

DEIS Model Results  
I-25 Auto Travel Time

Southbound AM Peak Hour

				2001		2030 No-Action		2030 Package A General Purpose Lanes in Metro Area		2030 Package A Managed Lanes in Metro Area		2030 Package B General Purpose Lanes		2030 Package B Managed Lanes	
From	To	Link	Cumulative Total	Link	Cumulative Total	Link	Cumulative Total	Link	Cumulative Total	Link	Cumulative Total	Link	Cumulative Total	Link	Cumulative Total
<b>Link-by-link</b>															
SH 1	On Ramp	CR 50	Off Ramp	6	6	6	6	6	6	6	6	6	6	6	6
CR 50	Off Ramp	CR 50	On Ramp	0	6	0	6	0	6	0	6	0	6	0	6
CR 50	On Ramp	SH 14	Off Ramp	1	7	2	8	2	8	2	8	2	8	2	8
SH 14	Off Ramp	SH 14	On Ramp	0	8	0	8	0	8	0	8	0	8	0	8
SH 14	On Ramp	Prospect	Off Ramp	1	8	1	9	1	9	1	9	1	9	1	9
Prospect	Off Ramp	Prospect	On Ramp	0	9	0	9	0	9	0	9	0	9	0	9
Prospect	On Ramp	Harmony	Off Ramp	3	11	4	13	3	12	3	12	5	14	2	11
Harmony	Off Ramp	Harmony	On Ramp	0	12	0	13	0	12	0	12	0	15	0	11
Harmony	On Ramp	SH 392	Off Ramp	2	14	4	17	3	15	3	15	4	18	2	14
SH 392	Off Ramp	SH 392	On Ramp	0	14	0	18	0	16	0	16	0	19	0	14
SH 392	On Ramp	Crossroads	Off Ramp	2	17	3	21	3	18	3	18	3	21	2	16
Crossroads	Off Ramp	Crossroads	On Ramp	0	17	0	21	0	19	0	19	0	22	0	17
Crossroads	On Ramp	US 34	Off Ramp	2	19	2	23	2	21	2	21	2	24	1	18
US 34	Off Ramp	US 34	On Ramp	0	19	0	24	0	21	0	21	0	24	0	18
US 34	On Ramp	CR 54	Off Ramp	2	21	2	26	2	22	2	22	2	26	1	19
CR 54	Off Ramp	CR 54	On Ramp	0	21	0	26	0	23	0	23	0	26	0	20
CR 54	On Ramp	CR 52	Off Ramp	1	22	1	27	1	23	1	23	1	28	2	22
CR 52	Off Ramp	CR 52	On Ramp	0	22	0	27	0	24	0	24	0	28		22
CR 52	On Ramp	SH 60	Off Ramp	2	23	2	29	2	25	2	25	1	29		22
SH 60	Off Ramp	SH 60	On Ramp	0	24	0	30	0	25	0	25	0	30	0	23
SH 60	On Ramp	CR 44	Off Ramp	2	25	2	32	2	27	2	27	3	32	1	24
CR 44	Off Ramp	CR 44	On Ramp	0	26	0	32	0	28	0	28	0	33	0	24
CR 44	On Ramp	CR 34	Off Ramp	4	30	6	38	5	32	5	32	6	39	4	28
CR 34	Off Ramp	CR 34	On Ramp	0	30	0	38	0	32	0	32	0	39	0	29
CR 34	On Ramp	SH 66	Off Ramp	2	32	2	40	2	34	2	34	2	41	2	30
SH 66	Off Ramp	SH 66	On Ramp	0	32	0	41	0	34	0	34	0	41	0	31
