

**Table 8.3
Fourth Level Screening Summary**

Express Lane Access Location Quantitative Screening Analysis								
Access Locations	Average PM Peak Hour EL Ramp Volumes	Interchange Reserve Capacity	Geometric Constraints	Toll/Non Toll Lane Operations	Access Spacing	Description	Disposition	
I-25	High	Moderate	High	Poor / Poor	Good	High demand with poor operations. Evaluate need for direct access.	Carried Forward	√
Quebec	High	Moderate	Low	Poor / Poor	Good	High demand with poor operations. Evaluate need for direct access.	Carried Forward	√
Colorado	High	High	Low	Good / Good	Good	Evaluate need for express lane auxiliary lane between Quebec and Colorado.	Carried Forward	√
University	Moderate	Low	Low	Moderate / Poor	Moderate does not	Moderate volumes with low reserve capacity. RTD require bus access due to short trip to I-25.	Eliminated	X
Broadway	High	Low	Low	Moderate / Moderate	Moderate	Evaluate limiting access in some directions to reduce impact to reserve capacity.	Carried Forward	√
Lucent	Moderate	Moderate	Low	Good / Moderate	Moderate	Access would draw a portion of the Santa Fe/RTD traffic with good reserve capacity.	Carried Forward	√
Santa Fe	Low	Low	High	Moderate / Poor	Moderate	Geometric constraints would require expensive access combined with low volume.	Eliminated	X
Wadsworth Blvd.	High	Moderate	Moderate	Poor / Poor	Good	Evaluate extension of express lanes to Kipling to allow dispersion of traffic.	Carried Forward	√