

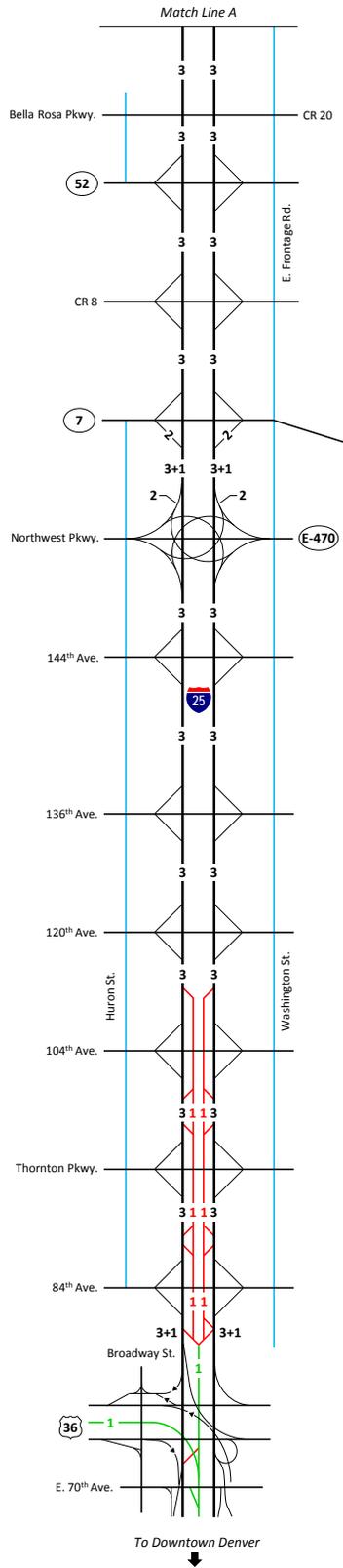
# Technical Memorandum

## Traffic and Revenue Assessment of Tolled Express Lanes Scenarios

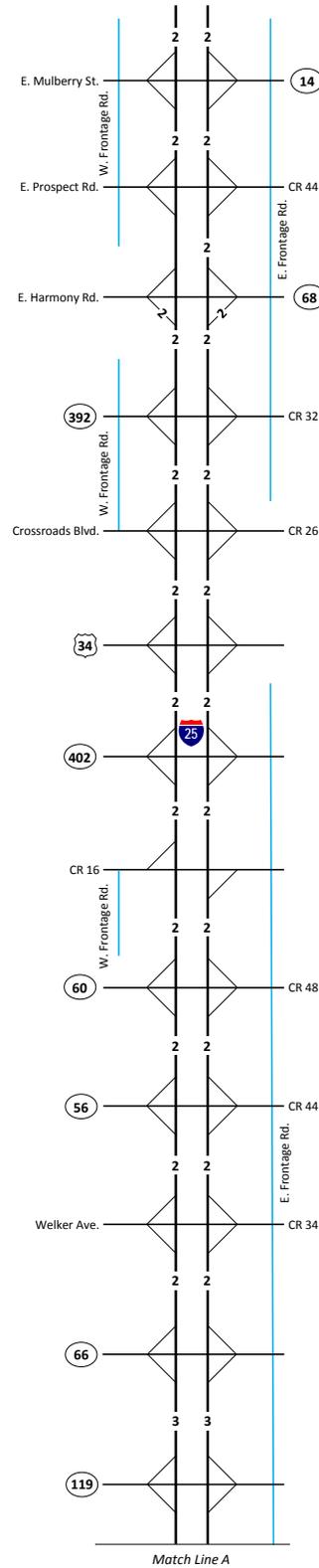
This technical memorandum presents an overview of the traffic and revenue assessment of eight scenarios relating to the extension of the existing Tolled Express Lanes (TEL) along the North I-25 corridor. These scenarios are as follows:

- **Existing Condition Scenario:** Add one TEL per direction from 84<sup>th</sup> Avenue to 120<sup>th</sup> Avenue as shown in Figure 1;
- **Scenario EIS Phase I ROD with Revisions and ROD 2:** Add one TEL per direction from 84<sup>th</sup> Avenue to SH 7. This scenario also includes three general purpose (GP) lanes per direction from 84<sup>th</sup> Avenue to SH 66. There are no TELs from SH 7 to SH 66. In this scenario, there are two GP lanes per direction from SH 66 to SH 14, and one TEL per direction from SH 66 to SH 56 and from SH 392 to SH 14. This configuration is shown in Figure 2;
- **Scenario 3a:** Add one TEL per direction along the entire I-25 project study area from 84<sup>th</sup> Avenue to SH 14. This scenario also includes three general purpose (GP) lanes per direction from 84<sup>th</sup> Avenue to SH 7 and two GP lanes per direction from SH 7 to SH 14. This configuration is shown in Figure 3;
- **Scenario 3b:** Add one TEL per direction along the entire I-25 project study area from 84<sup>th</sup> Avenue to SH 14. This scenario also includes three GP lanes per direction from 84<sup>th</sup> Avenue to SH 66 and two GP lanes per direction from SH 66 to SH 14. This configuration is shown in Figure 4;
- **Scenario 3c:** The same configuration as Scenario 3a except for the segment from SH 7 to SH 66 where the one TEL per direction would be replaced with one GP lane per direction. This configuration is shown in Figure 5;
- **Scenario 4a:** Add one TEL per direction from 84<sup>th</sup> Avenue to SH 66. This scenario also includes three general purpose (GP) lanes per direction from 84<sup>th</sup> Avenue to SH 7 and two GP lanes per direction from SH 7 to SH 14. This configuration is shown in Figure 6;
- **Scenario 4b:** Add one TEL per direction from 84<sup>th</sup> Avenue to SH 66. Also included are three GP lanes per direction from 84<sup>th</sup> Avenue to SH 66. This configuration is shown in Figure 7; and
- **Scenario 4c:** The same configuration as Scenario 4a except for the segment from SH 7 to SH 66 where the one TEL per direction would be replaced with one GP lane per direction. This configuration is shown in Figure 8.

Consistent with current policy, the tolling concept in these scenarios allows for toll-free passage in the TELs for HOV3+ vehicles, with single occupant vehicles (SOVs) and HOV2 vehicles paying a toll. As with the November 14, 2013 Technical Memorandum, these scenarios are in addition to the many scenarios previously assessed by CDM Smith which have evolved over time, beginning in 2006 as part



- LEGEND
- 0 Number of I-25 ETL Extension Lanes
  - 0 Number of Existing I-25 Reversible ETL Lanes
  - 0 Number of General Purpose Lanes
  - +0 Number of Auxiliary Lanes
  - I-25 Frontage Road



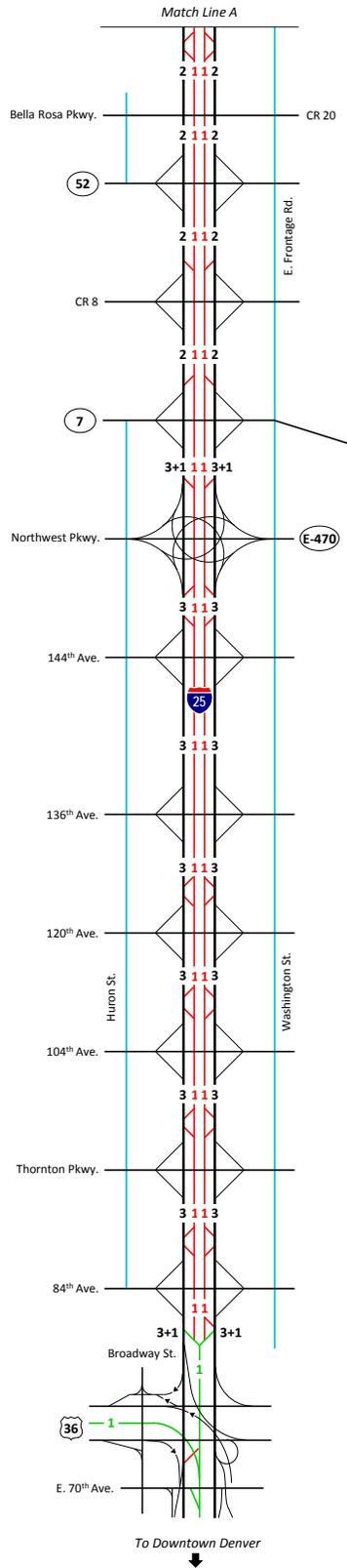
## SCENARIO: EXISTING CONDITION (U.S. 36 - 120<sup>th</sup> AVENUE)

FIGURE 1

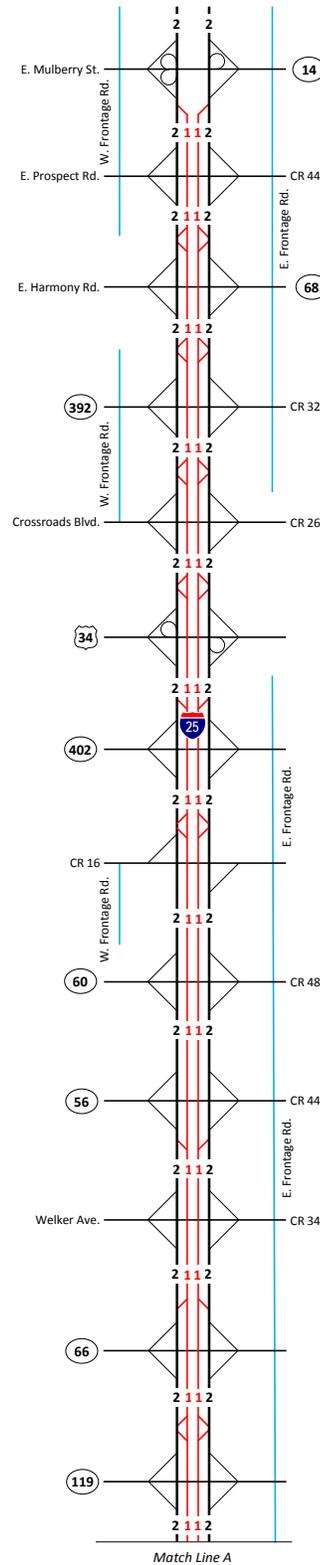




# I-25 Tolled Express Lane Traffic and Revenue Study



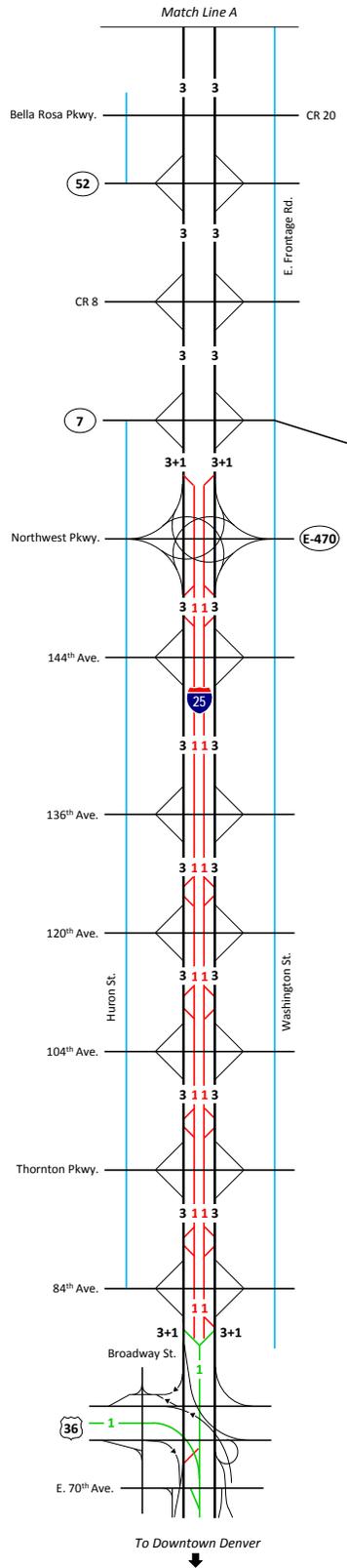
- LEGEND**
- 0 — Number of I-25 ETL Extension Lanes
  - 0 — Number of Existing I-25 Reversible ETL Lanes
  - 0 — Number of General Purpose Lanes
  - +0 Number of Auxilliary Lanes
  - I-25 Frontage Road



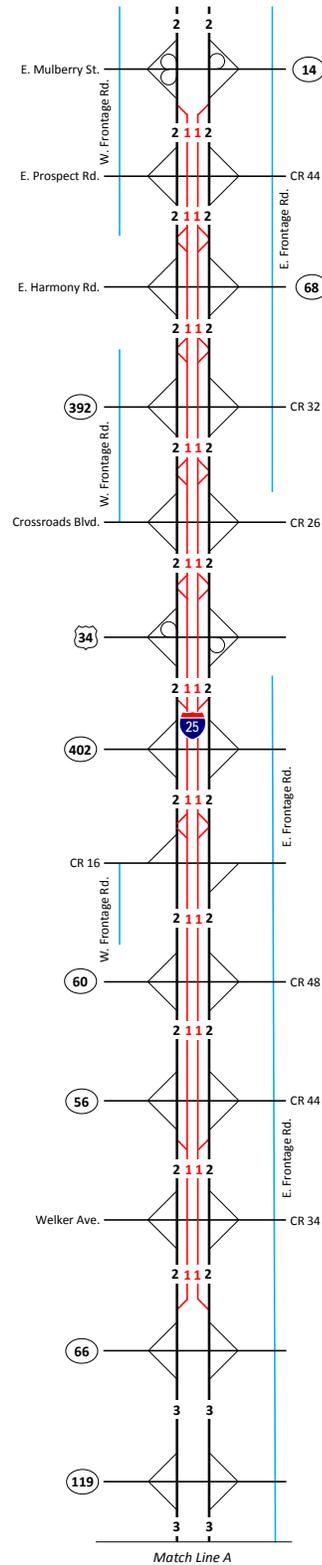
**SCENARIO: 3a**

FIGURE 3



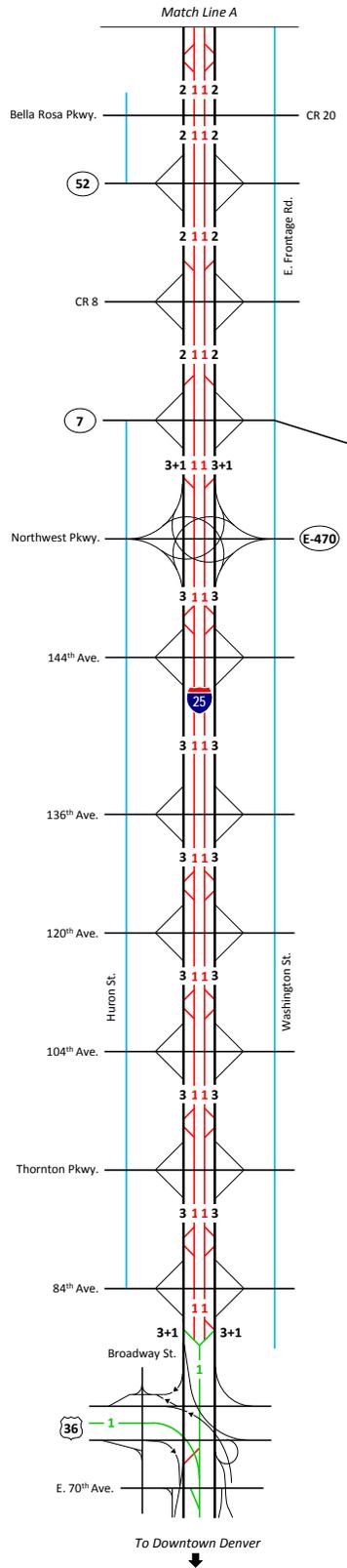


- LEGEND**
- 0 — Number of I-25 ETL Extension Lanes
  - 0 — Number of Existing I-25 Reversible ETL Lanes
  - 0 — Number of General Purpose Lanes
  - +0 Number of Auxilliary Lanes
  - I-25 Frontage Road



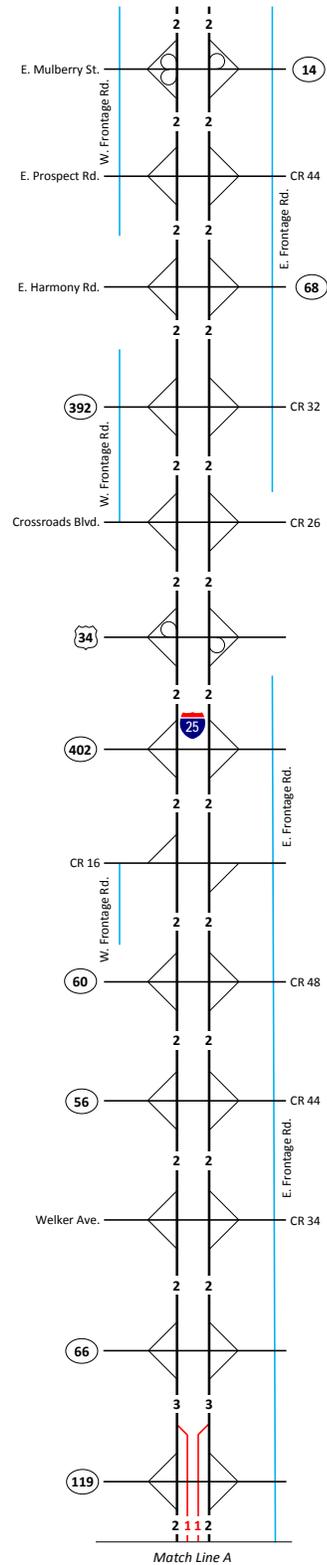
**SCENARIO: 3c**

FIGURE 5



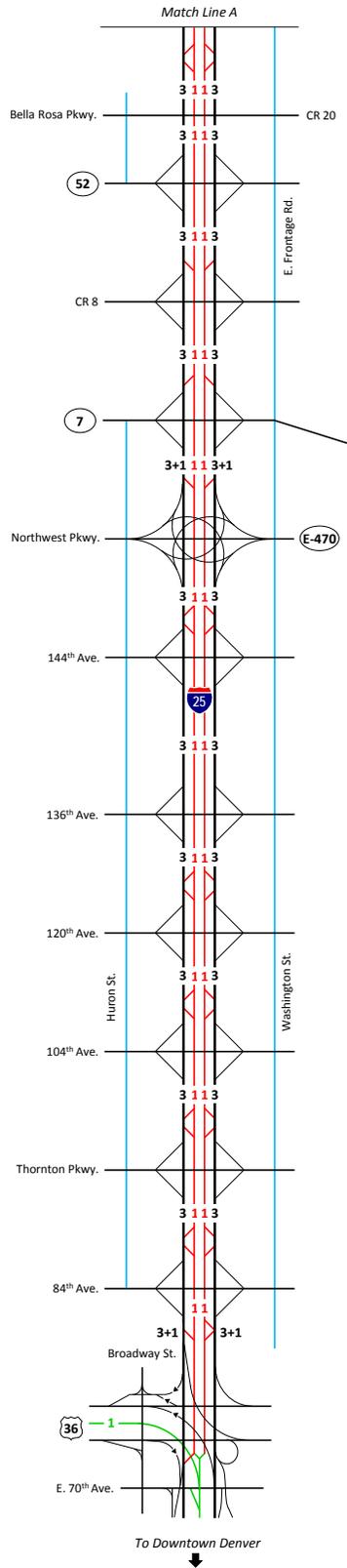
LEGEND

- 0 — Number of I-25 ETL Extension Lanes
- 0 — Number of Existing I-25 Reversible ETL Lanes
- 0 — Number of General Purpose Lanes
- + 0 — Number of Auxiliary Lanes
- I-25 Frontage Road



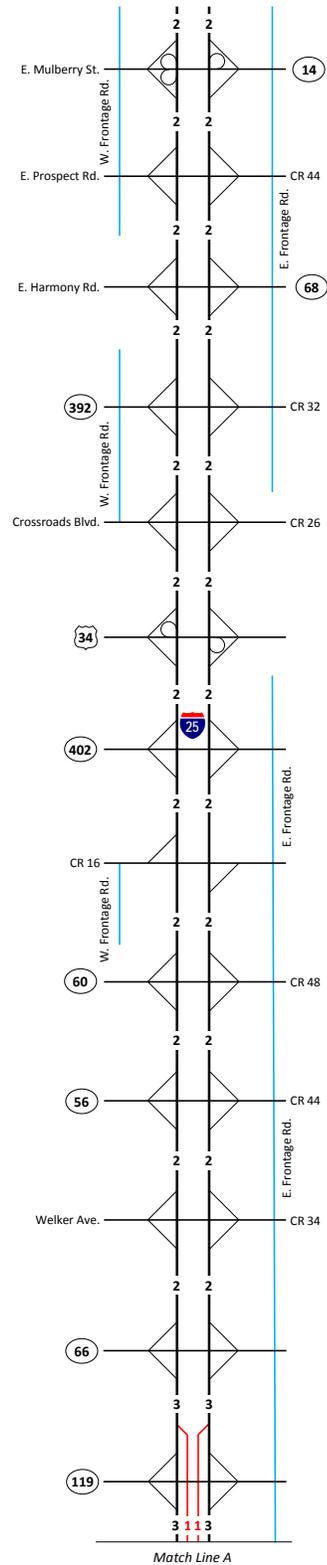
SCENARIO: 4a

FIGURE 6



LEGEND

- 0 — Number of I-25 ETL Extension Lanes
- 0 — Number of Existing I-25 Reversible ETL Lanes
- 0 — Number of General Purpose Lanes
- +0 Number of Auxiliary Lanes
- I-25 Frontage Road



SCENARIO: 4b

FIGURE 7



of our input into the North I-25 Draft and Final Environmental Impact Statements. However, all prior analyses were performed using different travel demand models, different tolling assumptions, different ingress/egress locations, and project configurations, to name a few of the many changes.

