centroid Connector	288,000	19,300	15	288,000	19,200	15	290,000	19,400	15	
		Total	2,435,000	82,600	29	2,420,000	82,300	29	2,470,000	83,700	30	
	Longmont	Freeway	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Expressway	546,000	12,400	44	558,000	13,000	43	551,000	12,500	44	
		Principal Arterial	1,055,000	26,300	40	1,013,000	24,900	41	1,048,000	25,900	40	
		Minor Arterial	178,000	5,800	31	172,000	5,600	31	175,000	5,700	31	
Collector		100,000	3,900	26	96,000	3,700	26	97,000	3,800	26		
Ramp		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Centroid Connector		211,000	11,100	19	211,000	11,100	19	211,000	11,100	19		
Total		2,090,000	59,500	35	2,050,000	58,300	35	2,082,000	59,000	35		
Onone EAC	Region	Freeway	43,610,000	899,300	48	44,456,000	905,200	49	43,718,000	901,200	49	
		Expressway	11,054,000	288,800	38	10,955,000	287,200	38	11,107,000	290,500	38	
		Principal Arterial	41,438,000	1,428,900	29	41,305,000	1,427,300	29	41,635,000	1,434,500	29	
		Minor Arterial	10,488,000	416,500	25	10,383,000	413,000	25	10,501,000	416,400	25	
		Collector	6,773,000	378,700	18	6,746,000	377,800	18	6,731,000	376,000	18	
		Ramp	1,609,000	58,500	28	1,611,000	59,000	27	1,601,000	58,400	27	
		Centroid Connector	9,769,000	546,800	18	9,773,000	547,000	18	9,727,000	544,400	18	
		Total	124,741,000	4,017,500	31	125,229,000	4,016,500	31	125,020,000	4,021,400	31	

