

demand, the interchange locations that comprise 75 percent or more of the total corridor volume were carried forward for further consideration. Using this methodology, Platte Canyon Road was the only interchange eliminated from further consideration. Table 8.4 summarizes the projected 2025 combined AM and PM peak hour ramp volumes.

**Table 8.1**  
**Preliminary Access Location Screening**  
**Based on Interchange Volumes**

Interchange	Project 2025 AM and PM Peak Hour General Purpose Lane Ramp Combined Totals	Disposition
I-25	16,830	Carried Forward
Yosemite	4,375	Carried Forward
Quebec	11,135	Carried Forward
Colorado*	N/A	Carried Forward
University	7,110	Carried Forward
Broadway	9,165	Carried Forward
Lucent	8,650	Carried Forward
Santa Fe	9,290	Carried Forward
Platte Canyon	1,125	Eliminated
Wadsworth	8,695	Carried Forward
Kipling	5,640	Carried Forward
* No data for Colorado Interchange; ramps do not currently exist		

### 8.3 STEP 3. QUALITATIVE SCREENING OF ACCESS LOCATIONS

In Step 3, output from TP+ model runs was used to determine which locations had the highest average combined 2025 AM and PM peak hour ramp volumes. The locations with the lowest ramp volumes - Ken Caryl Avenue, Kipling Parkway, and Lucent Boulevard - were eliminated. Despite having the lowest volume of the remaining access locations, Colorado Boulevard was carried forward for further evaluation. This decision was made solely on its inclusion in the Public Private Initiative alternative. It should be noted that the locations of Lucent Boulevard and Kipling Parkway were later reintroduced into the screening process to alleviate some operational issues on the corridor. Table 8.5 summarizes the access locations that were carried forward or eliminated at this level of screening.