## Overview

Motorists' willingness to pay to use a TEL facility is a function of the congestion levels in the toll-free general-purpose lanes, the time savings potential offered by the TELs, and the user's value of time. For this assessment of TEL scenarios, CDM Smith developed a corridor-specific approach to estimate tolled traffic and revenue along the North I-25 study area. The traffic and revenue estimation process for the managed-lane projects was a multi-step process that incorporated actual traffic counts collected on all I-25 ramps and select mainline sections from 84<sup>th</sup> Avenue to SH 14, vehicle occupancy counts, and I-25 travel speed data, the latest North Front Range Metropolitan Planning Organization (NFRMPO) and Denver Regional Council of Governments (DRCOG) regional travel demand models, and a windowed subarea model of the corridor extracted from the regional models and developed specifically for this study. Major work elements of this forecasting process included the following:

- Develop an existing traffic profile;
- Develop a new corridor pricing micro-model;
- Estimate market share;
- Toll sensitivity testing; and
- Estimates of annual tolled traffic and revenue.

## Develop Existing Traffic Profile

Extensive hourly traffic counts were collected at all ramps and select mainline segments along the I-25 study area from 84<sup>th</sup> Avenue to SH 14. These were used to develop a balanced traffic profile along I-25 within the study area. Based on the observed hourly variations, traffic profiles for peak, shoulder, and off-peak time periods were developed that mirror the time periods used on the existing I-25 Tolled Express Lanes.

The following represents the time intervals for which the analyses were performed:

- AM1 - AM Peak Pre-Shoulder Period (5:00 - 6:00 AM);
- AM2 - AM Peak Shoulder Period (6:00 - 6:45 AM);
- AM3 - AM Peak Shoulder Period (6:45 - 7:15 AM);
- AM4 - AM Peak Period (7:15 - 8:15 AM);
- AM5 - AM Peak Shoulder Period (8:15 - 8:45 AM);
- AM6 - AM Peak Post-Shoulder Period (8:45 - 10:00 AM);
- MD1 - Midday Period (10:00 AM - 12:00 PM);
- MD2 - Midday Period (12:00 - 3:00 PM);
- PM1 - PM Peak Shoulder (3:00 - 3:30 PM);
- PM2 - PM Peak Shoulder (3:30 - 4:30 PM);
- PM3 - PM Peak Period (4:30-6:00 PM); and
- PM4 - PM Peak Shoulder (6:00-7:00 PM).

The overnight period from 7:00 PM to 5:00 AM for weekdays was not analyzed explicitly. The annual traffic and toll revenue forecasts presented later in this report assume a certain fixed percentage of traffic and revenue will occur during the overnight hours, as well as on weekends.

## Develop Corridor Pricing Micro-Model

The modeling methodology for the tolled scenarios relies on a combined DRCOG/North Front Range model developed for this analysis. Base year 2009/2010 and future years 2015, 2025 and 2035 regional travel demand model networks and trip tables provided by DRCOG and the NFRMPO were used. These models were evaluated and provided to us by study team member Jacobs Engineering. Due to the length of the project, the regional travel demand model used for this study is a composite model using travel characteristics within the DRCOG model region and the North Front Range model region. Trips traveling between the two original models were distributed along the bordering line of the two regions based on travel patterns within the two models.

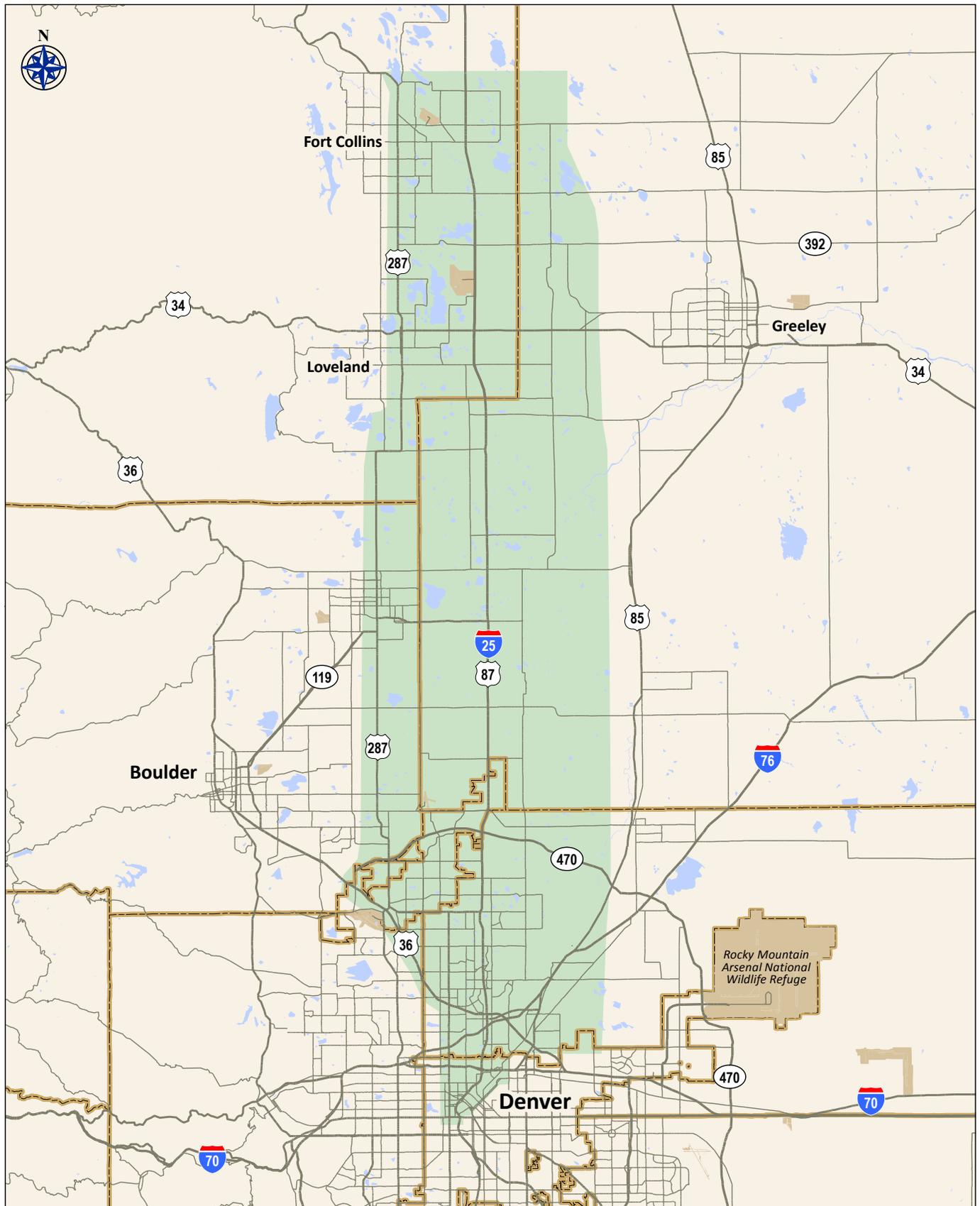
The regional travel demand model was used to develop the overall travel demand and its patterns in the corridor, estimate potential diversion from other parallel streets and highways due to the added capacity, and to identify potential future growth in the corridor. The managed lanes, with fixed points of access/egress were coded into the regional travel demand model. The trip tables were developed by assuming that SOVs would be allowed to use the added managed lane capacity to allow some sensitivity to this change in network characteristic within the trip distribution process.

A year 2012 regional model was developed through interpolation using the 2009/2010 and 2015 regional models, and traffic assignments at the regional model level were then run to assess overall validation of the model against available traffic counts before moving to the micro-model level. Then, a traffic assignment was run to extract the subarea around the I-25 project corridor from the regional model. The subarea that was used for the analysis is generally extends several miles to both the east and west of I-25. It is shown in the green shaded area in Figure 9.

This was done for several reasons, including providing the opportunity to refine the base model for the corridor, focusing the equilibrium assignment process and impacts of tolling on the North I-25 corridor and reducing runtimes for the number of runs that were needed to assess toll sensitivity. A number of competing arterial streets were maintained in the windowed network to assess potential diversions to or from these roads to the I-25 project. In this step, the modal split between SOV and HOV were maintained for the Denver region based on the DRCOG model provided. For the North Front Range model, no such split was supplied. Instead, observed vehicle occupancy data was used to factor the passenger car trips into varying SOV and HOV trip tables. The occupancy data for this process was collected at locations along I-25: Mile Post (MP) 219 (104<sup>th</sup> Street), MP 231 (CR 8 & SH 52), MP 242 (SH 66 & CR 36) and MP 257 (US 36).

The extracted subarea trip tables at the 2012 base year level were then adjusted using a matrix estimation process to produce traffic assignments that better matched the I-25 balanced hourly traffic volumes on the ramps and mainline segments for each analysis time period. The matrix estimation process was applied to the total demand volume, due to the availability of traffic counts. Once the matrix adjustments were completed, total traffic was disaggregated into different vehicle modes (drive alone, HOV2, HOV 3+, trucks) using the ratio from the original (un-calibrated) subarea trip tables.

The subarea extraction process was repeated for future years 2015, 2025, and 2035. The net growth from 2012 to each future year was then added to the calibrated 2012 matrix (for each time period individually) to produce the refined future year travel demand trip tables.



## Estimate Market Share

The traffic and revenue analysis is based on an estimate of the amount of traffic willing to pay a toll of \$X to save Y minutes. However, as traffic shifts to the TELs, the travel time in the general purpose lanes (and therefore, the amount of time savings offered by the TELs) will change. The corridor micro-model attempts to find the equilibrium point between the amount of time savings and willingness to pay the prevailing toll rate.

Within the subarea model, for each origin-destination pair, the travel time using the TELs is compared to the travel time using a toll-free routing (on the freeway or its adjacent streets) to estimate a travel-time savings. The toll charged for each movement is compared to its time savings to estimate a ratio of “cost-per-minute-saved.” This cost-per-minute-saved is compared to the value-of-time for travelers. Those travelers with values-of-time higher than the cost-per-minute saved would tend to choose the tolled lanes, while those with lower values-of-time would tend to choose the general purpose lanes. Drivers’ values-of-time are not uniform, so for any given toll rate/time savings combination, only a portion of those eligible to use the TELs would actually choose to use them. In each iteration of the equilibrium assignment process, a portion (market share) of eligible trips is assigned to the TELs and travel time savings are recalculated prior to moving to the next iteration within the assignment.

## Basic Assumptions

The traffic and projected toll revenue estimates for the I-25 TELs are predicated on the following basic assumptions which are believed to be reasonable for this study.

1. For purposes of this analysis, all I-25 TEL scenarios are assumed to open to traffic on January 1, 2015;
2. The configuration of the TELs, including the proposed ingress and egress locations, tolling zones and toll rates will be as described in this memorandum. Tolling zones and ingress and egress locations were provided by others;
3. No toll-free movements have been included in the traffic and revenue estimates;
4. Passenger cars and light trucks (two-axle commercial vehicles) will be allowed to use the TELs. Medium and heavy trucks will be prohibited from using the TELs;
5. All HOV3+ passenger cars and light trucks, buses and van pools will be eligible to use the TELs for free. Motorcycles will also be able to use the TELs for free;
6. Tolls will be collected via the ExpressToll electronic toll collection (ETC) equipment, which will be effectively marketed and widely available to all motorists interested in using the TELs. A License Plate Tolling (LPT) option will also be available for toll collection for motorists not choosing the ExpressToll option. Cash will not be accepted;
7. Rigorous managed lane enforcement along with an administrative adjudication process will be implemented to minimize toll violations/evasions. No adjustments have been made to toll revenue estimates for toll violation/evasion;
8. Estimates of annual toll revenue have been adjusted to reflect “ramp-up” during the first three years of operation;

9. Transportation improvements as detailed in the traffic networks received from Jacobs Engineering will be implemented; no other competing routes or capacity improvements will be implemented within the forecast period and no other general purpose lane capacity other than those assumed in this analysis will be provided along the I-25 TEL project corridor;
10. Toll rates and estimates of toll revenue are calculated in future dollars;
11. Economic growth in the study corridor will generally follow the underlying socioeconomic projections provided by the NFRMPO and DRCOG, along with any additional adjustments made by Jacob Engineers and Muller Engineering;
12. No major recession or significant economic restructuring will occur which would substantially reduce traffic in the region;
13. No natural disasters will occur that could significantly alter travel patterns throughout the area;
14. Over the long term, motor fuel will remain in adequate supply and future increases in fuel price will not significantly exceed the overall rate of inflation; and
15. No local, regional or national emergency will arise which would abnormally restrict the use of motor vehicles.

Any significant departure from these basic assumptions could materially affect estimated traffic and toll revenue for the proposed I-25 TEL scenarios.

## Toll Sensitivity Testing

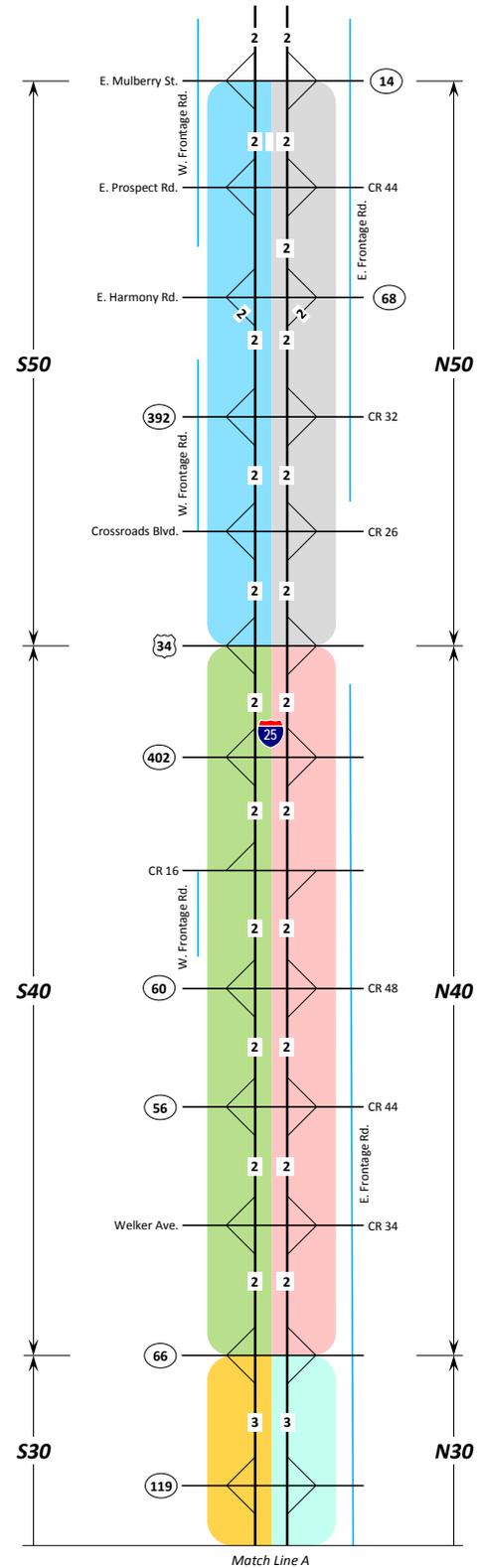
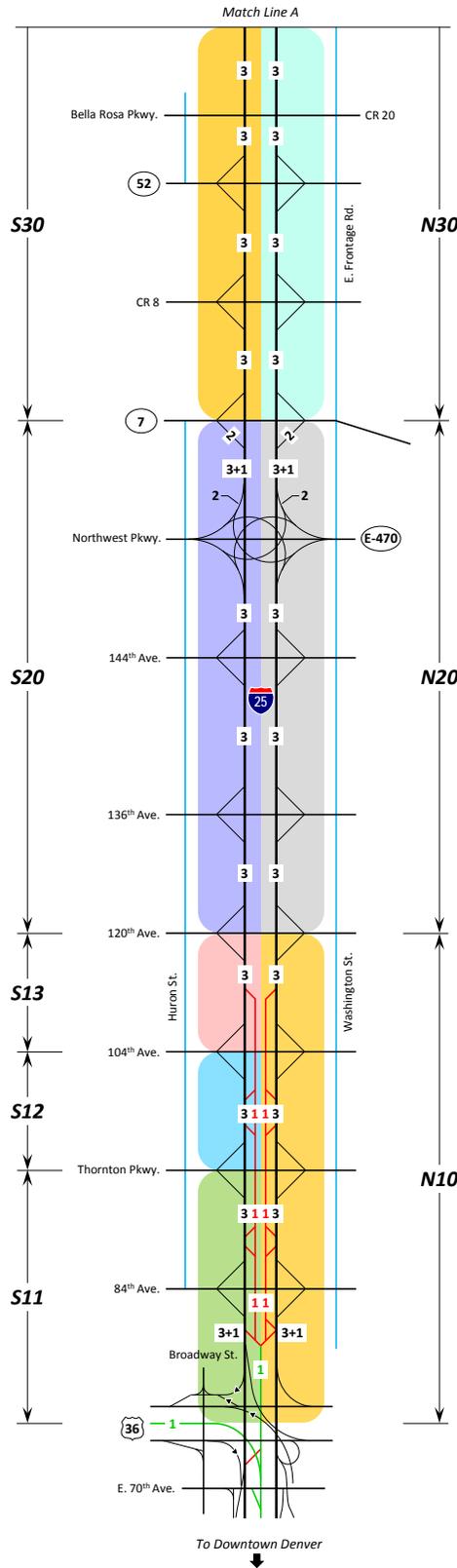
For each of the eight project scenarios, a toll sensitivity analysis was performed for each time period, travel direction, tolling zone and analysis year (2015, 2025 and 2030). The location of the tolling zones is shown in Figure 10. Individual traffic assignments were run in \$0.05 increments testing toll rates ranging from \$0.05 to \$2.00 per mile. The results were plotted by tolling zone for each time period, and toll rates that optimized revenues were identified. Traffic volumes in the TELs at these toll levels were then checked to see if they exceeded the desired maximum service volume (MSV) of between 1,500 to 1,800 vehicles per lane per hour. If so, higher toll levels were selected to manage demand.