N/A = Not Applicable

1/18/2007

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DEIS Screening

Daily VMT/ VHT Comparison

Percent Change from No-Action

	Sub-Area	Facility Type	No-Action			Package A			Package B			
			VMT	VHT	Speed	VMT	VHT	Speed	VMT	VHT	Speed	
Project Area	Study Area	Freeway	15,712,000	325,500	48	5.4%	1.5%	3.8%	2.3%	0.6%	1.7%	
		Expressway	5,326,000	119,800	44	-2.0%	-1.6%	-0.4%	0.9%	0.4%	0.5%	
		Principal Arterial	15,487,000	522,500	30	-1.0%	-0.7%	-0.3%	0.5%	0.2%	0.3%	
		Minor Arterial	5,280,000	199,300	26	-1.9%	-1.7%	-0.2%	0.0%	-0.2%	0.2%	
		Collector	2,491,000	126,500	20	-1.0%	-0.8%	-0.2%	-1.3%	-1.4%	0.1%	
		Ramp	676,000	23,000	29	0.1%	1.7%	-1.6%	-1.0%	-0.4%	-0.6%	
		Centroid Connector	3,712,000	215,000	17	0.1%	0.0%	0.0%	-0.3%	-0.2%	-0.1%	
	Total	48,684,000	1,531,600	32	1.0%	-0.3%	1.2%	0.9%	0.0%	0.9%		
	North Front Range Area	Freeway	5,316,000	94,300	56	15.3%	3.8%	11.1%	4.7%	1.3%	3.4%	
		Expressway	4,585,000	101,000	45	-2.0%	-1.4%	-0.7%	1.1%	0.8%	0.3%	
		Principal Arterial	8,267,000	265,700	31	-1.9%	-1.4%	-0.5%	0.7%	1.1%	-0.4%	
		Minor Arterial	3,852,000	136,100	28	-2.6%	-2.4%	-0.1%	0.2%	0.4%	-0.2%	
		Collector	1,392,000	67,100	21	-1.7%	-1.3%	-0.3%	-1.4%	-0.9%	-0.5%	
		Ramp	162,000	4,600	35	1.2%	10.9%	-8.7%	-3.7%	2.2%	-5.8%	
Centroid Connector		2,517,000	143,700	18	0.2%	0.1%	0.0%	-0.3%	-0.1%	-0.2%		
Total	26,091,000	812,500	32	1.7%	-0.6%	2.4%	1.3%	0.6%	0.7%			
Air-Quality	SIP Areas	Denver	Freeway	37,648,000	797,900	47	0.1%	0.2%	-0.1%	-0.3%	0.1%	-0.4%
			Expressway	6,665,000	198,400	34	-0.1%	-0.3%	0.2%	0.1%	0.3%	-0.2%
			Principal Arterial	33,698,000	1,188,500	28	0.0%	0.1%	-0.1%	0.4%	0.2%	0.2%
			Minor Arterial	6,627,000	286,500	23	0.1%	0.0%	0.1%	0.2%	-0.2%	0.4%
			Collector	5,270,000	310,400	17	0.0%	0.0%	0.0%	-0.4%	-0.7%	0.3%
			Ramp	1,467,000	54,600	27	0.1%	-0.2%	0.3%	-0.1%	-0.5%	0.5%
			Centroid Connector	6,756,000	389,000	17	0.0%	0.0%	0.0%	-0.5%	-0.6%	0.0%
		Total	98,131,000	3,225,300	30	0.1%	0.1%	0.0%	0.0%	-0.1%	0.0%	
		Fort Collins	Freeway	982,000	19,400	51	16.5%	-0.5%	17.1%	4.4%	0.0%	4.4%