SH 66	On Ramp	SH 119	Off Ramp	2	34	2	43	3	37	3	37	2	44	2	33
SH 119	Off Ramp	SH 119	On Ramp	0	35	0	43	0	37	0	37	0	44	0	33
SH 119	On Ramp	SH 52	Off Ramp	4	39	5	49	6	43	6	43	5	49	4	37
SH 52	Off Ramp	SH 52	On Ramp	0	39	0	49	0	43	0	43	0	49	0	37
SH 52	On Ramp	CR 8	Off Ramp	3	41	5	54	3	47	3	47	3	52	3	40
CR 8	Off Ramp	CR 8	On Ramp	0	42	0	54	0	47	0	47	0	52	0	40
CR 8	On Ramp	SH 7	Off Ramp	3	44	7	61	4	51	4	51	5	57	3	43
SH 7	Off Ramp	SH 7	On Ramp	0	44	0	62	0	51	0	51	0	58	0	43
SH 7	On Ramp	E-470	Off Ramp	0	44	4	66	2	53	2	53	3	60	1	44
E-470	Off Ramp	E-470	On Ramp	0	44	0	66	0	54	0	54	0	61	0	44
E-470	On Ramp	144th Ave	Off Ramp	0	44	4	70	4	58	4	58	3	64	1	46
144th Ave	Off Ramp	144th Ave	On Ramp	0	44	0	70	0	58	0	58	0	64	0	46
144th Ave	On Ramp	136th Ave	Off Ramp	0	44	2	72	2	60	2	60	1	65	1	47
136th Ave	Off Ramp	136th Ave	On Ramp	0	44	0	72	0	61	0	61	0	65	0	47
136th Ave	On Ramp	120th Ave	Off Ramp	5	50	5	77	5	66	5	66	7	72	2	49
120th Ave	Off Ramp	120th Ave	On Ramp	0	50	0	78	0	66	0	66	0	72	0	49
120th Ave	On Ramp	104th Ave	Off Ramp	2	52	6	84	6	72	6	72	4	76	3	52
104th Ave	Off Ramp	104th Ave	On Ramp	0	52	0	84	0	73	0	73	0	76	0	52
104th Ave	On Ramp	Thornton Pkwy	Off Ramp	2	54	6	90	5	78	5	78	3	79	1	53
Thornton Pkwy	Off Ramp	Thornton Pkwy	On Ramp	0	54	0	90	0	78	0	78	0	79	0	54
Thornton Pkwy	On Ramp	84th Ave	Off Ramp	3	57	4	94	4	82	4	82	5	84	3	56
84th Ave	Off Ramp	84th Ave	On Ramp	0	57	0	94	0	83	0	83	0	84	0	56
84th Ave	On Ramp	US 36	Off Ramp	7	64	9	104	9	92	9	92	6	90	2	58
US 36	Off Ramp	I-76	Off Ramp	1	64	1	104	1	93			1	91		
I-76	Off Ramp	US 36	On Ramp	0	65	0	104	0	93			0	91		
US 36	On Ramp	I-76	On Ramp	1	66	1	105	1	93			1	92		
I-76	On Ramp	58th Ave	Off Ramp	3	69	13	118	13	106			13	105		
58th Ave	Off Ramp	58th Ave	On Ramp	0	69	0	118	0	107			0	105		
58th Ave	On Ramp	I-70	Off Ramp	4	73	4	122	4	110			4	109		
I-70	Off Ramp	I-70	On Ramp	2	75	1	122	1	111			1	109		
I-70	On Ramp	38th Ave	On Ramp	2	77	1	124	1	112			2	112		
38th Ave	On Ramp	20th St	Off Ramp	0	77	1	125	1	113			0	112		
										6	98		7	65	