Based on the toll sensitivity analyses, Tables 1 through 8 provide a summary of the revenue optimizing toll rates for each of the 12 time periods and tolling zones for years 2015, 2025 and 2035 for the Existing Condition Scenario and Scenarios 3a, 3c, 4a and 4c, respectively.

### I-25 TEL Existing Condition Scenario

In 2015, toll rates in the AM peak period range from \$0.05 to \$0.15 per mile to optimize revenue as shown in Table 1. During the PM peak period rates range from \$0.05 to \$0.30 per mile to optimize revenue. Generally speaking, toll rates in the shoulder periods surrounding the peak periods are lower than the peaks. Off-peak period toll rates are \$0.05 per mile.

By 2025, the optimum toll rate in the AM peak period, peak direction (SB) has increased to manage demand in the TEL from \$0.15 to between \$0.45 and \$0.70 per mile, depending on the tolling zone. During the PM peak period, peak direction, the rate increases from \$0.30 to \$0.60 per mile to optimize revenue and manage demand.



**LEGEND**

- S11** Tolling Zone Number
- **0** Number of I-25 ETL Extension Lanes
- **0** Number of Existing I-25 Reversible ETL Lanes
- 0** Number of General Purpose Lanes
- +0** Number of Auxiliary Lanes
- I-25 Frontage Road



## TOLLING ZONES

FIGURE 10

**Table 1**  
**Per Mile Toll Rates - Existing Condition**  
**I-25 Express Toll Lanes Extension - US 36 to 120th Avenue**  
**(All Toll Rates are in Future Year Dollars)**

**2015 Per-Mile Toll Rate (\$) by Toll Zone**

		Northbound				Southbound	
Time Period		N-10	Time Period	S-11	S-12	S-13	
AM1	5:00 AM - 6:00 AM	\$0.05	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05
AM4	7:15 AM - 8:15 AM	\$0.05	AM4	7:15 AM - 8:15 AM	\$0.15	\$0.15	\$0.10
AM5	8:15 AM - 8:45 AM	\$0.05	AM5	8:15 AM - 8:45 AM	\$0.10	\$0.10	\$0.05
AM6	8:45 AM - 10:00 AM	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05
MD1	10:00 AM - 12:00 PM	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.05	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05
PM2	3:30 PM - 4:30 PM	\$0.05	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05
PM3	4:30 PM - 6:00 PM	\$0.30	PM3	4:30 PM - 6:00 PM	\$0.05	\$0.05	\$0.05
PM4	6:00 PM - 7:00 PM	\$0.05	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05

**2025 Per-Mile Toll Rate (\$) by Toll Zone**

		Northbound				Southbound	
Time Period		N-10	Time Period	S-11	S-12	S-13	
AM1	5:00 AM - 6:00 AM	\$0.05	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.10	\$0.10	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	AM3	6:45 AM - 7:15 AM	\$0.35	\$0.30	\$0.25
AM4	7:15 AM - 8:15 AM	\$0.05	AM4	7:15 AM - 8:15 AM	\$0.70	\$0.55	\$0.45
AM5	8:15 AM - 8:45 AM	\$0.05	AM5	8:15 AM - 8:45 AM	\$0.40	\$0.40	\$0.30
AM6	8:45 AM - 10:00 AM	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.10	\$0.05	\$0.10
MD1	10:00 AM - 12:00 PM	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.10	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05
PM2	3:30 PM - 4:30 PM	\$0.30	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05
PM3	4:30 PM - 6:00 PM	\$0.60	PM3	4:30 PM - 6:00 PM	\$0.20	\$0.20	\$0.10
PM4	6:00 PM - 7:00 PM	\$0.15	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05

**2035 Per-Mile Toll Rate (\$) by Toll Zone**

		Northbound				Southbound	
Time Period		N-10	Time Period	S-11	S-12	S-13	
AM1	5:00 AM - 6:00 AM	\$0.05	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.15	\$0.15	\$0.10
AM3	6:45 AM - 7:15 AM	\$0.05	AM3	6:45 AM - 7:15 AM	\$0.50	\$0.45	\$0.40
AM4	7:15 AM - 8:15 AM	\$0.10	AM4	7:15 AM - 8:15 AM	\$1.20	\$1.00	\$0.80
AM5	8:15 AM - 8:45 AM	\$0.10	AM5	8:15 AM - 8:45 AM	\$0.65	\$0.50	\$0.45
AM6	8:45 AM - 10:00 AM	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.20	\$0.10	\$0.10
MD1	10:00 AM - 12:00 PM	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.15	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.20	PM1	3:00 PM - 3:30 PM	\$0.10	\$0.10	\$0.10
PM2	3:30 PM - 4:30 PM	\$0.65	PM2	3:30 PM - 4:30 PM	\$0.15	\$0.15	\$0.15
PM3	4:30 PM - 6:00 PM	\$1.60	PM3	4:30 PM - 6:00 PM	\$0.20	\$0.20	\$0.20
PM4	6:00 PM - 7:00 PM	\$0.30	PM4	6:00 PM - 7:00 PM	\$0.10	\$0.10	\$0.10

By 2035, toll rates selected to maximize revenue in the peak direction during the AM and PM peak periods have increased considerably, resulting in per-mile rates of between \$0.80 and \$1.20 in the AM peak period, southbound and \$1.60 during the PM peak period, northbound.

### **I-25 TEL EIS Phase I ROD with Revisions and ROD 2 Scenario**

In 2015, toll rates in the AM peak period range from \$0.05 to \$0.20 per mile to optimize revenue as shown in Table 2. During the PM peak period rates range from \$0.05 to \$0.30 per mile to optimize revenue. Generally speaking, toll rates in the shoulder periods surrounding the peak periods are lower than the peaks. Off-peak period toll rates are \$0.05 per mile.

By 2025, the optimum toll rate in the AM peak period, peak direction (SB) has increased to manage demand in the TEL from \$0.15 to between \$0.15 and \$0.65 per mile, depending on the tolling zone. During the PM peak period, peak direction, the rate increases from \$0.30 to \$0.90 per mile to optimize revenue and manage demand.

By 2035, toll rates selected to maximize revenue in the peak direction during the AM and PM peak periods have increased considerably, resulting in per-mile rates of between \$0.60 and \$1.20 in the AM peak period, southbound and \$1.50 during the PM peak period, northbound.

### **I-25 TEL Extension Scenario 3a**

As presented in Table 3, toll rates in 2015 in the AM peak period, peak direction (southbound) range from \$0.10 to \$0.15 per mile depending on the tolling zone to optimize revenue. During the PM peak period rates range from \$0.05 to \$0.30 per mile to optimize revenue. Toll rates in the shoulder periods surrounding the peak periods are always lower than the peaks. Off-peak period toll rates are also \$0.05 per mile.

By 2025, optimum toll rates in the AM peak (southbound) period have increased to manage demand in the TEL and range between \$0.05 and \$0.65 per mile depending on the tolling zone. During the PM peak period (northbound), rates in the five tolling zones range from \$0.05 to \$0.60 per mile to optimize revenue and manage demand.

By 2035, toll rates selected to maximize revenue during the AM and PM peak periods increase considerably, resulting in per-mile rates between \$0.05 and \$1.00 during the AM peak period (southbound) and between \$0.20 and \$1.50 during the PM peak period (northbound), again depending on the tolling zone.

### **I-25 TEL Extension Scenario 3b**

As presented in Table 4, toll rates in 2015 in the AM peak period, peak direction (southbound) range from \$0.05 to \$0.15 per mile depending on the tolling zone to optimize revenue. During the PM peak period rates range from \$0.05 to \$0.30 per mile to optimize revenue. Toll rates in the shoulder periods surrounding the peak periods are always lower than the peaks. Off-peak period toll rates are also \$0.05 per mile.

By 2025, optimum toll rates in the AM peak (southbound) period have increased to manage demand in the TEL and range between \$0.05 and \$0.65 per mile depending on the tolling zone. During the PM peak period (northbound), rates in the five tolling zones range from \$0.05 to \$0.60 per mile to optimize revenue and manage demand.

**Table 2**  
**Per Mile Toll Rates - EIS Phase 1 ROD With Revisions and ROD 2**  
**I-25 Express Toll Lanes Extension - US 36 to SH 66**  
**(All Toll Rates are in Future Year Dollars)**

**2015 Per-Mile Toll Rate (\$) by Toll Zone**

Time Period		Northbound					Time Period		Southbound						
		N-10	N-20	N-30	N-40	N-50			S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM4	7:15 AM - 8:15 AM	\$0.20	\$0.20	\$0.10	\$0.05	---	\$0.05	\$0.05
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM3	4:30 PM - 6:00 PM	\$0.30	\$0.20	---	\$0.05	\$0.05	PM3	4:30 PM - 6:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05

**2025 Per-Mile Toll Rate (\$) by Toll Zone**

Time Period		Northbound					Time Period		Southbound						
		N-10	N-20	N-30	N-40	N-50			S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.10	\$0.10	\$0.05	\$0.05	---	\$0.05	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	---	\$0.10	\$0.05	AM3	6:45 AM - 7:15 AM	\$0.35	\$0.30	\$0.20	\$0.20	---	\$0.10	\$0.05
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	---	\$0.15	\$0.05	AM4	7:15 AM - 8:15 AM	\$0.65	\$0.50	\$0.40	\$0.40	---	\$0.15	\$0.05
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	---	\$0.10	\$0.05	AM5	8:15 AM - 8:45 AM	\$0.30	\$0.30	\$0.25	\$0.25	---	\$0.05	\$0.05
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.10	\$0.10	\$0.05	\$0.05	---	\$0.05	\$0.05
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.10	\$0.10	---	\$0.10	\$0.05	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM2	3:30 PM - 4:30 PM	\$0.30	\$0.15	---	\$0.10	\$0.05	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM3	4:30 PM - 6:00 PM	\$0.90	\$0.50	---	\$0.15	\$0.05	PM3	4:30 PM - 6:00 PM	\$0.15	\$0.15	\$0.10	\$0.10	---	\$0.10	\$0.10
PM4	6:00 PM - 7:00 PM	\$0.10	\$0.10	---	\$0.05	\$0.05	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05

**2035 Per-Mile Toll Rate (\$) by Toll Zone**

Time Period		Northbound					Time Period		Southbound						
		N-10	N-20	N-30	N-40	N-50			S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	---	\$0.15	\$0.10	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	---	\$0.10	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.15	\$0.15	\$0.10	\$0.10	---	\$0.05	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	---	\$0.15	\$0.05	AM3	6:45 AM - 7:15 AM	\$0.60	\$0.45	\$0.30	\$0.40	---	\$0.05	\$0.05
AM4	7:15 AM - 8:15 AM	\$0.10	\$0.10	---	\$0.25	\$0.15	AM4	7:15 AM - 8:15 AM	\$1.20	\$1.00	\$0.80	\$0.60	---	\$0.15	\$0.05
AM5	8:15 AM - 8:45 AM	\$0.10	\$0.10	---	\$0.20	\$0.10	AM5	8:15 AM - 8:45 AM	\$0.65	\$0.50	\$0.45	\$0.50	---	\$0.10	\$0.05
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.15	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.10	\$0.10	---	\$0.10	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.25	\$0.20	---	\$0.15	\$0.05	PM1	3:00 PM - 3:30 PM	\$0.10	\$0.10	\$0.10	\$0.10	---	\$0.10	\$0.10
PM2	3:30 PM - 4:30 PM	\$0.60	\$0.25	---	\$0.25	\$0.10	PM2	3:30 PM - 4:30 PM	\$0.15	\$0.15	\$0.15	\$0.15	---	\$0.15	\$0.15
PM3	4:30 PM - 6:00 PM	\$1.50	\$0.45	---	\$0.30	\$0.20	PM3	4:30 PM - 6:00 PM	\$0.20	\$0.20	\$0.20	\$0.15	---	\$0.20	\$0.20
PM4	6:00 PM - 7:00 PM	\$0.25	\$0.25	---	\$0.10	\$0.05	PM4	6:00 PM - 7:00 PM	\$0.15	\$0.15	\$0.10	\$0.10	---	\$0.10	\$0.05

**Table 3**  
**Per Mile Toll Rates - Scenario 3a**  
**I-25 Express Toll Lanes Extension - US 36 to SH 14**  
**(All Toll Rates are in Future Year Dollars)**

**2015 Per-Mile Toll Rate (\$) by Toll Zone**

		Northbound							Southbound						
Time Period		N-10	N-20	N-30	N-40	N-50	Time Period		S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM4	7:15 AM - 8:15 AM	\$0.15	\$0.15	\$0.10	\$0.05	\$0.05	\$0.05	\$0.05
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM3	4:30 PM - 6:00 PM	\$0.30	\$0.05	\$0.10	\$0.05	\$0.05	PM3	4:30 PM - 6:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05

**2025 Per-Mile Toll Rate (\$) by Toll Zone**

		Northbound							Southbound						
Time Period		N-10	N-20	N-30	N-40	N-50	Time Period		S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.10	\$0.05	\$0.05	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.10	\$0.05	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.10	\$0.10	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM3	6:45 AM - 7:15 AM	\$0.35	\$0.30	\$0.20	\$0.15	\$0.10	\$0.05	\$0.05
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	\$0.10	\$0.05	\$0.05	AM4	7:15 AM - 8:15 AM	\$0.65	\$0.50	\$0.40	\$0.30	\$0.20	\$0.10	\$0.05
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.10	\$0.05	\$0.05	AM5	8:15 AM - 8:45 AM	\$0.30	\$0.30	\$0.25	\$0.20	\$0.10	\$0.05	\$0.05
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.10	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.10	\$0.10	\$0.10	\$0.05	\$0.05	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM2	3:30 PM - 4:30 PM	\$0.15	\$0.15	\$0.15	\$0.15	\$0.05	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM3	4:30 PM - 6:00 PM	\$0.60	\$0.30	\$0.20	\$0.15	\$0.05	PM3	4:30 PM - 6:00 PM	\$0.15	\$0.15	\$0.10	\$0.10	\$0.10	\$0.10	\$0.10
PM4	6:00 PM - 7:00 PM	\$0.10	\$0.10	\$0.10	\$0.10	\$0.05	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05

**2035 Per-Mile Toll Rate (\$) by Toll Zone**

		Northbound							Southbound						
Time Period		N-10	N-20	N-30	N-40	N-50	Time Period		S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.15	\$0.05	\$0.05	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.15	\$0.05	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.15	\$0.15	\$0.10	\$0.10	\$0.10	\$0.05	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.10	\$0.20	\$0.15	\$0.10	AM3	6:45 AM - 7:15 AM	\$0.50	\$0.45	\$0.35	\$0.35	\$0.25	\$0.15	\$0.05
AM4	7:15 AM - 8:15 AM	\$0.10	\$0.15	\$0.25	\$0.20	\$0.15	AM4	7:15 AM - 8:15 AM	\$1.00	\$1.00	\$0.80	\$0.55	\$0.30	\$0.20	\$0.05
AM5	8:15 AM - 8:45 AM	\$0.10	\$0.15	\$0.20	\$0.15	\$0.15	AM5	8:15 AM - 8:45 AM	\$0.65	\$0.50	\$0.45	\$0.35	\$0.20	\$0.10	\$0.05
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.10	\$0.05	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.15	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.10	\$0.10	\$0.10	\$0.10	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.25	\$0.20	\$0.20	\$0.20	\$0.10	PM1	3:00 PM - 3:30 PM	\$0.10	\$0.10	\$0.10	\$0.10	\$0.15	\$0.10	\$0.10
PM2	3:30 PM - 4:30 PM	\$0.45	\$0.25	\$0.30	\$0.20	\$0.15	PM2	3:30 PM - 4:30 PM	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15
PM3	4:30 PM - 6:00 PM	\$1.50	\$0.45	\$0.40	\$0.30	\$0.20	PM3	4:30 PM - 6:00 PM	\$0.20	\$0.20	\$0.20	\$0.15	\$0.20	\$0.20	\$0.20
PM4	6:00 PM - 7:00 PM	\$0.25	\$0.20	\$0.20	\$0.15	\$0.10	PM4	6:00 PM - 7:00 PM	\$0.10	\$0.10	\$0.10	\$0.05	\$0.10	\$0.05	\$0.05

**Table 4**  
**Per Mile Toll Rates - Scenario 3b**  
**I-25 Express Toll Lanes Extension - US 36 to SH 14**  
**(All Toll Rates are in Future Year Dollars)**

**2015 Per-Mile Toll Rate (\$) by Toll Zone**

		Northbound							Southbound						
Time Period		N-10	N-20	N-30	N-40	N-50	Time Period		S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM4	7:15 AM - 8:15 AM	\$0.15	\$0.15	\$0.10	\$0.05	\$0.05	\$0.05	\$0.05
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM3	4:30 PM - 6:00 PM	\$0.30	\$0.05	\$0.10	\$0.05	\$0.05	PM3	4:30 PM - 6:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05

**2025 Per-Mile Toll Rate (\$) by Toll Zone**

		Northbound							Southbound						
Time Period		N-10	N-20	N-30	N-40	N-50	Time Period		S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.10	\$0.05	\$0.05	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.10	\$0.05	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.10	\$0.10	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM3	6:45 AM - 7:15 AM	\$0.30	\$0.30	\$0.15	\$0.15	\$0.05	\$0.05	\$0.05
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	\$0.10	\$0.05	\$0.05	AM4	7:15 AM - 8:15 AM	\$0.65	\$0.50	\$0.40	\$0.30	\$0.20	\$0.05	\$0.05
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.10	\$0.05	\$0.05	AM5	8:15 AM - 8:45 AM	\$0.30	\$0.25	\$0.20	\$0.20	\$0.10	\$0.05	\$0.05
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.10	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.10	\$0.05	\$0.05	\$0.05	\$0.05	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM2	3:30 PM - 4:30 PM	\$0.15	\$0.15	\$0.15	\$0.05	\$0.05	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM3	4:30 PM - 6:00 PM	\$0.60	\$0.30	\$0.15	\$0.10	\$0.05	PM3	4:30 PM - 6:00 PM	\$0.15	\$0.15	\$0.10	\$0.05	\$0.10	\$0.10	\$0.05
PM4	6:00 PM - 7:00 PM	\$0.10	\$0.05	\$0.05	\$0.05	\$0.05	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05

**2035 Per-Mile Toll Rate (\$) by Toll Zone**

		Northbound							Southbound						
Time Period		N-10	N-20	N-30	N-40	N-50	Time Period		S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.15	\$0.05	\$0.05	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.15	\$0.15	\$0.10	AM2	6:00 AM - 6:45 AM	\$0.15	\$0.15	\$0.10	\$0.05	\$0.05	\$0.05	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.15	\$0.10	\$0.10	AM3	6:45 AM - 7:15 AM	\$0.50	\$0.45	\$0.30	\$0.35	\$0.20	\$0.05	\$0.05
AM4	7:15 AM - 8:15 AM	\$0.10	\$0.10	\$0.20	\$0.20	\$0.10	AM4	7:15 AM - 8:15 AM	\$1.00	\$1.00	\$0.80	\$0.55	\$0.20	\$0.10	\$0.05
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.10	\$0.20	\$0.15	\$0.15	AM5	8:15 AM - 8:45 AM	\$0.65	\$0.50	\$0.45	\$0.35	\$0.20	\$0.05	\$0.05
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.15	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.10	\$0.05	\$0.10	\$0.10	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.20	\$0.20	\$0.15	\$0.15	\$0.05	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.10	\$0.10	\$0.15	\$0.10	\$0.10
PM2	3:30 PM - 4:30 PM	\$0.45	\$0.20	\$0.25	\$0.20	\$0.15	PM2	3:30 PM - 4:30 PM	\$0.15	\$0.15	\$0.15	\$0.10	\$0.20	\$0.15	\$0.15
PM3	4:30 PM - 6:00 PM	\$1.50	\$0.45	\$0.35	\$0.20	\$0.15	PM3	4:30 PM - 6:00 PM	\$0.20	\$0.20	\$0.20	\$0.10	\$0.20	\$0.20	\$0.20
PM4	6:00 PM - 7:00 PM	\$0.25	\$0.20	\$0.15	\$0.10	\$0.10	PM4	6:00 PM - 7:00 PM	\$0.10	\$0.10	\$0.10	\$0.05	\$0.05	\$0.05	\$0.05

By 2035, toll rates selected to maximize revenue during the AM and PM peak periods increase considerably, resulting in per-mile rates between \$0.05 and \$1.00 during the AM peak period (southbound) and between \$0.15 and \$1.50 during the PM peak period (northbound), again depending on the tolling zone.