			Expressway	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			Principal Arterial	2,558,000	94,700	27	0.1%	-0.1%	0.2%	1.6%	2.4%	-0.8%
			Minor Arterial	576,000	23,000	25	-1.9%	-4.3%	2.5%	3.6%	3.0%	0.6%
			Collector	336,000	18,400	18	-2.4%	-1.6%	-0.8%	0.3%	1.6%	-1.3%
			Ramp	42,000	1,200	35	11.9%	41.7%	-21.0%	9.5%	25.0%	-12.4%
	Centroid Connector		623,000	40,700	15	0.2%	0.2%	-0.1%	1.1%	1.0%	0.1%	
	Total	5,117,000	197,400	26	3.0%	-0.5%	3.4%	2.3%	2.0%	0.3%		
	Greeley	Freeway	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Expressway	997,000	20,800	48	-1.9%	-1.4%	-0.5%	1.0%	1.0%	0.0%	
		Principal Arterial	466,000	16,200	29	0.2%	0.0%	0.2%	1.9%	1.9%	0.1%	
		Minor Arterial	505,000	17,900	28	0.8%	0.6%	0.2%	2.6%	2.2%	0.3%	
		Collector	179,000	8,400	21	-0.6%	0.0%	-0.6%	0.6%	1.2%	-0.6%	
		Ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Centroid Connector	288,000	19,300	15	0.0%	-0.5%	0.5%	0.7%	0.5%	0.2%	
	Total	2,435,000	82,600	29	-0.6%	-0.4%	-0.3%	1.4%	1.3%	0.1%		
	Longmont	Freeway	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Expressway	546,000	12,400	44	2.2%	4.8%	-2.5%	0.9%	0.8%	0.1%	
		Principal Arterial	1,055,000	26,300	40	-4.0%	-5.3%	1.4%	-0.7%	-1.5%	0.9%	
		Minor Arterial	178,000	5,800	31	-3.4%	-3.4%	0.1%	-1.7%	-1.7%	0.0%	
		Collector	100,000	3,900	26	-4.0%	-5.1%	1.2%	-3.0%	-2.6%	-0.4%	
		Ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Centroid Connector	211,000	11,100	19	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Total	2,090,000	59,500	35	-1.9%	-2.0%	0.1%	-0.4%	-0.8%	0.5%		
	Onone EAC	Region	Freeway	43,610,000	899,300	48	1.9%	0.7%	1.3%	0.2%	0.2%	0.0%
			Expressway	11,054,000	288,800	38	-0.9%	-0.6%	-0.3%	0.5%	0.6%	-0.1%
			Principal Arterial	41,438,000	1,428,900	29	-0.3%	-0.1%	-0.2%	0.5%	0.4%	0.1%
			Minor Arterial	10,488,000	416,500	25	-1.0%	-0.8%	-0.2%	0.1%	0.0%	0.1%
			Collector	6,773,000	378,700	18	-0.4%	-0.2%	-0.2%	-0.6%	-0.7%	0.1%
			Ramp	1,609,000	58,500	28	0.1%	0.9%	-0.7%	-0.5%	-0.2%	-0.3%
			Centroid Connector	9,769,000	546,800	18	0.0%	0.0%	0.0%	-0.4%	-0.4%	0.0%
	Total	124,741,000	4,017,500	31	0.4%	0.0%	0.4%	0.2%	0.1%	0.1%		