Note: Existing & 2030 No Action - No SB ON-RAMP At CR 52

Note: 2001 - No on/off ramps present between 120th & SH 7

9/21/2007

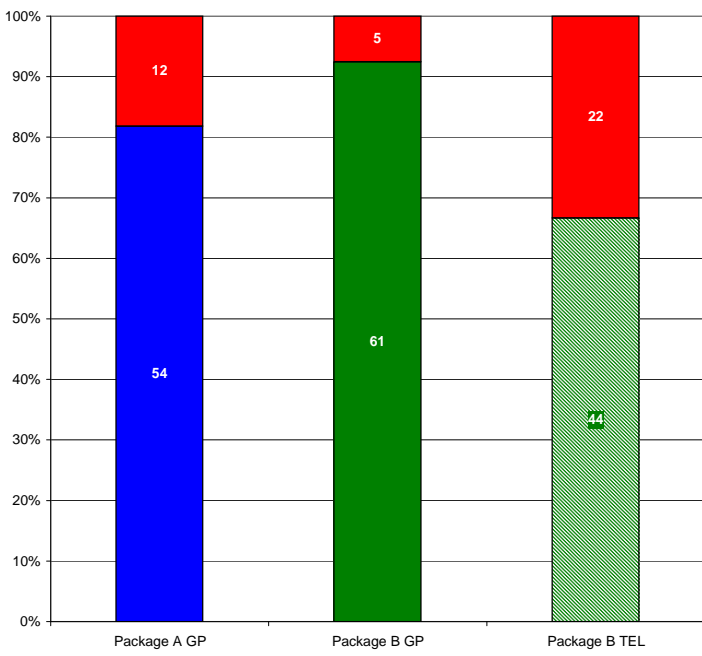
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DEIS Model Results  
I-25 Auto Travel Time