### **I-25 TEL Extension Scenario 3c**

In this scenario that excludes TELs between SH 7 and SH 66, the 2015 toll rates which optimize revenue in the AM peak period range from \$0.05 to \$0.20 per mile in the southbound direction depending on tolling zone and \$0.05 in all northbound tolling zones, as shown in Table 5. During the PM peak period rates range from \$0.05 to \$0.30 per mile to optimize revenue in the northbound direction, while per-mile tolls in all southbound tolling zones are \$0.05. Toll rates in the shoulder periods surrounding the peak periods and during the off-peak periods tend to be \$0.05 per mile.

By 2025, optimum toll rates in the AM peak period, peak direction (southbound) have increased to manage demand in the TELs and range between \$0.05 and \$0.65 per mile depending on the tolling zone. During the PM peak period, peak northbound direction, rates range from \$0.05 to \$0.90 per mile to optimize revenue and manage demand.

By 2035, toll rates selected to maximize revenue during the AM and PM peak periods increase considerably, resulting in per-mile rates between \$0.05 and \$1.20 during the southbound AM peak period, again depending on direction and tolling zone, and between \$0.20 and \$1.50 per mile in the northbound direction during the PM peak period.

### **I-25 TEL Extension Scenario 4a**

In this scenario that includes TELs between US 36 and SH 66, the 2015 toll rates which optimize revenue in the AM peak period range from \$0.05 to \$0.15 per mile in the southbound direction depending on tolling zone and \$0.05 in all northbound tolling zones, as shown in Table 6. During the PM peak period rates range from \$0.10 to \$0.30 per mile to optimize revenue in the northbound direction, while per-mile tolls in all southbound tolling zones are \$0.05. Toll rates in the shoulder periods surrounding the peak periods and during the off-peak periods tend to be \$0.05 per mile.

By 2025, optimum toll rates in the AM peak period, peak direction (southbound) have increased to manage demand in the TELs and range between \$0.20 and \$0.65 per mile depending on the tolling zone. During the PM peak period, peak northbound direction, rates range from \$0.25 to \$0.70 per mile to optimize revenue and manage demand.

By 2035, toll rates selected to maximize revenue during the AM and PM peak periods increase considerably, resulting in per-mile rates between \$0.40 and \$1.00 during the southbound AM peak period, again depending on direction and tolling zone, and between \$0.50 and \$1.50 per mile in the northbound direction during the PM peak period.

### **I-25 TEL Extension Scenario 4b**

In this scenario that includes TELs between US 36 and SH 66, the 2015 toll rates which optimize revenue in the AM peak period range from \$0.05 to \$0.15 per mile in the southbound direction depending on tolling zone and \$0.05 in all northbound tolling zones, as shown in Table 7. During the PM peak period rates range from \$0.05 to \$0.30 per mile to optimize revenue in the northbound direction, while per-mile tolls in all southbound tolling zones are \$0.05. Toll rates in the shoulder periods surrounding the peak periods and during the off-peak periods tend to be \$0.05 per mile.

**Table 5**  
**Per Mile Toll Rates - Scenario 3C**  
**I-25 Express Toll Lanes Extension - US 36 to SH 14**  
**(All Toll Rates are in Future Year Dollars)**

2015 Per-Mile Toll Rate (\$) by Toll Zone															
Time Period		Northbound					Time Period		Southbound						
		N-10	N-20	N-30	N-40	N-50			S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	---	\$0.10	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM4	7:15 AM - 8:15 AM	\$0.20	\$0.20	\$0.10	\$0.05	---	\$0.05	\$0.05
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM3	4:30 PM - 6:00 PM	\$0.30	\$0.15	---	\$0.05	\$0.05	PM3	4:30 PM - 6:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05

2025 Per-Mile Toll Rate (\$) by Toll Zone															
Time Period		Northbound					Time Period		Southbound						
		N-10	N-20	N-30	N-40	N-50			S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	---	\$0.10	\$0.05	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.10	\$0.10	\$0.05	\$0.05	---	\$0.05	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM3	6:45 AM - 7:15 AM	\$0.35	\$0.30	\$0.20	\$0.20	---	\$0.10	\$0.05
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM4	7:15 AM - 8:15 AM	\$0.65	\$0.50	\$0.40	\$0.40	---	\$0.15	\$0.05
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM5	8:15 AM - 8:45 AM	\$0.30	\$0.30	\$0.25	\$0.25	---	\$0.10	\$0.05
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.10	\$0.10	\$0.05	\$0.05	---	\$0.05	\$0.05
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.10	\$0.10	---	\$0.05	\$0.05	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM2	3:30 PM - 4:30 PM	\$0.30	\$0.15	---	\$0.10	\$0.05	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM3	4:30 PM - 6:00 PM	\$0.90	\$0.45	---	\$0.10	\$0.05	PM3	4:30 PM - 6:00 PM	\$0.15	\$0.15	\$0.10	\$0.10	---	\$0.10	\$0.10
PM4	6:00 PM - 7:00 PM	\$0.10	\$0.10	---	\$0.05	\$0.05	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05

2035 Per-Mile Toll Rate (\$) by Toll Zone															
Time Period		Northbound					Time Period		Southbound						
		N-10	N-20	N-30	N-40	N-50			S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	---	\$0.15	\$0.10	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.10	\$0.05
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM2	6:00 AM - 6:45 AM	\$0.15	\$0.15	\$0.10	\$0.10	---	\$0.05	\$0.05
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	---	\$0.20	\$0.10	AM3	6:45 AM - 7:15 AM	\$0.60	\$0.45	\$0.30	\$0.40	---	\$0.05	\$0.05
AM4	7:15 AM - 8:15 AM	\$0.10	\$0.15	---	\$0.25	\$0.15	AM4	7:15 AM - 8:15 AM	\$1.20	\$1.00	\$0.80	\$0.60	---	\$0.15	\$0.05
AM5	8:15 AM - 8:45 AM	\$0.10	\$0.15	---	\$0.20	\$0.15	AM5	8:15 AM - 8:45 AM	\$0.65	\$0.50	\$0.45	\$0.50	---	\$0.10	\$0.05
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	---	\$0.05	\$0.05	AM6	8:45 AM - 10:00 AM	\$0.15	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	---	\$0.05	\$0.05	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
MD2	12:00 PM - 3:00 PM	\$0.10	\$0.10	---	\$0.10	\$0.05	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	\$0.05	\$0.05
PM1	3:00 PM - 3:30 PM	\$0.25	\$0.20	---	\$0.15	\$0.10	PM1	3:00 PM - 3:30 PM	\$0.10	\$0.10	\$0.10	\$0.10	---	\$0.10	\$0.10
PM2	3:30 PM - 4:30 PM	\$0.60	\$0.25	---	\$0.25	\$0.15	PM2	3:30 PM - 4:30 PM	\$0.15	\$0.15	\$0.15	\$0.15	---	\$0.15	\$0.15
PM3	4:30 PM - 6:00 PM	\$1.50	\$0.45	---	\$0.30	\$0.20	PM3	4:30 PM - 6:00 PM	\$0.20	\$0.20	\$0.20	\$0.15	---	\$0.20	\$0.20
PM4	6:00 PM - 7:00 PM	\$0.25	\$0.25	---	\$0.10	\$0.10	PM4	6:00 PM - 7:00 PM	\$0.15	\$0.15	\$0.10	\$0.10	---	\$0.10	\$0.10

**Table 6**  
**Per Mile Toll Rates - Scenario 4a**  
**I-25 Express Toll Lanes Extension - US 36 to SH 66**  
 (All Toll Rates are in Future Year Dollars)

2015 Per-Mile Toll Rate (\$) by Toll Zone															
		Northbound							Southbound						
Time Period		N-10	N-20	N-30	N-40	N-50	Time Period	S-11	S-12	S-13	S-20	S-30	S-40	S-50	
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	---	---	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.05	---	---	AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	---	---	AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	\$0.05	---	---	AM4	7:15 AM - 8:15 AM	\$0.15	\$0.15	\$0.10	\$0.05	\$0.05	---	---
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.05	---	---	AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	---	---	AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	---	---	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	---	---	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	---	---	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	---	---	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM3	4:30 PM - 6:00 PM	\$0.30	\$0.05	\$0.10	---	---	PM3	4:30 PM - 6:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	---	---	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---

2025 Per-Mile Toll Rate (\$) by Toll Zone															
		Northbound							Southbound						
Time Period		N-10	N-20	N-30	N-40	N-50	Time Period	S-11	S-12	S-13	S-20	S-30	S-40	S-50	
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.15	---	---	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.10	---	---	AM2	6:00 AM - 6:45 AM	\$0.10	\$0.10	\$0.05	\$0.05	\$0.05	---	---
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	---	---	AM3	6:45 AM - 7:15 AM	\$0.35	\$0.30	\$0.20	\$0.15	\$0.15	---	---
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	\$0.10	---	---	AM4	7:15 AM - 8:15 AM	\$0.65	\$0.50	\$0.45	\$0.30	\$0.20	---	---
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.10	---	---	AM5	8:15 AM - 8:45 AM	\$0.30	\$0.30	\$0.25	\$0.20	\$0.10	---	---
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	---	---	AM6	8:45 AM - 10:00 AM	\$0.10	\$0.05	\$0.05	\$0.05	\$0.05	---	---
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	---	---	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	---	---	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM1	3:00 PM - 3:30 PM	\$0.10	\$0.10	\$0.10	---	---	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM2	3:30 PM - 4:30 PM	\$0.25	\$0.15	\$0.15	---	---	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM3	4:30 PM - 6:00 PM	\$0.70	\$0.25	\$0.25	---	---	PM3	4:30 PM - 6:00 PM	\$0.15	\$0.15	\$0.10	\$0.10	\$0.10	---	---
PM4	6:00 PM - 7:00 PM	\$0.10	\$0.10	\$0.10	---	---	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---

2035 Per-Mile Toll Rate (\$) by Toll Zone															
		Northbound							Southbound						
Time Period		N-10	N-20	N-30	N-40	N-50	Time Period	S-11	S-12	S-13	S-20	S-30	S-40	S-50	
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.15	---	---	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.15	---	---	AM2	6:00 AM - 6:45 AM	\$0.15	\$0.15	\$0.10	\$0.10	\$0.10	---	---
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.20	---	---	AM3	6:45 AM - 7:15 AM	\$0.50	\$0.45	\$0.40	\$0.40	\$0.25	---	---
AM4	7:15 AM - 8:15 AM	\$0.10	\$0.15	\$0.25	---	---	AM4	7:15 AM - 8:15 AM	\$1.00	\$1.00	\$0.80	\$0.60	\$0.40	---	---
AM5	8:15 AM - 8:45 AM	\$0.10	\$0.10	\$0.20	---	---	AM5	8:15 AM - 8:45 AM	\$0.65	\$0.50	\$0.45	\$0.40	\$0.30	---	---
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.10	---	---	AM6	8:45 AM - 10:00 AM	\$0.15	\$0.05	\$0.10	\$0.05	\$0.05	---	---
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	---	---	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.10	---	---	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM1	3:00 PM - 3:30 PM	\$0.20	\$0.20	\$0.20	---	---	PM1	3:00 PM - 3:30 PM	\$0.10	\$0.10	\$0.10	\$0.10	\$0.15	---	---
PM2	3:30 PM - 4:30 PM	\$0.55	\$0.30	\$0.35	---	---	PM2	3:30 PM - 4:30 PM	\$0.15	\$0.15	\$0.15	\$0.10	\$0.15	---	---
PM3	4:30 PM - 6:00 PM	\$1.50	\$0.50	\$0.50	---	---	PM3	4:30 PM - 6:00 PM	\$0.20	\$0.20	\$0.20	\$0.15	\$0.20	---	---
PM4	6:00 PM - 7:00 PM	\$0.30	\$0.20	\$0.25	---	---	PM4	6:00 PM - 7:00 PM	\$0.10	\$0.10	\$0.10	\$0.05	\$0.10	---	---

**Table 7**  
**Per Mile Toll Rates - Scenario 4b**  
**I-25 Express Toll Lanes Extension - US 36 to SH 66**  
**(All Toll Rates are in Future Year Dollars)**

2015 Per-Mile Toll Rate (\$) by Toll Zone															
Time Period	Northbound					Time Period	Southbound								
	N-10	N-20	N-30	N-40	N-50		S-11	S-12	S-13	S-20	S-30	S-40	S-50		
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	---	---	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.05	---	---	AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	---	---	AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	\$0.05	---	---	AM4	7:15 AM - 8:15 AM	\$0.15	\$0.15	\$0.10	\$0.05	\$0.05	---	---
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.05	---	---	AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	---	---	AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	---	---	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	---	---	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	---	---	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	---	---	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM3	4:30 PM - 6:00 PM	\$0.30	\$0.05	\$0.10	---	---	PM3	4:30 PM - 6:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	---	---	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---

2025 Per-Mile Toll Rate (\$) by Toll Zone															
Time Period	Northbound					Time Period	Southbound								
	N-10	N-20	N-30	N-40	N-50		S-11	S-12	S-13	S-20	S-30	S-40	S-50		
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.15	---	---	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.10	---	---	AM2	6:00 AM - 6:45 AM	\$0.10	\$0.10	\$0.05	\$0.05	\$0.05	---	---
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	---	---	AM3	6:45 AM - 7:15 AM	\$0.30	\$0.25	\$0.15	\$0.15	\$0.10	---	---
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	\$0.10	---	---	AM4	7:15 AM - 8:15 AM	\$0.65	\$0.50	\$0.45	\$0.30	\$0.15	---	---
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	\$0.10	---	---	AM5	8:15 AM - 8:45 AM	\$0.30	\$0.30	\$0.25	\$0.20	\$0.10	---	---
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	---	---	AM6	8:45 AM - 10:00 AM	\$0.10	\$0.05	\$0.05	\$0.05	\$0.05	---	---
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	---	---	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	---	---	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM1	3:00 PM - 3:30 PM	\$0.10	\$0.05	\$0.05	---	---	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM2	3:30 PM - 4:30 PM	\$0.25	\$0.15	\$0.15	---	---	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM3	4:30 PM - 6:00 PM	\$0.60	\$0.25	\$0.25	---	---	PM3	4:30 PM - 6:00 PM	\$0.15	\$0.15	\$0.10	\$0.05	\$0.10	---	---
PM4	6:00 PM - 7:00 PM	\$0.10	\$0.05	\$0.10	---	---	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---

2035 Per-Mile Toll Rate (\$) by Toll Zone															
Time Period	Northbound					Time Period	Southbound								
	N-10	N-20	N-30	N-40	N-50		S-11	S-12	S-13	S-20	S-30	S-40	S-50		
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.15	---	---	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.15	---	---	AM2	6:00 AM - 6:45 AM	\$0.15	\$0.15	\$0.05	\$0.05	\$0.05	---	---
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.20	---	---	AM3	6:45 AM - 7:15 AM	\$0.50	\$0.40	\$0.40	\$0.40	\$0.20	---	---
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	\$0.25	---	---	AM4	7:15 AM - 8:15 AM	\$1.00	\$1.00	\$0.80	\$0.60	\$0.35	---	---
AM5	8:15 AM - 8:45 AM	\$0.10	\$0.05	\$0.20	---	---	AM5	8:15 AM - 8:45 AM	\$0.65	\$0.50	\$0.45	\$0.40	\$0.25	---	---
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.10	---	---	AM6	8:45 AM - 10:00 AM	\$0.15	\$0.05	\$0.05	\$0.05	\$0.05	---	---
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	---	---	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.10	---	---	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	\$0.05	---	---
PM1	3:00 PM - 3:30 PM	\$0.20	\$0.15	\$0.15	---	---	PM1	3:00 PM - 3:30 PM	\$0.10	\$0.10	\$0.10	\$0.05	\$0.15	---	---
PM2	3:30 PM - 4:30 PM	\$0.55	\$0.30	\$0.35	---	---	PM2	3:30 PM - 4:30 PM	\$0.15	\$0.15	\$0.10	\$0.05	\$0.15	---	---
PM3	4:30 PM - 6:00 PM	\$1.50	\$0.50	\$0.50	---	---	PM3	4:30 PM - 6:00 PM	\$0.15	\$0.15	\$0.15	\$0.10	\$0.15	---	---
PM4	6:00 PM - 7:00 PM	\$0.30	\$0.15	\$0.20	---	---	PM4	6:00 PM - 7:00 PM	\$0.10	\$0.10	\$0.05	\$0.05	\$0.10	---	---

By 2025, optimum toll rates in the AM peak period, peak direction (southbound) have increased to manage demand in the TELs and range between \$0.15 and \$0.65 per mile depending on the tolling zone. During the PM peak period, peak northbound direction, rates range from \$0.25 to \$0.60 per mile to optimize revenue and manage demand.

By 2035, toll rates selected to maximize revenue during the AM and PM peak periods increase considerably, resulting in per-mile rates between \$0.35 and \$1.00 during the southbound AM peak period, again depending on direction and tolling zone, and between \$0.50 and \$1.50 per mile in the northbound direction during the PM peak period.

### I-25 TEL Extension Scenario 4c

This scenario includes TELs between US 36 and SH 7, only. In 2015 toll rates which optimize revenue in the AM peak period range from \$0.05 to \$0.15 per mile in the southbound direction depending on tolling zone and \$0.05 in all northbound tolling zones, as shown in Table 8. During the PM peak period rates are \$0.05 and \$0.30 per mile in the two northbound tolling zones, while per-mile tolls in all southbound tolling zones are \$0.05. Except for one shoulder period in the AM southbound direction where tolls are \$0.10 per-mile, all other time periods have rates of \$0.05 per mile.

By 2025, optimum toll rates in the AM peak period, peak direction (southbound) have increased to manage demand in the TELs and range between \$0.35 and \$0.70 per mile depending on the tolling zone. During the PM peak period, peak northbound direction, rates are \$0.45 to \$0.60 per mile in tolling zones N20 and N10, respectively. Due to increased congestion, per-mile rates in shoulder periods are estimated to increase well beyond the \$0.05 per-mile.

By 2035, per-mile toll rates selected to maximize revenue during the AM and PM peak periods increase considerably, resulting in per-mile rates between \$0.60 and \$1.20 during the southbound AM peak period, again depending on tolling zone. At the two northbound tolling zones during the PM peak period, rates are \$0.55 and \$1.60 per mile.

## Estimated Annual Tolled Traffic and Revenue

Estimated average weekday transactions and revenue from the traffic assignments were “annualized” by using an annualization factor of 267 equivalent weekdays per year for tolled transactions and revenue. This recognizes the fact that weekend day traffic and revenue on the TEL scenarios would likely be considerably lower. This annualization factor was estimated following a review of the I-25 TEL actual daily traffic volumes.

Estimated annual tolled transactions and annual gross toll revenue for the Existing Condition, EIS Phase 1 ROD with Revisions and ROD 2, and Scenarios 3a, 3b, 3c, 4a, 4b and 4c are provided in Tables 9 through 16, respectively. All revenue estimates presented are in future dollars.