N/A = Not Applicable

1/18/2007

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DEIS Screening

Daily VMT/ VHT Comparison

Sub-Area	Facility Type	2001 Base			No-Action			Package A			Package B				
		VMT	VHT	Speed	VMT	VHT	Speed	VMT	VHT	Speed	VMT	VHT	Speed		
Project Area	Study Area	Freeway	9,709,000	168,000	58	15,712,000	325,500	48	16,559,000	330,400	50	16,071,000	327,300	49	
		Expressway	2,706,000	55,000	49	5,326,000	119,800	44	5,221,000	117,900	44	5,376,000	120,300	45	
		Principal Arterial	6,973,000	214,000	33	15,487,000	522,500	30	15,329,000	518,800	30	15,566,000	523,500	30	
		Minor Arterial	4,165,000	135,000	31	5,280,000	199,300	26	5,180,000	196,000	26	5,282,000	199,000	27	
		Collector	1,301,000	56,000	23	2,491,000	126,500	20	2,466,000	125,500	20	2,458,000	124,700	20	
		Ramp	401,000	13,000	31	676,000	23,000	29	677,000	23,400	29	669,000	22,900	29	
		Centroid Connector	1,916,000	111,000	17	3,712,000	215,000	17	3,715,000	215,100	17	3,702,000	214,600	17	
		Total	27,171,000	752,000	36	48,684,000	1,531,600	32	49,147,000	1,527,100	32	49,124,000	1,532,300	32	
	North Front Range Area	Freeway				5,316,000	94,300	56	6,129,000	97,900	63	5,568,000	95,500	58	
		Expressway				4,585,000	101,000	45	4,492,000	99,600	45	4,636,000	101,800	46	
		Principal Arterial				8,267,000	265,700	31	8,109,000	261,900	31	8,328,000	268,700	31	
		Minor Arterial				3,852,000	136,100	28	3,753,000	132,800	28	3,860,000	136,700	28	
		Collector				1,392,000	67,100	21	1,369,000	66,200	21	1,372,000	66,500	21	
Ramp					162,000	4,600	35	164,000	5,100	32	156,000	4,700	33		
Centroid Connector					2,517,000	143,700	18	2,521,000	143,900	18	2,509,000	143,500	17		
Total					26,091,000	812,500	32	26,537,000	807,400	33	26,429,000	817,400	32		
Air-Quality	SIP Areas	Denver	Freeway				37,648,000	797,900	47	37,704,000	799,700	47	37,520,000	798,400	47
			Expressway				6,665,000	198,400	34	6,657,000	197,800	34	6,673,000	199,000	34
			Principal Arterial				33,698,000	1,188,500	28	33,700,000	1,189,500	28	33,837,000	1,190,700	28
			Minor Arterial				6,627,000	286,500	23	6,631,000	286,400	23	6,640,000	285,900	23
			Collector				5,270,000	310,400	17	5,272,000	310,500	17	5,249,000	308,200	17
			Ramp				1,467,000	54,600	27	1,468,000	54,500	27	1,466,000	54,300	27
			Centroid Connector				6,756,000	389,000	17	6,755,000	389,000	17	6,721,000	386,800	17
			Total				98,131,000	3,225,300	30	98,187,000	3,227,400	30	98,106,000	3,223,300	30
		Fort Collins	Freeway				982,000	19,400	51	1,144,000	19,300	59	1,025,000	19,400	53
			Expressway				N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			Principal Arterial				2,558,000	94,700	27	2,561,000	94,600	27	2,599,000	97,000	27
			Minor Arterial				576,000	23,000	25	565,000	22,000	26	597,000	23,700	25
	Collector					336,000	18,400	18	328,000	18,100	18	337,000	18,700	18	
	Ramp					42,000	1,200	35	47,000	1,700	28	46,000	1,500	31	
	Centroid Connector					623,000	40,700	15	624,000	40,800	15	630,000	41,100	15	
	Total					5,117,000	197,400	26	5,269,000	196,500	27	5,234,000	201,400	26	
	Greeley	Freeway				N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Expressway				997,000	20,800	48	978,000	20,500	48	1,007,000	21,000	48	
		Principal Arterial				466,000	16,200	29	467,000	16,200	29	475,000	16,500	29	
		Minor Arterial				505,000	17,900	28	509,000	18,000	28	518,000	18,300	28	
		Collector				179,000	8,400	21	178,000	8,400	21	180,000	8,500	21	
		Ramp				N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Centroid Connector				288,000	19,300	15	288,000	19,200	15	290,000	19,400	15	
		Total				2,435,000	82,600	29	2,420,000	82,300	29	2,470,000	83,700	30	
	Longmont	Freeway				N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Expressway				546,000	12,400	44	558,000	13,000	43	551,000	12,500	44	
		Principal Arterial				1,055,000	26,300	40	1,013,000	24,900	41	1,048,000	25,900	40	
		Minor Arterial				178,000	5,800	31	172,000	5,600	31	175,000	5,700	31	
		Collector				100,000	3,900	26	96,000	3,700	26	97,000	3,800	26	
		Ramp				N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
		Centroid Connector				211,000	11,100	19	211,000	11,100	19	211,000	11,100	19	
		Total				2,090,000	59,500	35	2,050,000	58,300	35	2,082,000	59,000	35	
	Ozone EAC	Region	Freeway				43,610,000	899,300	48	44,456,000	905,200	49	43,718,000	901,200	49
Expressway						11,054,000	288,800	38	10,955,000	287,200	38	11,107,000	290,500	38	
Principal Arterial						41,438,000	1,428,900	29	41,305,000	1,427,300	29	41,635,000	1,434,500	29	
Minor Arterial						10,488,000	416,500	25	10,383,000	413,000	25	10,501,000	416,400	25	
Collector						6,773,000	378,700	18	6,746,000	377,800	18	6,731,000	376,000	18	
Ramp						1,609,000	58,500	28	1,611,000	59,000	27	1,601,000	58,400	27	
Centroid Connector						9,769,000	546,800	18	9,773,000	547,000	18	9,727,000	544,400	18	
Total						124,741,000	4,017,500	31	125,229,000	4,016,500	31	125,020,000	4,021,400	31	