Southbound AM Peak Hour

From	To	2001		2030 No-Action		2030 Package A General Purpose Lanes in Metro Area		2030 Package A Managed Lanes in Metro Area		2030 Package B General Purpose Lanes		2030 Package B Managed Lanes	
		Link	Cumulative Total	Link	Cumulative Total	Link	Cumulative Total	Link	Cumulative Total	Link	Cumulative Total	Link	Cumulative Total
<b>Link-by-link</b>													
SH 1	On Ramp	CR 50	Off Ramp	6	6	6	6	6	6	6	6	6	6
CR 50	Off Ramp	CR 50	On Ramp	0	6	0	6	0	6	0	6	0	6
CR 50	On Ramp	SH 14	Off Ramp	1	7	2	8	2	8	2	8	2	8
SH 14	Off Ramp	SH 14	On Ramp	0	8	0	8	0	8	0	8	0	8
SH 14	On Ramp	Prospect	Off Ramp	1	8	1	9	1	9	1	9	1	9
Prospect	Off Ramp	Prospect	On Ramp	0	9	0	9	0	9	0	9	0	9
Prospect	On Ramp	Harmony	Off Ramp	3	11	4	13	3	12	3	12	5	14
Harmony	Off Ramp	Harmony	On Ramp	0	12	0	13	0	12	0	12	0	15
Harmony													14
SH 392													14
SH 392													16
Crossroad													17
Crossroad													18
US 34													18
US 34													19
CR 54													20
CR 54													22
CR 52													22
CR 52													22
SH 60													23
SH 60													24
CR 44													24
CR 44													28
CR 34													29
CR 34													30
SH 66													31
SH 66													33
SH 119													33
SH 119													37
SH 52													37
SH 52													40
CR 8													40
CR 8													43
SH 7													43
SH 7													44
E-470													44
E-470													46
144th Ave													46
144th Ave													47
136th Ave													47
136th Ave													49
120th Ave													49
120th Ave													52
104th Ave													52
104th Ave													53
Thornton													54
Thornton Pkwy	On Ramp	84th Ave	Off Ramp	3	57	4	94	4	82	4	82	5	84
84th Ave	Off Ramp	84th Ave	On Ramp	0	57	0	94	0	83	0	83	0	84
84th Ave	On Ramp	US 36	Off Ramp	7	64	9	104	9	92	9	92	6	90
US 36	Off Ramp	I-76	Off Ramp	1	64	1	104	1	93				91
I-76	Off Ramp	US 36	On Ramp	0	65	0	104	0	93				91
US 36	On Ramp	I-76	On Ramp	1	66	1	105	1	93				92
I-76	On Ramp	58th Ave	Off Ramp	3	69	13	118	13	106			13	105
58th Ave	Off Ramp	58th Ave	On Ramp	0	69	0	118	0	107				105
58th Ave	On Ramp	I-70	Off Ramp	4	73	4	122	4	110			4	109
I-70	Off Ramp	I-70	On Ramp	2	75	1	122	1	111			1	109
I-70	On Ramp	38th Ave	On Ramp	2	77	1	124	1	112			2	112
38th Ave	On Ramp	20th St	Off Ramp	0	77	1	125	1	113			0	112
									6				65
													98
													7
													65



No-Action	66	0
Package A	54	12
Package B	61	5
Package B	44	22

Note: Existing & 2030 No Action - No SB ON-RAMP At CR 52

Note: 2001 - No on/off ramps present between 120th & SH 7

4/24/2007

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<b>Package A - Commuter Bus</b>	<b>Travel time</b>	<b>Dwell Time</b>	<b>Total Time</b>
D St to 8th/8th	3.0	0.6	<b>3.6</b>
8th/8th to Greeley South	4.8	0.6	<b>5.4</b>
Greeley South to Evans	4.2	0.6	<b>4.8</b>
Evans to Platteville	16.8	0.6	<b>17.4</b>
Platteville to Ft. Lupton	10.1	0.6	<b>10.7</b>
Ft. Lupton to Brighton	15.2	0.6	<b>15.8</b>
Brighton to Commerce City	41.0	0.6	<b>41.6</b>
Commerce City to DUS	22.2	0.6	<b>22.8</b>
<b>Total D St to DUS</b>	<b>117.3</b>	<b>4.8</b>	<b>122.1</b>
Brighton to DIA	41.3	0.6	<b>41.9</b>
<b>D St to DIA</b>	<b>95.4</b>	<b>4.2</b>	<b>99.6</b>