## Market Share Assessment

The share of tolled traffic for each of the eight scenarios is provided in Appendix 1, Market Share Assessment. Traffic volumes for years 2015, 2025 and 2035 are provided for the general purpose (GP) lanes, along with tolled and toll-free volumes for the TELs for the AM peak period (7:15-8:15AM), PM peak period (4:30-6:00PM), and for the Daytime total (5:00AM-7:00PM) for the tolling zones specific to each scenario.

**Table 8**  
**Per Mile Toll Rates - Scenario 4C**  
**I-25 Express Toll Lanes Extension - US 36 to SH 7**  
**(All Toll Rates are in Future Year Dollars)**

2015 Per-Mile Toll Rate (\$) by Toll Zone															
		Northbound							Southbound						
Time Period		N-10	N-20	N-30	N-40	N-50	Time Period		S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	---	---	---	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	---	---	---	AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	---	---	---	AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	---	---	---	AM4	7:15 AM - 8:15 AM	\$0.15	\$0.15	\$0.10	\$0.05	---	---	---
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	---	---	---	AM5	8:15 AM - 8:45 AM	\$0.10	\$0.10	\$0.05	\$0.05	---	---	---
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	---	---	---	AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	---	---	---	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	---	---	---	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	---	---	---	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	---	---	---	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
PM3	4:30 PM - 6:00 PM	\$0.30	\$0.05	---	---	---	PM3	4:30 PM - 6:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	---	---	---	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---

2025 Per-Mile Toll Rate (\$) by Toll Zone															
		Northbound							Southbound						
Time Period		N-10	N-20	N-30	N-40	N-50	Time Period		S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	---	---	---	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	---	---	---	AM2	6:00 AM - 6:45 AM	\$0.10	\$0.10	\$0.05	\$0.05	---	---	---
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	---	---	---	AM3	6:45 AM - 7:15 AM	\$0.35	\$0.30	\$0.25	\$0.20	---	---	---
AM4	7:15 AM - 8:15 AM	\$0.05	\$0.05	---	---	---	AM4	7:15 AM - 8:15 AM	\$0.70	\$0.55	\$0.45	\$0.35	---	---	---
AM5	8:15 AM - 8:45 AM	\$0.05	\$0.05	---	---	---	AM5	8:15 AM - 8:45 AM	\$0.40	\$0.40	\$0.30	\$0.30	---	---	---
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	---	---	---	AM6	8:45 AM - 10:00 AM	\$0.10	\$0.05	\$0.10	\$0.05	---	---	---
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	---	---	---	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	---	---	---	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
PM1	3:00 PM - 3:30 PM	\$0.10	\$0.10	---	---	---	PM1	3:00 PM - 3:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
PM2	3:30 PM - 4:30 PM	\$0.30	\$0.20	---	---	---	PM2	3:30 PM - 4:30 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
PM3	4:30 PM - 6:00 PM	\$0.60	\$0.45	---	---	---	PM3	4:30 PM - 6:00 PM	\$0.20	\$0.20	\$0.10	\$0.10	---	---	---
PM4	6:00 PM - 7:00 PM	\$0.15	\$0.10	---	---	---	PM4	6:00 PM - 7:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---

2035 Per-Mile Toll Rate (\$) by Toll Zone															
		Northbound							Southbound						
Time Period		N-10	N-20	N-30	N-40	N-50	Time Period		S-11	S-12	S-13	S-20	S-30	S-40	S-50
AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	---	---	---	AM1	5:00 AM - 6:00 AM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
AM2	6:00 AM - 6:45 AM	\$0.05	\$0.05	---	---	---	AM2	6:00 AM - 6:45 AM	\$0.15	\$0.15	\$0.10	\$0.10	---	---	---
AM3	6:45 AM - 7:15 AM	\$0.05	\$0.05	---	---	---	AM3	6:45 AM - 7:15 AM	\$0.50	\$0.45	\$0.40	\$0.40	---	---	---
AM4	7:15 AM - 8:15 AM	\$0.10	\$0.05	---	---	---	AM4	7:15 AM - 8:15 AM	\$1.20	\$1.00	\$0.80	\$0.60	---	---	---
AM5	8:15 AM - 8:45 AM	\$0.10	\$0.10	---	---	---	AM5	8:15 AM - 8:45 AM	\$0.65	\$0.50	\$0.45	\$0.45	---	---	---
AM6	8:45 AM - 10:00 AM	\$0.05	\$0.05	---	---	---	AM6	8:45 AM - 10:00 AM	\$0.20	\$0.10	\$0.10	\$0.05	---	---	---
MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	---	---	---	MD1	10:00 AM - 12:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
MD2	12:00 PM - 3:00 PM	\$0.15	\$0.10	---	---	---	MD2	12:00 PM - 3:00 PM	\$0.05	\$0.05	\$0.05	\$0.05	---	---	---
PM1	3:00 PM - 3:30 PM	\$0.20	\$0.20	---	---	---	PM1	3:00 PM - 3:30 PM	\$0.10	\$0.10	\$0.10	\$0.10	---	---	---
PM2	3:30 PM - 4:30 PM	\$0.65	\$0.30	---	---	---	PM2	3:30 PM - 4:30 PM	\$0.15	\$0.15	\$0.15	\$0.10	---	---	---
PM3	4:30 PM - 6:00 PM	\$1.60	\$0.55	---	---	---	PM3	4:30 PM - 6:00 PM	\$0.20	\$0.20	\$0.20	\$0.15	---	---	---
PM4	6:00 PM - 7:00 PM	\$0.30	\$0.20	---	---	---	PM4	6:00 PM - 7:00 PM	\$0.10	\$0.10	\$0.10	\$0.10	---	---	---

**Table 9**  
**Estimated Annual Transactions and Gross Toll Revenue With Ramp-Up - Existing Condition**  
**I-25 Express Toll Lanes Extension - US 36 to 120th Avenue**  
**HOV 3+ Toll Free**

Year	Annual Tolled Transactions	Annual Gross Toll Revenue <sup>(1)</sup>	Average Toll
<b>2015</b>	<b>3,725,000</b>	<b>\$ 844,000</b>	<b>\$ 0.23</b>
2016	6,148,000	1,490,000	0.24
2017	7,305,000	1,892,000	0.26
2018	7,859,000	2,176,000	0.28
2019	8,396,000	2,485,000	0.30
2020	8,970,000	2,838,000	0.32
2021	9,583,000	3,241,000	0.34
2022	10,238,000	3,701,000	0.36
2023	10,938,000	4,227,000	0.39
2024	11,686,000	4,827,000	0.41
<b>2025</b>	<b>12,485,000</b>	<b>5,513,000</b>	<b>0.44</b>
2026	12,725,000	5,923,000	0.47
2027	12,970,000	6,364,000	0.49
2028	13,219,000	6,837,000	0.52
2029	13,473,000	7,346,000	0.55
2030	13,732,000	7,893,000	0.57
2031	13,996,000	8,480,000	0.61
2032	14,265,000	9,111,000	0.64
2033	14,539,000	9,789,000	0.67
2034	14,818,000	10,517,000	0.71
<b>2035</b>	<b>15,103,000</b>	<b>11,299,000</b>	<b>0.75</b>

<sup>(1)</sup> Ramp-up adjustment factors are applied to the North I-25 revenue for the first three years of operation.

Adjustment factors are as follows: 2015 - 57.8 percent, 2016 - 89.3 percent, and 2017 - 99.3 percent.

**Table 10**  
**Estimated Annual Transactions and Gross Toll Revenue With Ramp-Up**  
**EIS ROD 1 With Revisions and ROD 2**  
**I-25 North Express Toll Lanes Extension - US 36 to SH 7**  
**HOV 3+ Toll Free**

Year	Annual Tolloed Transactions	Annual Gross Toll Revenue <sup>(1)</sup>	Average Toll
<b>2015</b>	<b>5,283,498</b>	\$ <b>1,470,432</b>	<b>0.28</b>
2016	8,829,984	2,613,811	0.30
2017	10,621,128	3,343,431	0.31
2018	11,570,000	3,874,000	0.33
2019	12,516,000	4,457,000	0.36
2020	13,539,000	5,127,000	0.38
2021	14,646,000	5,898,000	0.40
2022	15,843,000	6,785,000	0.43
2023	17,138,000	7,806,000	0.46
2024	18,539,000	8,980,000	0.48
<b>2025</b>	<b>20,054,000</b>	<b>10,331,000</b>	<b>0.52</b>
2026	20,710,000	11,179,000	0.54
2027	21,387,000	12,096,000	0.57
2028	22,087,000	13,089,000	0.59
2029	22,809,000	14,163,000	0.62
2030	23,555,000	15,325,000	0.65
2031	24,325,000	16,583,000	0.68
2032	25,121,000	17,944,000	0.71
2033	25,943,000	19,416,000	0.75
2034	26,792,000	21,009,000	0.78
<b>2035</b>	<b>27,668,000</b>	<b>22,732,000</b>	<b>0.82</b>

<sup>(1)</sup> Ramp-up adjustment factors are applied to the North I-25 revenue for the first three years of operation.

Adjustment factors are as follows: 2015 - 57.8 percent, 2016 - 89.3 percent, and 2017 - 99.3 percent.

**Table 11**  
**Estimated Annual Transactions and Gross Toll Revenue With Ramp-Up - Scenario 3a**  
**I-25 Express Toll Lanes Extension - US 36 to SH 14**  
**HOV 3+ Toll Free**

Year	Annual Tolled Transactions	Annual Gross Toll Revenue <sup>(1)</sup>	Average Toll
<b>2015</b>	<b>7,611,000</b>	<b>\$ 3,313,000</b>	<b>\$ 0.44</b>
2016	12,764,000	5,843,000	0.46
2017	15,406,000	7,417,000	0.48
2018	16,841,000	8,526,000	0.51
2019	18,281,000	9,732,000	0.53
2020	19,844,000	11,109,000	0.56
2021	21,541,000	12,681,000	0.59
2022	23,383,000	14,475,000	0.62
2023	25,382,000	16,523,000	0.65
2024	27,552,000	18,861,000	0.68
<b>2025</b>	<b>29,906,000</b>	<b>21,528,000</b>	<b>0.72</b>
2026	30,919,000	23,668,000	0.77
2027	31,966,000	26,021,000	0.81
2028	33,049,000	28,607,000	0.87
2029	34,168,000	31,450,000	0.92
2030	35,325,000	34,576,000	0.98
2031	36,521,000	38,013,000	1.04
2032	37,758,000	41,791,000	1.11
2033	39,037,000	45,945,000	1.18
2034	40,359,000	50,512,000	1.25
<b>2035</b>	<b>41,727,000</b>	<b>55,533,000</b>	<b>1.33</b>

<sup>(1)</sup> Ramp-up adjustment factors are applied to the North I-25 revenue for the first three years of operation.

Adjustment factors are as follows: 2015 - 57.8 percent, 2016 - 89.3 percent, and 2017 - 99.3 percent.

**Table 12**  
**Estimated Annual Transactions and Gross Toll Revenue With Ramp-Up - Scenario 3b**  
**I-25 Express Toll Lanes Extension - US 36 to SH 14**  
**HOV 3+ Toll Free**

Year	Annual Tolloed Transactions	Annual Gross Toll Revenue <sup>(1)</sup>	Average Toll
<b>2015</b>	<b>6,471,000</b>	\$ <b>2,652,000</b>	<b>\$ 0.41</b>
2016	10,903,000	4,659,000	0.43
2017	13,222,000	5,890,000	0.45
2018	14,521,000	6,745,000	0.46
2019	15,837,000	7,670,000	0.48
2020	17,272,000	8,721,000	0.50
2021	18,837,000	9,916,000	0.53
2022	20,544,000	11,275,000	0.55
2023	22,405,000	12,820,000	0.57
2024	24,435,000	14,577,000	0.60
<b>2025</b>	<b>26,651,000</b>	<b>16,577,000</b>	<b>0.62</b>
2026	27,636,000	18,309,000	0.66
2027	28,657,000	20,222,000	0.71
2028	29,716,000	22,335,000	0.75
2029	30,814,000	24,669,000	0.80
2030	31,952,000	27,247,000	0.85
2031	33,132,000	30,094,000	0.91
2032	34,356,000	33,238,000	0.97
2033	35,625,000	36,711,000	1.03
2034	36,941,000	40,547,000	1.10
<b>2035</b>	<b>38,306,000</b>	<b>44,782,000</b>	<b>1.17</b>

<sup>(1)</sup> Ramp-up adjustment factors are applied to the North I-25 revenue for the first three years of operation.

Adjustment factors are as follows: 2015 - 57.8 percent, 2016 - 89.3 percent, and 2017 - 99.3 percent.

**Table 13**  
**Estimated Annual Transactions and Gross Toll Revenue With Ramp-Up - Scenario 3c**  
**I-25 Express Toll Lanes Extension - US 36 to SH 14**  
**HOV 3+ Toll Free**

Year	Annual Tolled Transactions	Annual Gross Toll Revenue <sup>(1)</sup>	Average Toll
<b>2015</b>	<b>5,992,000</b>	<b>\$ 2,143,000</b>	<b>\$ 0.36</b>
2016	10,012,000	3,769,000	0.38
2017	12,042,000	4,771,000	0.40
2018	13,116,000	5,470,000	0.42
2019	14,186,000	6,227,000	0.44
2020	15,343,000	7,089,000	0.46
2021	16,595,000	8,070,000	0.49
2022	17,949,000	9,187,000	0.51
2023	19,413,000	10,459,000	0.54
2024	20,997,000	11,907,000	0.57
<b>2025</b>	<b>22,708,000</b>	<b>13,557,000</b>	<b>0.60</b>
2026	23,482,000	14,900,000	0.63
2027	24,282,000	16,376,000	0.67
2028	25,109,000	17,998,000	0.72
2029	25,965,000	19,781,000	0.76
2030	26,850,000	21,741,000	0.81
2031	27,765,000	23,895,000	0.86
2032	28,711,000	26,262,000	0.91
2033	29,689,000	28,864,000	0.97
2034	30,701,000	31,723,000	1.03
<b>2035</b>	<b>31,747,000</b>	<b>34,864,000</b>	<b>1.10</b>

<sup>(1)</sup> Ramp-up adjustment factors are applied to the North I-25 revenue for the first three years of operation.

Adjustment factors are as follows: 2015 - 57.8 percent, 2016 - 89.3 percent, and 2017 - 99.3 percent.

**Table 14**  
**Estimated Annual Transactions and Gross Toll Revenue With Ramp-Up - Scenario 4a**  
**I-25 Express Toll Lanes Extension - US 36 to SH 66**  
**HOV 3+ Toll Free**

Year	Annual Tolloed Transactions	Annual Gross Toll Revenue <sup>(1)</sup>	Average Toll
<b>2015</b>	<b>6,188,000</b>	<b>\$ 2,346,000</b>	<b>\$ 0.38</b>
2016	10,367,000	4,180,000	0.40
2017	12,501,000	5,362,000	0.43
2018	13,651,000	6,229,000	0.46
2019	14,803,000	7,186,000	0.49
2020	16,052,000	8,290,000	0.52
2021	17,406,000	9,563,000	0.55
2022	18,875,000	11,032,000	0.58
2023	20,468,000	12,727,000	0.62
2024	22,195,000	14,682,000	0.66
<b>2025</b>	<b>24,067,000</b>	<b>16,938,000</b>	<b>0.70</b>
2026	24,722,000	18,401,000	0.74
2027	25,395,000	19,991,000	0.79
2028	26,086,000	21,718,000	0.83
2029	26,796,000	23,594,000	0.88
2030	27,525,000	25,632,000	0.93
2031	28,274,000	27,846,000	0.98
2032	29,043,000	30,252,000	1.04
2033	29,833,000	32,866,000	1.10
2034	30,645,000	35,705,000	1.17
<b>2035</b>	<b>31,480,000</b>	<b>38,792,000</b>	<b>1.23</b>

<sup>(1)</sup> Ramp-up adjustment factors are applied to the North I-25 revenue for the first three years of operation.

Adjustment factors are as follows: 2015 - 57.8 percent, 2016 - 89.3 percent, and 2017 - 99.3 percent.

**Table 15**  
**Estimated Annual Transactions and Gross Toll Revenue With Ramp-Up - Scenario 4b**  
**I-25 Express Toll Lanes Extension - US 36 to SH 66**  
**HOV 3+ Toll Free**

Year	Annual Tolloed Transactions	Annual Gross Toll Revenue <sup>(1)</sup>	Average Toll
<b>2015</b>	<b>5,079,000</b>	\$ <b>1,732,000</b>	<b>0.34</b>
2016	8,532,000	3,079,000	0.36
2017	10,315,000	3,940,000	0.38
2018	11,295,000	4,566,000	0.40
2019	12,281,000	5,255,000	0.43
2020	13,353,000	6,048,000	0.45
2021	14,519,000	6,960,000	0.48
2022	15,786,000	8,010,000	0.51
2023	17,164,000	9,218,000	0.54
2024	18,662,000	10,608,000	0.57
<b>2025</b>	<b>20,292,000</b>	<b>12,208,000</b>	<b>0.60</b>
2026	20,935,000	13,287,000	0.63
2027	21,598,000	14,462,000	0.67
2028	22,282,000	15,740,000	0.71
2029	22,988,000	17,131,000	0.75
2030	23,716,000	18,645,000	0.79
2031	24,468,000	20,293,000	0.83
2032	25,243,000	22,087,000	0.87
2033	26,043,000	24,039,000	0.92
2034	26,868,000	26,164,000	0.97
<b>2035</b>	<b>27,721,000</b>	<b>28,478,000</b>	<b>1.03</b>

<sup>(1)</sup> Ramp-up adjustment factors are applied to the North I-25 revenue for the first three years of operation.

Adjustment factors are as follows: 2015 - 57.8 percent, 2016 - 89.3 percent, and 2017 - 99.3 percent.

**Table 16**  
**Estimated Annual Transactions and Gross Toll Revenue With Ramp-Up - Scenario 4c**  
**I-25 North Express Toll Lanes Extension - US 36 to SH 7**  
**HOV 3+ Toll Free**

Year	Annual Tolloed Transactions	Annual Gross Toll Revenue <sup>(1)</sup>	Average Toll
<b>2015</b>	<b>4,632,000</b>	<b>\$ 1,183,000</b>	<b>\$ 0.26</b>
2016	7,719,000	2,113,000	0.27
2017	9,258,000	2,715,000	0.29
2018	10,056,000	3,160,000	0.31
2019	10,846,000	3,652,000	0.34
2020	11,699,000	4,221,000	0.36
2021	12,619,000	4,878,000	0.39
2022	13,611,000	5,638,000	0.41
2023	14,681,000	6,516,000	0.44
2024	15,835,000	7,531,000	0.48
<b>2025</b>	<b>17,080,000</b>	<b>8,702,000</b>	<b>0.51</b>
2026	17,517,000	9,388,000	0.54
2027	17,965,000	10,128,000	0.56
2028	18,424,000	10,926,000	0.59
2029	18,895,000	11,787,000	0.62
2030	19,378,000	12,716,000	0.66
2031	19,874,000	13,718,000	0.69
2032	20,382,000	14,799,000	0.73
2033	20,903,000	15,965,000	0.76
2034	21,438,000	17,223,000	0.80
<b>2035</b>	<b>21,986,000</b>	<b>18,583,000</b>	<b>0.85</b>

<sup>(1)</sup> Ramp-up adjustment factors are applied to the North I-25 revenue for the first three years of operation.

Adjustment factors are as follows: 2015 - 57.8 percent, 2016 - 89.3 percent, and 2017 - 99.3 percent.