N/A = Not Applicable

7/9/2007

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DEIS Screening

Daily Fuel Consumption Comparison

	Sub-Area	Facility Type	No-Action		Package A		Package B		
			VMT	Fuel Consumption	VMT	Fuel Consumption	VMT	Fuel Consumption	
Project Area	Study Area	Freeway	15,712,000	748,547	16,559,000	788,899	16,071,000	765,650	
		Expressway	5,326,000	253,740	5,221,000	248,737	5,376,000	256,122	
		Principal Arterial	15,487,000	737,828	15,329,000	730,300	15,566,000	741,591	
		Minor Arterial	5,280,000	251,548	5,180,000	246,784	5,282,000	251,644	
		Collector	2,491,000	118,676	2,466,000	117,485	2,458,000	117,103	
		Ramp	676,000	32,206	677,000	32,253	669,000	31,872	
		Centroid Connector	3,712,000	176,846	3,715,000	176,989	3,702,000	176,370	
	Total	48,684,000	2,319,390	49,147,000	2,341,448	49,124,000	2,340,353		
	North Front Range Area	Freeway	5,316,000	253,263	6,129,000	291,996	5,568,000	265,269	
		Expressway	4,585,000	218,437	4,492,000	214,007	4,636,000	220,867	
		Principal Arterial	8,267,000	393,854	8,109,000	386,327	8,328,000	396,760	
		Minor Arterial	3,852,000	183,516	3,753,000	178,799	3,860,000	183,897	
		Collector	1,392,000	66,317	1,369,000	65,222	1,372,000	65,364	
		Ramp	162,000	7,718	164,000	7,813	156,000	7,432	
Centroid Connector		2,517,000	119,914	2,521,000	120,105	2,509,000	119,533		
Total	26,091,000	1,243,020	26,537,000	1,264,269	26,429,000	1,259,123			
Air-Quality	SIP Areas	Denver	Freeway	37,648,000	1,793,616	37,704,000	1,796,284	37,520,000	1,787,518
			Expressway	6,665,000	317,532	6,657,000	317,151	6,673,000	317,913
			Principal Arterial	33,698,000	1,605,431	33,700,000	1,605,526	33,837,000	1,612,053
			Minor Arterial	6,627,000	315,722	6,631,000	315,912	6,640,000	316,341
			Collector	5,270,000	251,072	5,272,000	251,167	5,249,000	250,071
			Ramp	1,467,000	69,890	1,468,000	69,938	1,466,000	69,843
			Centroid Connector	6,756,000	321,868	6,755,000	321,820	6,721,000	320,200
		Total	98,131,000	4,675,131	98,187,000	4,677,799	98,106,000	4,673,940	
		Fort Collins	Freeway	982,000	46,784	1,144,000	54,502	1,025,000	48,833
			Expressway	N/A	N/A	N/A	N/A	N/A	N/A
			Principal Arterial	2,558,000	121,868	2,561,000	122,010	2,599,000	123,821
			Minor Arterial	576,000	27,442	565,000	26,918	597,000	28,442
			Collector	336,000	16,008	328,000	15,626	337,000	16,055
			Ramp	42,000	2,001	47,000	2,239	46,000	2,192
	Centroid Connector		623,000	29,681	624,000	29,728	630,000	30,014	
	Total	5,117,000	243,783	5,269,000	251,024	5,234,000	249,357		
	Greeley	Freeway	N/A	N/A	N/A	N/A	N/A	N/A	
		Expressway	997,000	47,499	978,000	46,594	1,007,000	47,975	
		Principal Arterial	466,000	22,201	467,000	22,249	475,000	22,630	
		Minor Arterial	505,000	24,059	509,000	24,250	518,000	24,678	
		Collector	179,000	8,528	178,000	8,480	180,000	8,576	
		Ramp	N/A	N/A	N/A	N/A	N/A	N/A	
		Centroid Connector	288,000	13,721	288,000	13,721	290,000	13,816	
	Total	2,435,000	116,008	2,420,000	115,293	2,470,000	117,675		
	Longmont	Freeway	N/A	N/A	N/A	N/A	N/A	N/A	
		Expressway	546,000	26,012	558,000	26,584	551,000	26,251	
		Principal Arterial	1,055,000	50,262	1,013,000	48,261	1,048,000	49,929	
		Minor Arterial	178,000	8,480	172,000	8,194	175,000	8,337	
		Collector	100,000	4,764	96,000	4,574	97,000	4,621	
		Ramp	N/A	N/A	N/A	N/A	N/A	N/A	
		Centroid Connector	211,000	10,052	211,000	10,052	211,000	10,052	
	Total	2,090,000	99,571	2,050,000	97,666	2,082,000	99,190		
	Onone EAC Region	Freeway	43,610,000	2,077,656	44,456,000	2,117,961	43,718,000	2,082,801	
Expressway		11,054,000	526,632	10,955,000	521,915	11,107,000	529,157		
Principal Arterial		41,438,000	1,974,178	41,305,000	1,967,842	41,635,000	1,983,564		
Minor Arterial		10,488,000	499,667	10,383,000	494,664	10,501,000	500,286		
Collector		6,773,000	322,677	6,746,000	321,391	6,731,000	320,677		
Ramp		1,609,000	76,656	1,611,000	76,751	1,601,000	76,274		
Centroid Connector		9,769,000	465,412	9,773,000	465,603	9,727,000	463,411		
Total	124,741,000	5,942,878	125,229,000	5,966,127	125,020,000	5,956,170			

N/A = Not Applicable

1/18/2007

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