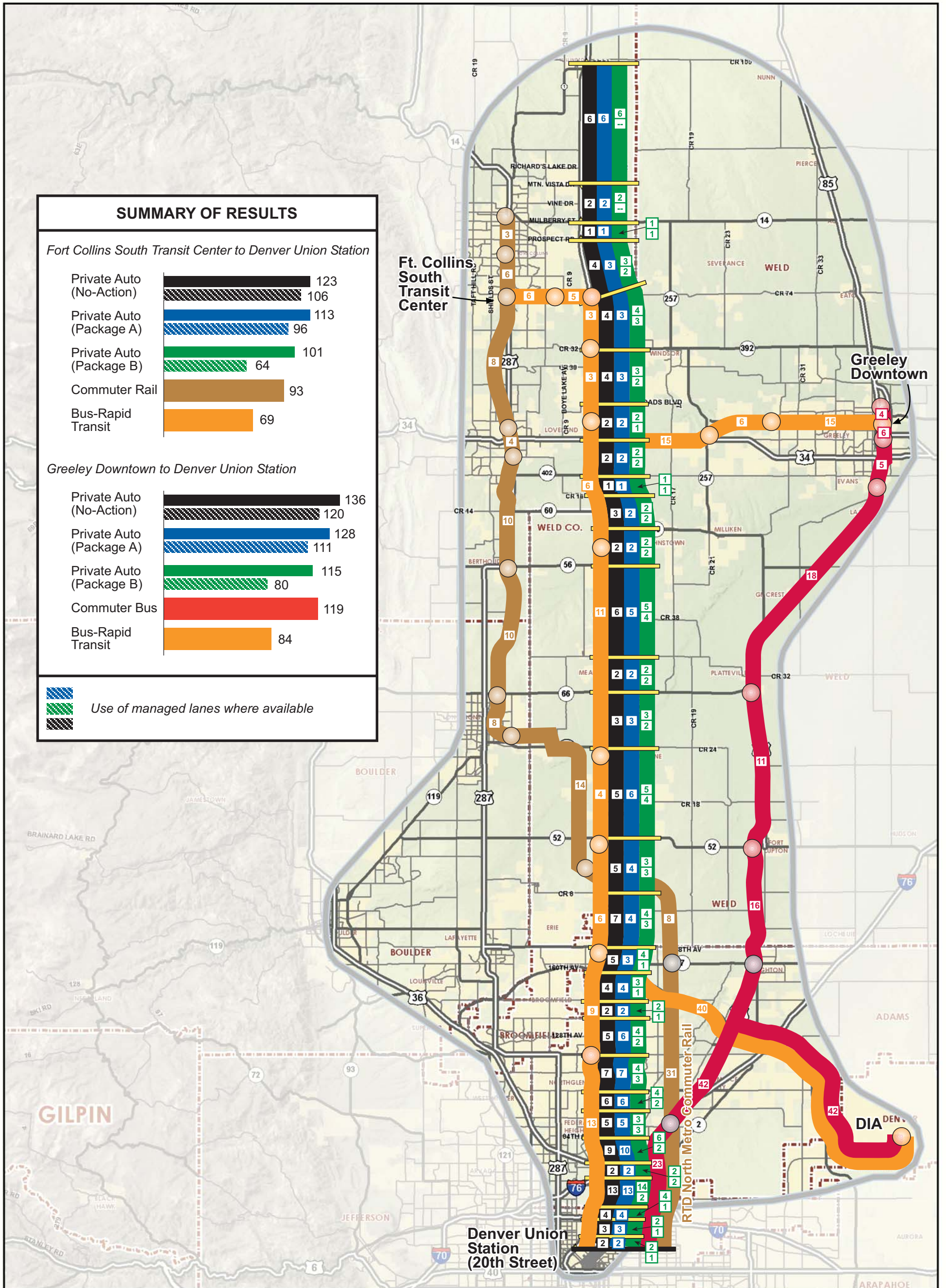
118.6

<b>Package B - BRT</b>	<b>Distance</b>	<b>Dist. HWY to Stop</b>	<b>Speed</b>	<b>Travel Time</b>	<b>Access+Dwell Time</b>	<b>Total Time</b>
FC South to Harmony/Timb.	n/a	n/a	n/a	5.1	0.8	<b>5.8</b>
Harmony/Timb. to Harmony/I-25	n/a	n/a	n/a	4.5	0.8	<b>5.2</b>
Harmony to SH-392	3.3	0.0	75	2.6	0.8	<b>3.4</b>
SH-392 to Crossroads	3.1	0.0	75	2.5	0.8	<b>3.3</b>
Crossroads to SH-56/60	6.9	0.0	75	5.5	0.8	<b>6.2</b>
SH-56/60 to SH-119	12.1	0.0	75	9.6	0.8	<b>10.4</b>
SH-119 to SH-52	4.6	0.0	75	3.6	0.8	<b>4.4</b>
SH-52 to SH-7	6.5	0.0	75	5.2	0.8	<b>5.9</b>
SH-7 to Wagon Road	6.0	0.4	65	5.5	2.5	<b>8.0</b>
Wagon Road to DUS	10.7	0.3	55	11.7	1.5	<b>13.2</b>
<b>Total FC to DUS</b>				<b>55.8</b>	<b>10.0</b>	<b>65.8</b>
SH-7 to DIA	n/a	n/a	n/a	39.1	1.0	<b>40.1</b>
<b>Total FC to DIA</b>				<b>77.7</b>	<b>7.0</b>	<b>84.7</b>
Greeley Downtown to 83rd	n/a	n/a	n/a	13.8	0.8	<b>14.6</b>
83rd to SH-257	n/a	n/a	n/a	5.0	0.8	<b>5.8</b>
SH-257 to I-25/US-34	n/a	n/a	n/a	14.7	0.8	<b>15.5</b>
US-34 to SH-56/60	5.5	0.0	75	4.4	0.8	<b>5.2</b>
SH-56/60 to SH-119	12.1	0.0	75	9.6	0.8	<b>10.4</b>
SH-119 to SH-52	4.6	0.0	75	3.6	0.8	<b>4.4</b>
SH-52 to SH-7	6.5	0.0	75	5.2	0.8	<b>5.9</b>
SH-7 to Wagon Road	6.0	0.4	65	5.5	2.5	<b>8.0</b>
Wagon Road to DUS	10.7	0.3	55	11.7	1.5	<b>13.2</b>
<b>Total Greeley to DUS</b>				<b>73.5</b>	<b>9.5</b>	<b>82.9</b>
<b>Total Greeley to DIA</b>				<b>95.4</b>	<b>6.5</b>	<b>101.9</b>