The corridor share of tolled traffic volumes vary by time of day and direction of travel for each tolling zone. What is worth noting is that the toll-paying traffic does not represent a very large and disproportionate share of the total directional volume at each tolling zone in any of the eight TEL scenarios for which traffic and revenue estimates were prepared. For example, in Scenario 3a, with TELs extending from US 36 to SH 14, the total daytime tolled traffic by direction as a percent of directional, total daytime volume ranges between 4-9 percent in year 2015 depending on the tolling zone, between 9-18 percent in year 2025, and between 13-23 percent by year 2035, again depending on the tolling zone. During none of the peak periods in year 2015 do tolled volumes in any of the tolling zones represent more than 20 percent of the peak period traffic demand. The percent of tolled traffic increases slightly to 23 percent in year 2025 and to 25 percent in year 2035.

# Appendix 1

## Market Share Assessment

**Key to Appendix 1 Exhibits**

		<b>Scenario</b>						
	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>
<b>Year</b>	<b>Existing Condition</b>	<b>EIS Phase 1 ROD</b>	<b>3a</b>	<b>3b</b>	<b>3c</b>	<b>4a</b>	<b>4b</b>	<b>4c</b>
<b>2015</b>	A-1	B-1	C-1	D-1	E-1	F-1	G-1	H-1
<b>2025</b>	A-2	B-2	C-2	D-2	E-2	F-2	G-2	H-2
<b>2035</b>	A-3	B-3	C-3	D-3	E-3	F-3	G-3	H-3

**Exhibit A-1  
I-25 North Tolloed Express Lane  
Market Share Assessment**

**Scenario: x1**  
**Year: 2015**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL							
Tolling					% Tolloed		
Zone	Direction	Tolloed	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	200	110	310	4,040	4,350	5%
N20		-	-	-	4,080	4,080	0%
N30		-	-	-	2,930	2,930	0%
N40		-	-	-	2,660	2,660	0%
N50		-	-	-	2,440	2,440	0%
S11	SB	970	160	1,130	6,230	7,360	13%
S12		1,380	160	1,540	5,130	6,670	21%
S13		1,250	120	1,370	4,760	6,130	20%
S20		-	-	-	4,660	4,660	0%
S30		-	-	-	3,480	3,480	0%
S40		-	-	-	2,450	2,450	0%
S50		-	-	-	2,090	2,090	0%

**Scenario: x1**  
**Year: 2015**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL							
Tolling					% Tolloed		
Zone	Direction	Tolloed	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	850	390	1,240	8,060	9,300	9%
N20		-	-	-	7,750	7,750	0%
N30		-	-	-	6,410	6,410	0%
N40		-	-	-	5,010	5,010	0%
N50		-	-	-	4,850	4,850	0%
S11	SB	1,330	280	1,610	7,840	9,450	14%
S12		1,210	310	1,520	7,100	8,620	14%
S13		1,110	260	1,370	6,950	8,320	13%
S20		-	-	-	7,170	7,170	0%
S30		-	-	-	5,010	5,010	0%
S40		-	-	-	3,810	3,810	0%
S50		-	-	-	5,690	5,690	0%

**Scenario: x1**  
**Year: 2015**  
**Period: Daytime Total (5:00 AM -7:00 PM)**

TEL							
Tolling					% Tolloed		
Zone	Direction	Tolloed	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	3,950	1,750	5,700	58,240	63,940	6%
N20		-	-	-	51,760	51,760	0%
N30		-	-	-	39,300	39,300	0%
N40		-	-	-	33,770	33,770	0%
N50		-	-	-	29,870	29,870	0%
S11	SB	5,870	1,570	7,440	67,730	75,170	8%
S12		7,150	1,760	8,910	58,840	67,750	11%
S13		6,750	1,480	8,230	55,300	63,530	11%
S20		-	-	-	50,940	50,940	0%
S30		-	-	-	37,650	37,650	0%
S40		-	-	-	27,460	27,460	0%
S50		-	-	-	29,500	29,500	0%

**Exhibit A-2  
I-25 North Tolled Express Lane  
Market Share Assessment**

**Scenario: x1**  
**Year: 2025**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	840	130	970	4,250	5,220	16%
N20		-	-	-	4,900	4,900	0%
N30		-	-	-	3,610	3,610	0%
N40		-	-	-	3,260	3,260	0%
N50		-	-	-	2,880	2,880	0%
S11	SB	1,200	260	1,460	7,190	8,650	14%
S12		1,190	250	1,440	6,210	7,650	16%
S13		1,040	190	1,230	5,930	7,160	15%
S20		-	-	-	5,840	5,840	0%
S30		-	-	-	4,500	4,500	0%
S40		-	-	-	2,720	2,720	0%
S50		-	-	-	2,810	2,810	0%

**Scenario: x1**  
**Year: 2025**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,400	500	1,900	8,950	10,850	13%
N20		-	-	-	8,740	8,740	0%
N30		-	-	-	7,880	7,880	0%
N40		-	-	-	5,420	5,420	0%
N50		-	-	-	5,830	5,830	0%
S11	SB	1,570	400	1,970	8,930	10,900	14%
S12		1,600	400	2,000	7,930	9,930	16%
S13		1,440	330	1,770	7,780	9,550	15%
S20		-	-	-	7,850	7,850	0%
S30		-	-	-	5,660	5,660	0%
S40		-	-	-	4,400	4,400	0%
S50		-	-	-	6,040	6,040	0%

**Scenario: x1**  
**Year: 2025**  
**Period: Daytime Total (5:00 AM - 7:00 PM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	9,000	1,900	10,900	63,850	74,750	12%
N20		-	-	-	64,120	64,120	0%
N30		-	-	-	49,930	49,930	0%
N40		-	-	-	39,440	39,440	0%
N50		-	-	-	35,730	35,730	0%
S11	SB	11,750	1,970	13,720	74,760	88,480	13%
S12		12,130	2,080	14,210	66,290	80,500	15%
S13		11,000	1,750	12,750	64,270	77,020	14%
S20		-	-	-	62,110	62,110	0%
S30		-	-	-	44,890	44,890	0%
S40		-	-	-	30,410	30,410	0%
S50		-	-	-	33,950	33,950	0%

**Exhibit A-3  
I-25 North Tolled Express Lane  
Market Share Assessment**

**Scenario: x1**  
**Year: 2035**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	750	130	880	4,560	5,440	14%
N20		-	-	-	5,210	5,210	0%
N30		-	-	-	4,290	4,290	0%
N40		-	-	-	3,890	3,890	0%
N50		-	-	-	3,360	3,360	0%
S11	SB	1,300	310	1,610	7,540	9,150	14%
S12		1,280	310	1,590	6,580	8,170	16%
S13		1,150	230	1,380	6,470	7,850	15%
S20		-	-	-	6,380	6,380	0%
S30		-	-	-	5,080	5,080	0%
S40		-	-	-	3,180	3,180	0%
S50		-	-	-	3,160	3,160	0%

**Scenario: x1**  
**Year: 2035**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,260	620	1,880	9,600	11,480	11%
N20		-	-	-	9,190	9,190	0%
N30		-	-	-	8,930	8,930	0%
N40		-	-	-	6,360	6,360	0%
N50		-	-	-	6,210	6,210	0%
S11	SB	1,810	420	2,230	9,140	11,370	16%
S12		1,600	430	2,030	8,130	10,160	16%
S13		1,400	330	1,730	7,990	9,720	14%
S20		-	-	-	8,040	8,040	0%
S30		-	-	-	6,320	6,320	0%
S40		-	-	-	5,090	5,090	0%
S50		-	-	-	6,400	6,400	0%

**Scenario: x1**  
**Year: 2035**  
**Period: Daytime Total (5:00 AM -7:00 PM)**

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	10,220	2,250	12,470	67,140	79,610	13%
N20		-	-	-	70,180	70,180	0%
N30		-	-	-	59,680	59,680	0%
N40		-	-	-	49,000	49,000	0%
N50		-	-	-	41,400	41,400	0%
S11	SB	14,340	2,210	16,550	78,390	94,940	15%
S12		14,840	2,350	17,190	68,880	86,070	17%
S13		12,980	1,860	14,840	67,890	82,730	16%
S20		-	-	-	67,180	67,180	0%
S30		-	-	-	50,170	50,170	0%
S40		-	-	-	35,880	35,880	0%
S50		-	-	-	39,790	39,790	0%

**Exhibit B-1**  
**I-25 North Tolled Express Lane**  
**Market Share Assessment**

Scenario: e1  
 Year: 2015  
 Period: AM Peak Period (7:15-8:15 AM)

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	220	110	330	4,080	4,410	5%
N20		100	70	170	3,980	4,150	2%
N30		-	-	-	2,940	2,940	0%
N40		150	10	160	2,520	2,680	6%
N50		70	40	110	2,350	2,460	3%
S11	SB	940	160	1,100	6,380	7,480	13%
S12		1,370	170	1,540	5,300	6,840	20%
S13		1,280	130	1,410	4,970	6,380	20%
S20		740	70	810	4,180	4,990	15%
S30		-	-	-	3,550	3,550	0%
S40		160	10	170	2,300	2,470	6%
S50		30	40	70	2,030	2,100	1%

Scenario: e1  
 Year: 2015  
 Period: PM Peak Period (4:30-6:00 PM)

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	900	400	1,300	8,070	9,370	10%
N20		360	180	540	7,560	8,100	4%
N30		-	-	-	6,570	6,570	0%
N40		600	20	620	4,470	5,090	12%
N50		290	100	390	4,520	4,910	6%
S11	SB	1,260	280	1,540	7,850	9,390	13%
S12		1,110	320	1,430	7,240	8,670	13%
S13		1,000	280	1,280	7,190	8,470	12%
S20		620	190	810	6,610	7,420	8%
S30		-	-	-	5,040	5,040	0%
S40		310	20	330	3,500	3,830	8%
S50		690	130	820	5,060	5,880	12%

Scenario: e1  
 Year: 2015  
 Period: Daytime Total (5:00 AM - 7:00 PM)

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	4,210	1,780	5,990	58,720	64,710	7%
N20		1,630	830	2,460	50,610	53,070	3%
N30		-	-	-	39,860	39,860	0%
N40		1,740	100	1,840	32,140	33,980	5%
N50		760	520	1,280	28,670	29,950	3%
S11	SB	5,560	1,590	7,150	68,190	75,340	7%
S12		6,310	1,810	8,120	60,200	68,320	9%
S13		5,760	1,550	7,310	57,280	64,590	9%
S20		2,870	870	3,740	48,540	52,280	5%
S30		-	-	-	38,070	38,070	0%
S40		1,070	110	1,180	26,350	27,530	4%
S50		1,370	600	1,970	27,830	29,800	5%

**Exhibit B-2**  
**I-25 North Tolled Express Lane**  
**Market Share Assessment**

**Scenario: e1**  
**Year: 2025**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	940	140	1,080	4,270	5,350	18%
N20		500	90	590	4,500	5,090	10%
N30		-	-	-	3,660	3,660	0%
N40		280	10	290	3,010	3,300	8%
N50		240	50	290	2,590	2,880	8%
S11	SB	1,270	270	1,540	7,170	8,710	15%
S12		1,230	280	1,510	6,260	7,770	16%
S13		1,100	230	1,330	6,110	7,440	15%
S20		770	170	940	5,460	6,400	12%
S30		-	-	-	4,650	4,650	0%
S40		140	10	150	2,590	2,740	5%
S50		110	60	170	2,650	2,820	4%

**Scenario: e1**  
**Year: 2025**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,270	590	1,860	9,160	11,020	12%
N20		570	340	910	8,400	9,310	6%
N30		-	-	-	8,160	8,160	0%
N40		640	20	660	4,890	5,550	12%
N50		750	130	880	5,090	5,970	13%
S11	SB	1,770	390	2,160	8,770	10,930	16%
S12		1,660	420	2,080	8,100	10,180	16%
S13		1,530	370	1,900	7,930	9,830	16%
S20		1,000	260	1,260	7,060	8,320	12%
S30		-	-	-	5,740	5,740	0%
S40		460	110	570	3,870	4,440	10%
S50		770	150	920	5,310	6,230	12%

**Scenario: e1**  
**Year: 2025**  
**Period: Daytime Total (5:00 AM -7:00 PM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	10,260	2,020	12,280	64,330	76,610	13%
N20		5,170	1,180	6,350	60,720	67,070	8%
N30		-	-	-	51,180	51,180	0%
N40		3,910	100	4,010	36,130	40,140	10%
N50		2,390	680	3,070	33,180	36,250	7%
S11	SB	12,050	2,000	14,050	75,040	89,090	14%
S12		12,080	2,180	14,260	67,440	81,700	15%
S13		10,920	1,920	12,840	66,040	78,880	14%
S20		6,710	1,280	7,990	57,240	65,230	10%
S30		-	-	-	45,590	45,590	0%
S40		2,200	310	2,510	28,090	30,600	7%
S50		2,280	730	3,010	31,460	34,470	7%

**Exhibit B-3**  
**I-25 North Tolled Express Lane**  
**Market Share Assessment**

Scenario: e1  
 Year: 2035  
 Period: AM Peak Period (7:15-8:15 AM)

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	910	140	1,050	4,550	5,600	16%
N20		600	100	700	4,910	5,610	11%
N30		-	-	-	4,390	4,390	0%
N40		550	10	560	3,430	3,990	14%
N50		330	60	390	3,100	3,490	9%
S11	SB	1,370	330	1,700	7,570	9,270	15%
S12		1,350	340	1,690	6,640	8,330	16%
S13		1,290	300	1,590	6,510	8,100	16%
S20		1,120	230	1,350	5,850	7,200	16%
S30		-	-	-	5,280	5,280	0%
S40		280	20	300	2,910	3,210	9%
S50		370	70	440	2,820	3,260	11%

Scenario: e1  
 Year: 2035  
 Period: PM Peak Period (4:30-6:00 PM)

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,560	680	2,240	9,640	11,880	13%
N20		990	380	1,370	8,760	10,130	10%
N30		-	-	-	9,130	9,130	0%
N40		1,090	30	1,120	5,670	6,790	16%
N50		620	140	760	5,770	6,530	9%
S11	SB	1,880	440	2,320	9,030	11,350	17%
S12		1,690	470	2,160	8,270	10,430	16%
S13		1,600	390	1,990	8,140	10,130	16%
S20		1,190	280	1,470	7,340	8,810	14%
S30		-	-	-	6,380	6,380	0%
S40		660	30	690	4,490	5,180	13%
S50		880	160	1,040	5,720	6,760	13%

Scenario: e1  
 Year: 2035  
 Period: Daytime Total (5:00 AM - 7:00 PM)

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	12,960	2,280	15,240	67,400	82,640	16%
N20		8,330	1,380	9,710	65,270	74,980	11%
N30		-	-	-	61,540	61,540	0%
N40		8,410	140	8,550	42,390	50,940	17%
N50		4,300	790	5,090	37,440	42,530	10%
S11	SB	14,640	2,300	16,940	78,920	95,860	15%
S12		14,970	2,480	17,450	70,420	87,870	17%
S13		13,350	2,130	15,480	69,760	85,240	16%
S20		9,260	1,540	10,800	61,080	71,880	13%
S30		-	-	-	50,940	50,940	0%
S40		3,730	180	3,910	32,240	36,150	10%
S50		3,910	870	4,780	36,010	40,790	10%

**Exhibit C-1**  
**I-25 North Tolled Express Lane**  
**Market Share Assessment**

**Scenario: 3a**  
**Year: 2015**  
**Period: AM Peak Period (7:15-8:15 AM)**

		TEL					% Tolled
Tolling							
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	250	110	360	4,060	4,420	6%
N20		170	70	240	3,930	4,170	4%
N30		350	30	380	2,540	2,920	12%
N40		260	10	270	2,430	2,700	10%
N50		140	40	180	2,290	2,470	6%
S11	SB	1,010	160	1,170	6,360	7,530	13%
S12		1,390	170	1,560	5,310	6,870	20%
S13		1,300	130	1,430	4,980	6,410	20%
S20		750	70	820	4,160	4,980	15%
S30		550	30	580	2,940	3,520	16%
S40		190	10	200	2,270	2,470	8%
S50		40	40	80	2,010	2,090	2%

**Scenario: 3a**  
**Year: 2015**  
**Period: PM Peak Period (4:30-6:00 PM)**

		TEL					% Tolled
Tolling							
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,090	420	1,510	8,050	9,560	11%
N20		700	180	880	7,190	8,070	9%
N30		1,120	60	1,180	5,070	6,250	18%
N40		740	10	750	4,350	5,100	15%
N50		450	100	550	4,400	4,950	9%
S11	SB	1,330	290	1,620	7,890	9,510	14%
S12		1,150	320	1,470	7,360	8,830	13%
S13		1,060	280	1,340	7,160	8,500	12%
S20		800	190	990	6,480	7,470	11%
S30		870	70	940	4,040	4,980	17%
S40		660	20	680	3,160	3,840	17%
S50		930	140	1,070	4,860	5,930	16%

**Scenario: 3a**  
**Year: 2015**  
**Period: Daytime Total (5:00 AM - 7:00 PM)**

		TEL					% Tolled
Tolling							
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	4,480	1,790	6,270	58,620	64,890	7%
N20		2,300	830	3,130	49,900	53,030	4%
N30		3,690	350	4,040	35,240	39,280	9%
N40		2,340	80	2,420	31,650	34,070	7%
N50		1,220	520	1,740	28,280	30,020	4%
S11	SB	5,680	1,600	7,280	68,320	75,600	8%
S12		6,310	1,810	8,120	60,390	68,510	9%
S13		5,760	1,550	7,310	57,310	64,620	9%
S20		3,110	870	3,980	48,390	52,370	6%
S30		2,950	440	3,390	34,400	37,790	8%
S40		1,800	90	1,890	25,670	27,560	7%
S50		1,940	610	2,550	27,330	29,880	6%

**Exhibit C-2**  
**I-25 North Tolled Express Lane**  
**Market Share Assessment**

**Scenario: 3a**  
**Year: 2025**  
**Period: AM Peak Period (7:15-8:15 AM)**

Tolling		TEL			% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	960	140	1,100	4,260	5,360	18%
N20		590	90	680	4,450	5,130	12%
N30		790	30	820	2,840	3,660	22%
N40		760	10	770	2,580	3,350	23%
N50		470	50	520	2,410	2,930	16%
S11	SB	1,340	260	1,600	7,170	8,770	15%
S12		1,340	270	1,610	6,230	7,840	17%
S13		1,260	230	1,490	6,110	7,600	17%
S20		1,060	170	1,230	5,190	6,420	17%
S30		710	50	760	3,660	4,420	16%
S40		280	10	290	2,440	2,730	10%
S50		160	60	220	2,610	2,830	6%

**Scenario: 3a**  
**Year: 2025**  
**Period: PM Peak Period (4:30-6:00 PM)**

Tolling		TEL			% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,720	550	2,270	8,970	11,240	15%
N20		1,170	320	1,490	7,890	9,380	12%
N30		1,740	90	1,830	5,800	7,630	23%
N40		980	20	1,000	4,680	5,680	17%
N50		920	140	1,060	4,960	6,020	15%
S11	SB	1,780	390	2,170	8,720	10,890	16%
S12		1,670	420	2,090	7,970	10,060	17%
S13		1,550	370	1,920	7,880	9,800	16%
S20		1,150	260	1,410	6,960	8,370	14%
S30		1,140	80	1,220	4,410	5,630	20%
S40		860	110	970	3,520	4,490	19%
S50		1,070	160	1,230	5,130	6,360	17%

**Scenario: 3a**  
**Year: 2025**  
**Period: Daytime Total (5:00 AM -7:00 PM)**

Tolling		TEL			% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	11,300	1,960	13,260	63,850	77,110	15%
N20		6,910	1,160	8,070	59,190	67,260	10%
N30		8,990	470	9,460	40,340	49,800	18%
N40		5,810	80	5,890	34,530	40,420	14%
N50		3,440	690	4,130	32,550	36,680	9%
S11	SB	12,290	1,980	14,270	74,960	89,230	14%
S12		12,280	2,140	14,420	67,330	81,750	15%
S13		11,220	1,910	13,130	66,030	79,160	14%
S20		7,790	1,290	9,080	56,790	65,870	12%
S30		6,660	560	7,220	37,650	44,870	15%
S40		3,870	300	4,170	26,540	30,710	13%
S50		3,280	760	4,040	30,910	34,950	9%

