



Alternatives' Information
(both build alternatives include Santa Fe interchange)

	No Action	GPL Alternative	EL Alternative
Typical Section	Kipling to Quebec 4 GPLs 110' Quebec to I-25 4 GPLs + 2 Aux 134'	Kipling to Wadsworth 6 GPLs - 122' wide Wadsworth to Santa Fe 8 GPLs - 146' wide Santa Fe to I-25 8 GPLs + 2 Aux - 162' wide Note: 8 GPLs + 2 Aux needed in year 2013, if construction phased	Kipling to Wadsworth 2 ELs + 4 GPLs buffer separated - 110' wide Wadsworth to I-25 4 ELs + 4 GPLs barrier separated - 162' wide
2025 PM Peak Hour LOS	F	D or better	C or better in ELs E to F in GPLs
2025 AM Peak Hour VMT	106,000	171,000 (+61% from No Action)	168,000 (+58% from No Action)
2025 AM Peak Hour VHT	3,900	3,000 (-23% from No Action)	3,800 (-3% from No Action)
2025 PM Peak Hour VMT	108,000	174,000 (+61% from No Action)	174,000 (+61% from No Action)
2025 PM Peak Hour VHT	4,300	3,400 (-21% from No Action)	4,200 (-3% from No Action)
# Hours Over Capacity on Mainline in 2025 (LOS E or worse)	10 hours	0 hours	0 hours in ELs 5 hours in GPLs
2025 PM Peak Hour Travel Times (for entire 13 miles)	34-36 minutes	17-19 minutes	13-14 minutes in ELs 28-29 minutes in GPLs
# Hours Over Capacity on Arterials in 2025 (LOS E or worse)	6-7 hours	3 hours	3+ hours
Local Transportation Network for 2025 PM Peak Hour	n/a	arterial volumes increase approx. 15% compared to No Action (Kipling to I-25)	arterial volumes increase approx. 20-25% compared to No Action (Lucent to Yosemite) arterial volumes are similar to No Action volumes west of Lucent & east of Yosemite
Capital Costs (in 2005 dollars)	n/a	\$195 M for GPL \$60 M for SF \$255 M total	\$325 M for EL \$60 M for SF \$385 M total
Funding Identified	n/a	\$0 in 2030 RTP for GPL \$20 M in 2030 RTP for Santa Fe Interchange	\$0 in 2030 RTP for EL; toll revenues pay for 100% of life cycle costs and 70-80% of capital costs of EL; or toll revenues pay for >100% of capital costs of EL if life cycle costs are funded separately; \$20 M in 2030 RTP for Santa Fe Interchange