# DEIS Travel Model Results

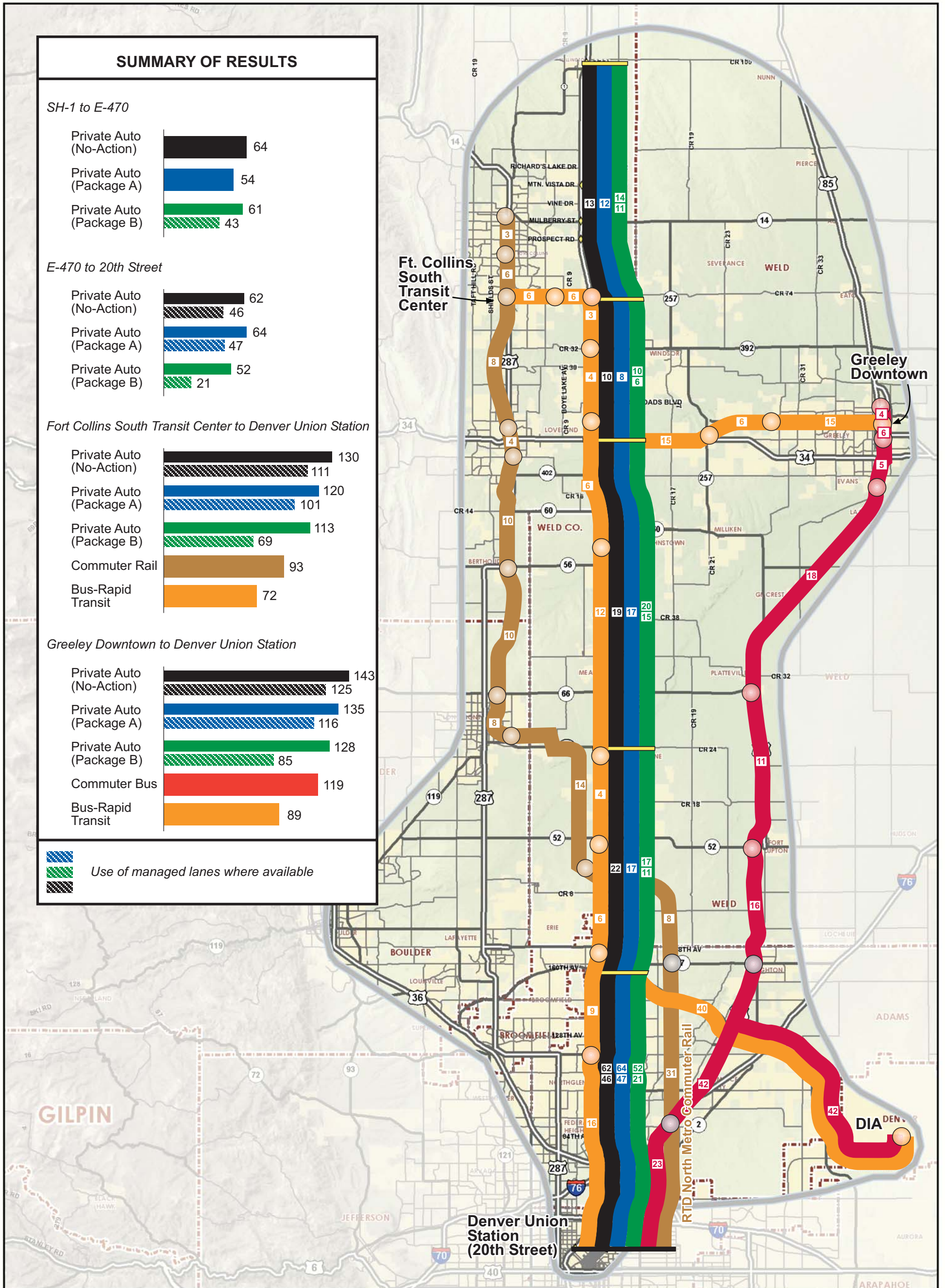
## Travel Time Comparisons by Segment





# DEIS Travel Model Results

## Travel Time Comparison Summary



SUMMARY OF RESULTS	
<b>SH-1 to E-470</b>	
Private Auto (No-Action)	64
Private Auto (Package A)	54
Private Auto (Package B)	61
Use of managed lanes where available	43
<b>E-470 to 20th Street</b>	
Private Auto (No-Action)	62
Private Auto (Package A)	64
Private Auto (Package B)	52
Use of managed lanes where available	21
<b>Fort Collins South Transit Center to Denver Union Station</b>	
Private Auto (No-Action)	130
Private Auto (Package A)	120
Private Auto (Package B)	113
Commuter Rail	93
Bus-Rapid Transit	72
<b>Greeley Downtown to Denver Union Station</b>	
Private Auto (No-Action)	143
Private Auto (Package A)	135
Private Auto (Package B)	128
Commuter Bus	119
Bus-Rapid Transit	89

**Legend**

**Cities**: Yellow outline

**Counties**: Dashed outline

**Interchanges**: Yellow diamond

**Highways**: Solid line

Interstate, U.S.: Thick solid line

State: Thin solid line

FUNCTIONAL ROADS: Dotted line

LOCAL ROADS: Dashed line

**Travel Times in Minutes - AM Peak Hour Southbound**

2	No-Action Auto	2	US-85 Commuter Bus	2	Package B Auto (General Purpose)	2	Package A Auto (General Purpose)
2	Package A Auto	2	Bus-Rapid-Transit	2	Package B Auto (Toll/Express)	2	Package A Auto (Toll/Express)
2	Commuter Bus	2	No-Action Auto (General Purpose)	2	No-Action Auto (Toll/Express)		

Sources: North I-25 Travel Demand Forecast Model Runs, September 2006

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