**Exhibit C-3  
I-25 North Tolled Express Lane  
Market Share Assessment**

**Scenario: 3a**  
**Year: 2035**  
**Period: AM Peak Period (7:15-8:15 AM)**

Tolling		TEL			% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	900	140	1,040	4,560	5,600	16%
N20		610	100	710	4,940	5,650	11%
N30		990	30	1,020	3,310	4,330	23%
N40		930	10	940	3,210	4,150	22%
N50		640	60	700	2,850	3,550	18%
S11	SB	1,460	320	1,780	7,510	9,290	16%
S12		1,450	330	1,780	6,680	8,460	17%
S13		1,430	280	1,710	6,530	8,240	17%
S20		1,410	210	1,620	5,630	7,250	19%
S30		970	60	1,030	3,930	4,960	20%
S40		460	10	470	2,740	3,210	14%
S50		490	70	560	2,720	3,280	15%

**Scenario: 3a**  
**Year: 2035**  
**Period: PM Peak Period (4:30-6:00 PM)**

Tolling		TEL			% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,740	640	2,380	9,620	12,000	15%
N20		1,420	370	1,790	8,350	10,140	14%
N30		2,190	100	2,290	6,300	8,590	25%
N40		1,540	30	1,570	5,540	7,110	22%
N50		1,000	150	1,150	5,550	6,700	15%
S11	SB	1,850	450	2,300	8,980	11,280	16%
S12		1,710	470	2,180	8,250	10,430	16%
S13		1,660	390	2,050	8,150	10,200	16%
S20		1,380	280	1,660	7,210	8,870	16%
S30		1,360	90	1,450	4,810	6,260	22%
S40		1,190	30	1,220	4,150	5,370	22%
S50		1,340	170	1,510	5,480	6,990	19%

**Scenario: 3a**  
**Year: 2035**  
**Period: Daytime Total (5:00 AM - 7:00 PM)**

Tolling		TEL			% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	13,790	2,230	16,020	66,890	82,910	17%
N20		10,140	1,370	11,510	63,900	75,410	13%
N30		13,730	490	14,220	45,060	59,280	23%
N40		10,890	130	11,020	41,150	52,170	21%
N50		5,750	810	6,560	36,480	43,040	13%
S11	SB	14,930	2,280	17,210	78,100	95,310	16%
S12		15,300	2,430	17,730	69,970	87,700	17%
S13		13,860	2,100	15,960	69,350	85,310	16%
S20		10,780	1,520	12,300	60,080	72,380	15%
S30		9,350	630	9,980	39,910	49,890	19%
S40		6,500	140	6,640	29,950	36,590	18%
S50		5,630	900	6,530	34,880	41,410	14%

**Exhibit D-1**  
**I-25 North Tolled Express Lane**  
**Market Share Assessment**

**Scenario: 3b**  
**Year: 2015**  
**Period: AM Peak Period (7:15-8:15 AM)**

		TEL					
Tolling						% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	220	110	330	4,080	4,410	5%
N20		110	70	180	4,000	4,180	3%
N30		280	30	310	2,640	2,950	9%
N40		220	10	230	2,460	2,690	8%
N50		130	40	170	2,290	2,460	5%
S11	SB	1,000	160	1,160	6,330	7,490	13%
S12		1,360	170	1,530	5,330	6,860	20%
S13		1,240	130	1,370	5,020	6,390	19%
S20		580	70	650	4,350	5,000	12%
S30		340	30	370	3,190	3,560	10%
S40		110	10	120	2,340	2,460	4%
S50		40	40	80	2,020	2,100	2%

**Scenario: 3b**  
**Year: 2015**  
**Period: PM Peak Period (4:30-6:00 PM)**

		TEL					
Tolling						% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	970	400	1,370	8,070	9,440	10%
N20		500	170	670	7,670	8,340	6%
N30		720	60	780	5,840	6,620	11%
N40		530	10	540	4,560	5,100	10%
N50		430	110	540	4,420	4,960	9%
S11	SB	1,260	290	1,550	7,860	9,410	13%
S12		1,070	320	1,390	7,320	8,710	12%
S13		960	280	1,240	7,220	8,460	11%
S20		550	190	740	6,740	7,480	7%
S30		540	70	610	4,440	5,050	11%
S40		530	20	550	3,290	3,840	14%
S50		940	140	1,080	4,850	5,930	16%

**Scenario: 3b**  
**Year: 2015**  
**Period: Daytime Total (5:00 AM - 7:00 PM)**

		TEL					
Tolling						% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	4,130	1,790	5,920	58,870	64,790	6%
N20		1,580	820	2,400	51,130	53,530	3%
N30		2,510	350	2,860	37,100	39,960	6%
N40		1,730	80	1,810	32,230	34,040	5%
N50		1,120	530	1,650	28,390	30,040	4%
S11	SB	5,470	1,600	7,070	68,240	75,310	7%
S12		6,010	1,810	7,820	60,510	68,330	9%
S13		5,350	1,560	6,910	57,650	64,560	8%
S20		2,210	870	3,080	49,430	52,510	4%
S30		1,850	440	2,290	35,790	38,080	5%
S40		1,370	90	1,460	26,090	27,550	5%
S50		1,900	620	2,520	27,370	29,890	6%

**Exhibit D-2  
I-25 North Tolloed Express Lane  
Market Share Assessment**

**Scenario: 3b**  
**Year: 2025**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL							
Tolling							% Tolloed
Zone	Direction	Tolloed	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	900	140	1,040	4,290	5,330	17%
N20		470	90	560	4,600	5,160	9%
N30		610	30	640	3,020	3,660	17%
N40		670	10	680	2,660	3,340	20%
N50		450	50	500	2,440	2,940	15%
S11	SB	1,310	270	1,580	7,180	8,760	15%
S12		1,280	280	1,560	6,260	7,820	16%
S13		1,160	230	1,390	6,090	7,480	16%
S20		830	160	990	5,540	6,530	13%
S30		380	50	430	4,260	4,690	8%
S40		230	10	240	2,500	2,740	8%
S50		180	60	240	2,600	2,840	6%

**Scenario: 3b**  
**Year: 2025**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL							
Tolling							% Tolloed
Zone	Direction	Tolloed	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,660	560	2,220	8,980	11,200	15%
N20		950	320	1,270	8,410	9,680	10%
N30		1,310	90	1,400	7,100	8,500	15%
N40		920	20	940	4,790	5,730	16%
N50		950	140	1,090	4,960	6,050	16%
S11	SB	1,810	390	2,200	8,810	11,010	16%
S12		1,750	420	2,170	7,980	10,150	17%
S13		1,660	370	2,030	7,860	9,890	17%
S20		1,160	260	1,420	7,190	8,610	13%
S30		830	80	910	4,860	5,770	14%
S40		760	100	860	3,620	4,480	17%
S50		1,330	160	1,490	4,910	6,400	21%

**Scenario: 3b**  
**Year: 2025**  
**Period: Daytime Total (5:00 AM -7:00 PM)**

TEL							
Tolling							% Tolloed
Zone	Direction	Tolloed	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	10,620	1,970	12,590	64,300	76,890	14%
N20		5,430	1,160	6,590	61,510	68,100	8%
N30		6,550	470	7,020	44,720	51,740	13%
N40		5,030	80	5,110	35,450	40,560	12%
N50		3,350	700	4,050	32,740	36,790	9%
S11	SB	12,130	1,990	14,120	75,110	89,230	14%
S12		12,120	2,170	14,290	67,410	81,700	15%
S13		10,900	1,910	12,810	66,260	79,070	14%
S20		6,390	1,280	7,670	58,440	66,110	10%
S30		4,280	560	4,840	40,940	45,780	9%
S40		3,050	300	3,350	27,390	30,740	10%
S50		3,440	750	4,190	30,740	34,930	10%

**Exhibit D-3**  
**I-25 North Tolled Express Lane**  
**Market Share Assessment**

**Scenario: 3b**  
**Year: 2035**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	870	140	1,010	4,580	5,590	16%
N20		570	100	670	4,980	5,650	10%
N30		860	30	890	3,530	4,420	19%
N40		880	10	890	3,250	4,140	21%
N50		760	60	820	2,750	3,570	21%
S11	SB	1,430	310	1,740	7,540	9,280	15%
S12		1,410	320	1,730	6,690	8,420	17%
S13		1,380	290	1,670	6,570	8,240	17%
S20		1,260	220	1,480	5,950	7,430	17%
S30		660	60	720	4,670	5,390	12%
S40		510	10	520	2,710	3,230	16%
S50		530	70	600	2,690	3,290	16%

**Scenario: 3b**  
**Year: 2035**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,650	670	2,320	9,500	11,820	14%
N20		1,200	380	1,580	8,880	10,460	11%
N30		1,770	100	1,870	8,070	9,940	18%
N40		1,580	30	1,610	5,600	7,210	22%
N50		1,220	150	1,370	5,370	6,740	18%
S11	SB	1,850	430	2,280	9,000	11,280	16%
S12		1,700	460	2,160	8,220	10,380	16%
S13		1,650	390	2,040	8,120	10,160	16%
S20		1,270	280	1,550	7,530	9,080	14%
S30		1,010	90	1,100	5,340	6,440	16%
S40		1,030	30	1,060	4,300	5,360	19%
S50		1,330	170	1,500	5,500	7,000	19%

**Scenario: 3b**  
**Year: 2035**  
**Period: Daytime Total (5:00 AM -7:00 PM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	13,290	2,260	15,550	67,110	82,660	16%
N20		8,760	1,380	10,140	66,310	76,450	11%
N30		11,080	530	11,610	51,500	63,110	18%
N40		9,910	130	10,040	42,320	52,360	19%
N50		5,990	810	6,800	36,280	43,080	14%
S11	SB	14,880	2,240	17,120	78,260	95,380	16%
S12		14,990	2,420	17,410	70,250	87,660	17%
S13		13,540	2,170	15,710	69,670	85,380	16%
S20		9,410	1,530	10,940	62,000	72,940	13%
S30		6,660	630	7,290	44,020	51,310	13%
S40		5,680	140	5,820	30,730	36,550	16%
S50		5,580	900	6,480	34,930	41,410	13%

**Exhibit E-1**  
**I-25 North Tolled Express Lane**  
**Market Share Assessment**

**Scenario: 3c**  
**Year: 2015**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	240	110	350	4,060	4,410	5%
N20		130	70	200	3,950	4,150	3%
N30		-	-	-	2,940	2,940	0%
N40		280	10	290	2,400	2,690	10%
N50		150	40	190	2,280	2,470	6%
S11	SB	940	160	1,100	6,390	7,490	13%
S12		1,360	170	1,530	5,290	6,820	20%
S13		1,270	130	1,400	4,980	6,380	20%
S20		720	70	790	4,200	4,990	14%
S30		-	-	-	3,550	3,550	0%
S40		130	10	140	2,330	2,470	5%
S50		40	40	80	2,020	2,100	2%

**Scenario: 3c**  
**Year: 2015**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	920	390	1,310	8,040	9,350	10%
N20		420	180	600	7,530	8,130	5%
N30		-	-	-	6,580	6,580	0%
N40		730	10	740	4,390	5,130	14%
N50		460	100	560	4,380	4,940	9%
S11	SB	1,310	290	1,600	7,910	9,510	14%
S12		1,150	320	1,470	7,320	8,790	13%
S13		1,040	280	1,320	7,170	8,490	12%
S20		700	190	890	6,540	7,430	9%
S30		-	-	-	5,040	5,040	0%
S40		630	20	650	3,190	3,840	16%
S50		980	140	1,120	4,840	5,960	16%

**Scenario: 3c**  
**Year: 2015**  
**Period: Daytime Total (5:00 AM - 7:00 PM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	4,260	1,770	6,030	58,660	64,690	7%
N20		1,770	830	2,600	50,560	53,160	3%
N30		-	-	-	39,880	39,880	0%
N40		2,220	80	2,300	31,780	34,080	7%
N50		1,240	530	1,770	28,230	30,000	4%
S11	SB	5,610	1,600	7,210	68,230	75,440	7%
S12		6,350	1,810	8,160	60,250	68,410	9%
S13		5,810	1,560	7,370	57,250	64,620	9%
S20		3,000	870	3,870	48,440	52,310	6%
S30		-	-	-	38,070	38,070	0%
S40		1,670	90	1,760	25,800	27,560	6%
S50		2,000	620	2,620	27,300	29,920	7%

**Exhibit E-2**  
**I-25 North Tolled Express Lane**  
**Market Share Assessment**

Scenario: 3c  
 Year: 2025  
 Period: AM Peak Period (7:15-8:15 AM)

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	980	130	1,110	4,230	5,340	18%
N20		640	90	730	4,360	5,090	13%
N30		-	-	-	3,660	3,660	0%
N40		910	10	920	2,430	3,350	27%
N50		500	50	550	2,390	2,940	17%
S11	SB	1,260	260	1,520	7,160	8,680	15%
S12		1,220	270	1,490	6,250	7,740	16%
S13		1,090	230	1,320	6,070	7,390	15%
S20		760	160	920	5,480	6,400	12%
S30		-	-	-	4,650	4,650	0%
S40		140	10	150	2,590	2,740	5%
S50		150	60	210	2,620	2,830	5%

Scenario: 3c  
 Year: 2025  
 Period: PM Peak Period (4:30-6:00 PM)

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,300	580	1,880	9,180	11,060	12%
N20		630	340	970	8,370	9,340	7%
N30		-	-	-	8,170	8,170	0%
N40		1,050	20	1,070	4,670	5,740	18%
N50		960	140	1,100	4,920	6,020	16%
S11	SB	1,750	390	2,140	8,770	10,910	16%
S12		1,670	420	2,090	8,010	10,100	17%
S13		1,530	370	1,900	7,920	9,820	16%
S20		1,070	260	1,330	7,050	8,380	13%
S30		-	-	-	5,750	5,750	0%
S40		830	100	930	3,550	4,480	19%
S50		1,080	160	1,240	5,100	6,340	17%

Scenario: 3c  
 Year: 2025  
 Period: Daytime Total (5:00 AM - 7:00 PM)

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	10,310	2,000	12,310	64,340	76,650	13%
N20		5,510	1,180	6,690	60,500	67,190	8%
N30		-	-	-	51,210	51,210	0%
N40		5,840	80	5,920	34,620	40,540	14%
N50		3,540	700	4,240	32,570	36,810	10%
S11	SB	12,030	1,990	14,020	75,100	89,120	13%
S12		12,050	2,150	14,200	67,410	81,610	15%
S13		10,880	1,910	12,790	66,070	78,860	14%
S20		6,810	1,280	8,090	57,290	65,380	10%
S30		-	-	-	45,610	45,610	0%
S40		3,170	300	3,470	27,260	30,730	10%
S50		3,230	760	3,990	30,900	34,890	9%

**Exhibit E-3  
I-25 North Tolled Express Lane  
Market Share Assessment**

**Scenario: 3c**  
**Year: 2035**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	890	140	1,030	4,560	5,590	16%
N20		580	100	680	4,910	5,590	10%
N30		-	-	-	4,400	4,400	0%
N40		950	10	960	3,190	4,150	23%
N50		650	60	710	2,860	3,570	18%
S11	SB	1,390	320	1,710	7,570	9,280	15%
S12		1,350	330	1,680	6,710	8,390	16%
S13		1,310	300	1,610	6,610	8,220	16%
S20		1,140	230	1,370	5,870	7,240	16%
S30		-	-	-	5,270	5,270	0%
S40		430	10	440	2,780	3,220	13%
S50		510	70	580	2,710	3,290	16%

**Scenario: 3c**  
**Year: 2035**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,590	660	2,250	9,670	11,920	13%
N20		1,050	380	1,430	8,790	10,220	10%
N30		-	-	-	9,150	9,150	0%
N40		1,520	30	1,550	5,590	7,140	21%
N50		1,040	150	1,190	5,520	6,710	15%
S11	SB	1,880	440	2,320	8,970	11,290	17%
S12		1,720	470	2,190	8,250	10,440	16%
S13		1,650	390	2,040	8,110	10,150	16%
S20		1,310	270	1,580	7,320	8,900	15%
S30		-	-	-	6,390	6,390	0%
S40		1,260	30	1,290	4,100	5,390	23%
S50		1,360	170	1,530	5,480	7,010	19%

**Scenario: 3c**  
**Year: 2035**  
**Period: Daytime Total (5:00 AM - 7:00 PM)**

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	13,110	2,250	15,360	67,370	82,730	16%
N20		8,700	1,360	10,060	64,930	74,990	12%
N30		-	-	-	61,610	61,610	0%
N40		10,840	130	10,970	41,260	52,230	21%
N50		5,850	810	6,660	36,410	43,070	14%
S11	SB	14,650	2,280	16,930	78,220	95,150	15%
S12		15,040	2,460	17,500	70,050	87,550	17%
S13		13,490	2,120	15,610	69,530	85,140	16%
S20		9,640	1,530	11,170	60,690	71,860	13%
S30		-	-	-	50,950	50,950	0%
S40		6,020	140	6,160	30,410	36,570	16%
S50		5,410	890	6,300	35,070	41,370	13%

**Exhibit F-1  
I-25 North Tolled Express Lane  
Market Share Assessment**

**Scenario: 4a**  
**Year: 2015**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL								
Tolling							% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic	
N10	NB	250	110	360	4,050	4,410	6%	
N20		150	70	220	3,940	4,160	4%	
N30		320	30	350	2,580	2,930	11%	
N40		-	-	-	2,670	2,670	0%	
N50		-	-	-	2,460	2,460	0%	
S11	SB	1,020	160	1,180	6,320	7,500	14%	
S12		1,390	170	1,560	5,300	6,860	20%	
S13		1,300	130	1,430	4,940	6,370	20%	
S20		780	70	850	4,130	4,980	16%	
S30		600	30	630	2,890	3,520	17%	
S40		-	-	-	2,460	2,460	0%	
S50		-	-	-	2,090	2,090	0%	

**Scenario: 4a**  
**Year: 2015**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL								
Tolling							% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic	
N10	NB	1,080	410	1,490	8,040	9,530	11%	
N20		680	180	860	7,210	8,070	8%	
N30		1,060	60	1,120	5,090	6,210	17%	
N40		-	-	-	4,990	4,990	0%	
N50		-	-	-	4,900	4,900	0%	
S11	SB	1,330	290	1,620	7,900	9,520	14%	
S12		1,170	320	1,490	7,360	8,850	13%	
S13		1,070	280	1,350	7,150	8,500	13%	
S20		810	190	1,000	6,440	7,440	11%	
S30		860	70	930	4,040	4,970	17%	
S40		-	-	-	3,820	3,820	0%	
S50		-	-	-	5,800	5,800	0%	

**Scenario: 4a**  
**Year: 2015**  
**Period: Daytime Total (5:00 AM - 7:00 PM)**

TEL								
Tolling							% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic	
N10	NB	4,500	1,780	6,280	58,550	64,830	7%	
N20		2,340	830	3,170	49,830	53,000	4%	
N30		3,730	350	4,080	35,160	39,240	10%	
N40		-	-	-	33,800	33,800	0%	
N50		-	-	-	29,960	29,960	0%	
S11	SB	5,690	1,600	7,290	68,280	75,570	8%	
S12		6,370	1,810	8,180	60,320	68,500	9%	
S13		5,830	1,550	7,380	57,220	64,600	9%	
S20		3,240	870	4,110	48,240	52,350	6%	
S30		3,070	440	3,510	34,280	37,790	8%	
S40		-	-	-	27,500	27,500	0%	
S50		-	-	-	29,710	29,710	0%	

