

**Table 8.2
Qualitative Access Location Screening
Based on TP+ Model**

Access Locations	Average Combined AM and PM Peak Hour Express Lanes Ramp Volumes	Description	Disposition
Colorado	2,065	Carried forward for comparison to public private initiative alternative	Carried forward
Lucent	3,640	Low volume	Eliminated
Kipling	4,540	Lower volume on EL ramps and general purpose lane ramps and close proximity to Wadsworth	Eliminated
I-25/Yosemite	5,026	Medium volume and logical terminus of eastern segment	Carried forward
Santa Fe	5,104	Medium volume and connection to US Highway	Carried forward
Wadsworth	6,983	High volume	Carried forward
Broad/University	7,023	High volume	Carried forward
Quebec	7,304	High volume	Carried forward

During this third level of screening, only interchange nodes were considered; specific ramp configurations at access points were not considered. The travel demand model was not sensitive enough to distinguish between different access types. The exact locations, types, and directions that will be afforded access at each location were evaluated in the final level of screening for the short-listed alternatives only.

8.4 STEP 4. QUANTITATIVE SCREENING OF ACCESS LOCATIONS

Step 4 involved a detailed analysis of access locations, operations, design considerations, and projected construction costs. An accurate estimate of express lane users was developed using the AIMSUN micro-simulation model and results of the Stated Preference Survey. These tools considered the toll rate and time savings with which drivers would be willing to divert into the express lanes.