**Exhibit F-2  
I-25 North Tolled Express Lane  
Market Share Assessment**

**Scenario: 4a**  
**Year: 2025**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	940	130	1,070	4,250	5,320	18%
N20		540	90	630	4,490	5,120	11%
N30		660	30	690	2,950	3,640	18%
N40		-	-	-	3,270	3,270	0%
N50		-	-	-	2,920	2,920	0%
S11	SB	1,330	260	1,590	7,150	8,740	15%
S12		1,310	270	1,580	6,230	7,810	17%
S13		1,230	230	1,460	6,070	7,530	16%
S20		1,060	170	1,230	5,200	6,430	16%
S30		730	50	780	3,650	4,430	16%
S40		-	-	-	2,720	2,720	0%
S50		-	-	-	2,820	2,820	0%

**Scenario: 4a**  
**Year: 2025**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,670	550	2,220	8,890	11,110	15%
N20		1,110	320	1,430	7,850	9,280	12%
N30		1,550	90	1,640	5,860	7,500	21%
N40		-	-	-	5,350	5,350	0%
N50		-	-	-	5,940	5,940	0%
S11	SB	1,780	380	2,160	8,680	10,840	16%
S12		1,680	420	2,100	7,950	10,050	17%
S13		1,560	370	1,930	7,870	9,800	16%
S20		1,170	260	1,430	6,940	8,370	14%
S30		1,140	80	1,220	4,420	5,640	20%
S40		-	-	-	4,400	4,400	0%
S50		-	-	-	6,150	6,150	0%

**Scenario: 4a**  
**Year: 2025**  
**Period: Daytime Total (5:00 AM - 7:00 PM)**

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	11,160	1,960	13,120	63,770	76,890	15%
N20		6,930	1,160	8,090	58,880	66,970	10%
N30		8,860	470	9,330	40,310	49,640	18%
N40		-	-	-	39,510	39,510	0%
N50		-	-	-	36,340	36,340	0%
S11	SB	12,340	1,970	14,310	74,880	89,190	14%
S12		12,340	2,140	14,480	67,260	81,740	15%
S13		11,350	1,910	13,260	65,940	79,200	14%
S20		8,030	1,290	9,320	56,210	65,530	12%
S30		6,840	560	7,400	37,470	44,870	15%
S40		-	-	-	30,510	30,510	0%
S50		-	-	-	34,350	34,350	0%

**Exhibit F-3**  
**I-25 North Tolled Express Lane**  
**Market Share Assessment**

**Scenario: 4a**  
**Year: 2035**  
**Period: AM Peak Period (7:15-8:15 AM)**

		TEL					
Tolling						% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	880	140	1,020	4,560	5,580	16%
N20		550	100	650	4,920	5,570	10%
N30		850	30	880	3,420	4,300	20%
N40		-	-	-	3,890	3,890	0%
N50		-	-	-	3,450	3,450	0%
S11	SB	1,420	320	1,740	7,540	9,280	15%
S12		1,410	330	1,740	6,630	8,370	17%
S13		1,390	290	1,680	6,550	8,230	17%
S20		1,330	220	1,550	5,640	7,190	18%
S30		830	60	890	4,020	4,910	17%
S40		-	-	-	3,170	3,170	0%
S50		-	-	-	3,250	3,250	0%

**Scenario: 4a**  
**Year: 2035**  
**Period: PM Peak Period (4:30-6:00 PM)**

		TEL					
Tolling						% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,690	660	2,350	9,580	11,930	14%
N20		1,290	380	1,670	8,410	10,080	13%
N30		1,800	100	1,900	6,360	8,260	22%
N40		-	-	-	6,360	6,360	0%
N50		-	-	-	6,440	6,440	0%
S11	SB	1,860	430	2,290	8,990	11,280	16%
S12		1,710	460	2,170	8,240	10,410	16%
S13		1,650	390	2,040	8,120	10,160	16%
S20		1,370	280	1,650	7,220	8,870	15%
S30		1,280	90	1,370	4,840	6,210	21%
S40		-	-	-	5,110	5,110	0%
S50		-	-	-	6,580	6,580	0%

**Scenario: 4a**  
**Year: 2035**  
**Period: Daytime Total (5:00 AM - 7:00 PM)**

		TEL					
Tolling						% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	14,500	2,240	16,740	66,370	83,110	17%
N20		10,280	1,340	11,620	63,520	75,140	14%
N30		12,870	500	13,370	45,320	58,690	22%
N40		-	-	-	49,190	49,190	0%
N50		-	-	-	42,210	42,210	0%
S11	SB	14,790	2,260	17,050	78,080	95,130	16%
S12		15,090	2,440	17,530	69,950	87,480	17%
S13		13,750	2,110	15,860	69,270	85,130	16%
S20		10,760	1,530	12,290	59,990	72,280	15%
S30		8,990	630	9,620	40,110	49,730	18%
S40		-	-	-	35,940	35,940	0%
S50		-	-	-	40,350	40,350	0%

**Exhibit G-1  
I-25 North Tolled Express Lane  
Market Share Assessment**

**Scenario: 4b**  
**Year: 2015**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL								
Tolling							% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic	
N10	NB	200	110	310	4,090	4,400	5%	
N20		80	70	150	4,030	4,180	2%	
N30		230	30	260	2,690	2,950	8%	
N40		-	-	-	2,670	2,670	0%	
N50		-	-	-	2,460	2,460	0%	
S11	SB	1,010	160	1,170	6,330	7,500	13%	
S12		1,370	170	1,540	5,320	6,860	20%	
S13		1,260	130	1,390	4,970	6,360	20%	
S20		610	70	680	4,340	5,020	12%	
S30		370	30	400	3,160	3,560	10%	
S40		-	-	-	2,460	2,460	0%	
S50		-	-	-	2,100	2,100	0%	

**Scenario: 4b**  
**Year: 2015**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL								
Tolling							% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic	
N10	NB	940	390	1,330	8,060	9,390	10%	
N20		460	180	640	7,650	8,290	6%	
N30		610	60	670	5,940	6,610	9%	
N40		-	-	-	5,040	5,040	0%	
N50		-	-	-	4,910	4,910	0%	
S11	SB	1,290	290	1,580	7,910	9,490	14%	
S12		1,070	320	1,390	7,320	8,710	12%	
S13		940	280	1,220	7,240	8,460	11%	
S20		490	190	680	6,780	7,460	7%	
S30		430	70	500	4,560	5,060	8%	
S40		-	-	-	3,820	3,820	0%	
S50		-	-	-	5,810	5,810	0%	

**Scenario: 4b**  
**Year: 2015**  
**Period: Daytime Total (5:00 AM -7:00 PM)**

TEL								
Tolling							% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic	
N10	NB	4,070	1,780	5,850	58,850	64,700	6%	
N20		1,450	820	2,270	51,130	53,400	3%	
N30		2,290	350	2,640	37,290	39,930	6%	
N40		-	-	-	33,880	33,880	0%	
N50		-	-	-	29,940	29,940	0%	
S11	SB	5,520	1,600	7,120	68,300	75,420	7%	
S12		6,010	1,810	7,820	60,530	68,350	9%	
S13		5,340	1,550	6,890	57,620	64,510	8%	
S20		2,130	870	3,000	49,490	52,490	4%	
S30		1,680	440	2,120	35,960	38,080	4%	
S40		-	-	-	27,510	27,510	0%	
S50		-	-	-	29,650	29,650	0%	

**Exhibit G-2**  
**I-25 North Tolled Express Lane**  
**Market Share Assessment**

**Scenario: 4b**  
**Year: 2025**  
**Period: AM Peak Period (7:15-8:15 AM)**

		TEL					
Tolling						% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	870	140	1,010	4,320	5,330	16%
N20		370	90	460	4,620	5,080	7%
N30		420	30	450	3,210	3,660	11%
N40		-	-	-	3,280	3,280	0%
N50		-	-	-	2,900	2,900	0%
S11	SB	1,270	260	1,530	7,190	8,720	15%
S12		1,250	270	1,520	6,230	7,750	16%
S13		1,130	230	1,360	6,090	7,450	15%
S20		850	160	1,010	5,500	6,510	13%
S30		430	50	480	4,210	4,690	9%
S40		-	-	-	2,730	2,730	0%
S50		-	-	-	2,820	2,820	0%

**Scenario: 4b**  
**Year: 2025**  
**Period: PM Peak Period (4:30-6:00 PM)**

		TEL					
Tolling						% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,600	550	2,150	9,060	11,210	14%
N20		850	310	1,160	8,520	9,680	9%
N30		900	90	990	7,410	8,400	11%
N40		-	-	-	5,450	5,450	0%
N50		-	-	-	5,920	5,920	0%
S11	SB	1,800	390	2,190	8,760	10,950	16%
S12		1,730	420	2,150	8,050	10,200	17%
S13		1,630	370	2,000	7,850	9,850	17%
S20		1,100	260	1,360	7,170	8,530	13%
S30		700	80	780	4,990	5,770	12%
S40		-	-	-	4,390	4,390	0%
S50		-	-	-	6,140	6,140	0%

**Scenario: 4b**  
**Year: 2025**  
**Period: Daytime Total (5:00 AM - 7:00 PM)**

		TEL					
Tolling						% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	10,250	1,970	12,220	64,560	76,780	13%
N20		4,900	1,150	6,050	61,730	67,780	7%
N30		5,340	480	5,820	45,760	51,580	10%
N40		-	-	-	39,740	39,740	0%
N50		-	-	-	36,140	36,140	0%
S11	SB	12,160	1,990	14,150	75,270	89,420	14%
S12		12,020	2,170	14,190	67,830	82,020	15%
S13		10,830	1,920	12,750	66,250	79,000	14%
S20		6,300	1,280	7,580	58,380	65,960	10%
S30		3,980	560	4,540	41,230	45,770	9%
S40		-	-	-	30,530	30,530	0%
S50		-	-	-	34,380	34,380	0%

**Exhibit G-3  
I-25 North Tolled Express Lane  
Market Share Assessment**

**Scenario: 4b**  
**Year: 2035**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,150	140	1,290	4,360	5,650	20%
N20		610	100	710	4,990	5,700	11%
N30		540	30	570	3,830	4,400	12%
N40		-	-	-	3,890	3,890	0%
N50		-	-	-	3,450	3,450	0%
S11	SB	1,420	330	1,750	7,540	9,290	15%
S12		1,370	330	1,700	6,700	8,400	16%
S13		1,320	290	1,610	6,560	8,170	16%
S20		1,140	230	1,370	5,970	7,340	16%
S30		440	60	500	4,860	5,360	8%
S40		-	-	-	3,190	3,190	0%
S50		-	-	-	3,240	3,240	0%

**Scenario: 4b**  
**Year: 2035**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,530	660	2,190	9,760	11,950	13%
N20		1,000	390	1,390	9,080	10,470	10%
N30		1,170	100	1,270	8,430	9,700	12%
N40		-	-	-	6,390	6,390	0%
N50		-	-	-	6,430	6,430	0%
S11	SB	2,020	420	2,440	8,870	11,310	18%
S12		1,880	460	2,340	8,150	10,490	18%
S13		1,790	390	2,180	8,020	10,200	18%
S20		1,300	280	1,580	7,600	9,180	14%
S30		960	90	1,050	5,390	6,440	15%
S40		-	-	-	5,110	5,110	0%
S50		-	-	-	6,580	6,580	0%

**Scenario: 4b**  
**Year: 2035**  
**Period: Daytime Total (5:00 AM - 7:00 PM)**

TEL							
Tolling					% Tolled		
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	13,500	2,260	15,760	67,090	82,850	16%
N20		7,860	1,390	9,250	67,260	76,510	10%
N30		8,380	540	8,920	53,710	62,630	13%
N40		-	-	-	49,450	49,450	0%
N50		-	-	-	42,230	42,230	0%
S11	SB	15,100	2,260	17,360	78,210	95,570	16%
S12		15,490	2,420	17,910	69,990	87,900	18%
S13		13,900	2,140	16,040	69,480	85,520	16%
S20		9,310	1,530	10,840	62,030	72,870	13%
S30		5,730	630	6,360	44,910	51,270	11%
S40		-	-	-	35,960	35,960	0%
S50		-	-	-	40,360	40,360	0%

**Exhibit H-1**  
**I-25 North Tolled Express Lane**  
**Market Share Assessment**

**Scenario: 4c**  
**Year: 2015**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	230	110	340	4,060	4,400	5%
N20		110	70	180	3,960	4,140	3%
N30		-	-	-	2,940	2,940	0%
N40		-	-	-	2,670	2,670	0%
N50		-	-	-	2,470	2,470	0%
S11	SB	1,010	160	1,170	6,350	7,520	13%
S12		1,420	170	1,590	5,280	6,870	21%
S13		1,330	130	1,460	4,940	6,400	21%
S20		790	70	860	4,130	4,990	16%
S30		-	-	-	3,560	3,560	0%
S40		-	-	-	2,460	2,460	0%
S50		-	-	-	2,090	2,090	0%

**Scenario: 4c**  
**Year: 2015**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	970	420	1,390	8,100	9,490	10%
N20		510	180	690	7,500	8,190	6%
N30		-	-	-	6,580	6,580	0%
N40		-	-	-	5,040	5,040	0%
N50		-	-	-	4,910	4,910	0%
S11	SB	1,360	290	1,650	7,900	9,550	14%
S12		1,160	320	1,480	7,390	8,870	13%
S13		1,060	280	1,340	7,180	8,520	12%
S20		690	190	880	6,570	7,450	9%
S30		-	-	-	5,040	5,040	0%
S40		-	-	-	3,820	3,820	0%
S50		-	-	-	5,800	5,800	0%

**Scenario: 4c**  
**Year: 2015**  
**Period: Daytime Total (5:00 AM - 7:00 PM)**

TEL							
Tolling							% Tolled
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	4,390	1,800	6,190	58,660	64,850	7%
N20		1,920	830	2,750	50,390	53,140	4%
N30		-	-	-	39,870	39,870	0%
N40		-	-	-	33,890	33,890	0%
N50		-	-	-	29,970	29,970	0%
S11	SB	5,680	1,600	7,280	68,330	75,610	8%
S12		6,460	1,810	8,270	60,430	68,700	9%
S13		5,960	1,560	7,520	57,150	64,670	9%
S20		3,180	880	4,060	48,260	52,320	6%
S30		-	-	-	38,070	38,070	0%
S40		-	-	-	27,510	27,510	0%
S50		-	-	-	29,750	29,750	0%

**Exhibit H-2  
I-25 North Tolloed Express Lane  
Market Share Assessment**

**Scenario: 4c**  
**Year: 2025**  
**Period: AM Peak Period (7:15-8:15 AM)**

TEL							
Tolling							% Tolloed
Zone	Direction	Tolloed	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	990	140	1,130	4,240	5,370	18%
N20		590	90	680	4,380	5,060	12%
N30		-	-	-	3,670	3,670	0%
N40		-	-	-	3,280	3,280	0%
N50		-	-	-	2,900	2,900	0%
S11	SB	1,260	270	1,530	7,180	8,710	14%
S12		1,220	270	1,490	6,270	7,760	16%
S13		1,100	230	1,330	6,120	7,450	15%
S20		810	160	970	5,400	6,370	13%
S30		-	-	-	4,650	4,650	0%
S40		-	-	-	2,730	2,730	0%
S50		-	-	-	2,810	2,810	0%

**Scenario: 4c**  
**Year: 2025**  
**Period: PM Peak Period (4:30-6:00 PM)**

TEL							
Tolling							% Tolloed
Zone	Direction	Tolloed	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	1,560	560	2,120	9,060	11,180	14%
N20		710	330	1,040	8,350	9,390	8%
N30		-	-	-	8,140	8,140	0%
N40		-	-	-	5,440	5,440	0%
N50		-	-	-	5,920	5,920	0%
S11	SB	1,640	390	2,030	8,810	10,840	15%
S12		1,650	420	2,070	8,010	10,080	16%
S13		1,540	370	1,910	7,870	9,780	16%
S20		1,070	260	1,330	7,010	8,340	13%
S30		-	-	-	5,750	5,750	0%
S40		-	-	-	4,400	4,400	0%
S50		-	-	-	6,140	6,140	0%

**Scenario: 4c**  
**Year: 2025**  
**Period: Daytime Total (5:00 AM - 7:00 PM)**

TEL							
Tolling							% Tolloed
Zone	Direction	Tolloed	Toll-free	Subtotal	GP	Total	Traffic
N10	NB	10,610	2,010	12,620	64,110	76,730	14%
N20		5,630	1,170	6,800	60,200	67,000	8%
N30		-	-	-	51,180	51,180	0%
N40		-	-	-	39,720	39,720	0%
N50		-	-	-	36,080	36,080	0%
S11	SB	11,910	1,990	13,900	75,140	89,040	13%
S12		11,930	2,150	14,080	67,540	81,620	15%
S13		10,890	1,920	12,810	65,940	78,750	14%
S20		7,130	1,280	8,410	56,820	65,230	11%
S30		-	-	-	45,610	45,610	0%
S40		-	-	-	30,540	30,540	0%
S50		-	-	-	34,350	34,350	0%

**Exhibit H-3**  
**I-25 North Tolled Express Lane**  
**Market Share Assessment**

**Scenario: 4c**  
**Year: 2035**  
**Period: AM Peak Period (7:15-8:15 AM)**

Tolling		TEL					% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic	
N10	NB	1,050	140	1,190	4,430	5,620	19%	
N20		900	100	1,000	4,620	5,620	16%	
N30		-	-	-	4,380	4,380	0%	
N40		-	-	-	3,890	3,890	0%	
N50		-	-	-	3,460	3,460	0%	
S11	SB	1,390	320	1,710	7,530	9,240	15%	
S12		1,360	340	1,700	6,670	8,370	16%	
S13		1,300	300	1,600	6,580	8,180	16%	
S20		1,130	230	1,360	5,820	7,180	16%	
S30		-	-	-	5,280	5,280	0%	
S40		-	-	-	3,190	3,190	0%	
S50		-	-	-	3,240	3,240	0%	

**Scenario: 4c**  
**Year: 2035**  
**Period: PM Peak Period (4:30-6:00 PM)**

Tolling		TEL					% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic	
N10	NB	1,510	680	2,190	9,960	12,150	12%	
N20		910	400	1,310	8,960	10,270	9%	
N30		-	-	-	9,120	9,120	0%	
N40		-	-	-	6,380	6,380	0%	
N50		-	-	-	6,440	6,440	0%	
S11	SB	1,910	440	2,350	9,070	11,420	17%	
S12		1,720	470	2,190	8,380	10,570	16%	
S13		1,640	390	2,030	8,160	10,190	16%	
S20		1,280	270	1,550	7,250	8,800	15%	
S30		-	-	-	6,390	6,390	0%	
S40		-	-	-	5,120	5,120	0%	
S50		-	-	-	6,600	6,600	0%	

**Scenario: 4c**  
**Year: 2035**  
**Period: Daytime Total (5:00 AM -7:00 PM)**

Tolling		TEL					% Tolled	
Zone	Direction	Tolled	Toll-free	Subtotal	GP	Total	Traffic	
N10	NB	12,650	2,280	14,930	67,770	82,700	15%	
N20		8,450	1,390	9,840	64,920	74,760	11%	
N30		-	-	-	61,450	61,450	0%	
N40		-	-	-	49,370	49,370	0%	
N50		-	-	-	42,230	42,230	0%	
S11	SB	14,760	2,290	17,050	78,380	95,430	15%	
S12		15,060	2,480	17,540	70,260	87,800	17%	
S13		13,590	2,120	15,710	69,490	85,200	16%	
S20		9,930	1,530	11,460	60,380	71,840	14%	
S30		-	-	-	50,950	50,950	0%	
S40		-	-	-	35,970	35,970	0%	
S50		-	-	-	40,420	40,420	0%	