



October 28, 2010

Mr. Benson M. Stein
State of Colorado
Department of Transportation
Office of Financial Mgmt. & Budget (OFMB)
4201 East Arkansas Avenue
Denver, Colorado 80222

RE: US 36 Option B Analyses – Indicative Traffic and Revenue Findings

Dear Mr. Stein:

Wilbur Smith Associates (WSA) is pleased to submit this letter containing our revised indicative traffic and revenue forecast for the Option B scenario under both an HOV2+ and HOV3+ free scenario. As with the Base Case submission, these estimates should be viewed as planning level forecasts and are not at a level that is suitable for project financing. Significant data collection and model refinement will be performed during the investment grade portion of this study to support possible project financing.

The overall approach used in analyzing Option B was the same as was used under the Base Case analysis. WSA utilized the latest version of the DRCOG travel demand model and existing traffic count data for an initial calibration of US 36, I-25 and other roadways in the study area. A much more robust calibration effort is planned for the investment grade analysis. A new subarea extraction of the larger DRCOG model was performed to create our market share demand model for the US 36 and I-25 project corridor. This market share model includes multiple morning, midday, and afternoon time slices to reflect the variability in peaking patterns and travel volumes during the day. A detailed calibration effort of this sub area model by time period and direction of travel will be performed using 2010 traffic count data, occupancy surveys, and travel time surveys on US 36 during the investment grade traffic and revenue study.

The assumed project configuration for the full build managed lane project is shown in Figure 1. The Option B configuration used in this analysis extends from the ingress and egress ramps north of West Flatiron Circle to the southern terminus of the existing I-25 Express Toll Lanes. The assumed Option B infrastructure was incorporated into the market-share demand model and traffic matrices were developed for the subarea model and include classifications by truck, single-occupant vehicle, HOV2+ vehicles, and HOV3+ vehicles at an assumed opening year and future (2015 and 2035) year level.

Based on WSA's experience garnered during various projects in the Denver Metro area, preliminary value of time (VOT) and willingness to pay estimates were derived using US Census data and various other available data sources. The average value of time developed and used in our analysis was \$0.21 per minute. Value of time was inflated by 3.0 percent per year to reflect inflation and a small real increase in incomes. Due to the assumed schedule for this initial analysis, a more detailed examination of the willingness-to-pay and an in-depth stated preference survey in the US 36 corridor is included during the investment grade study.

Further sensitivity testing is planned for this Option B forecast, assuming lower and higher traffic growth in the corridor, and lower and higher value of time assumptions. Once you have reviewed the findings included in this letter, these tests will be performed assuming either an HOV2+ or HOV3+ scenario based on your recommendation.

The rest of this letter discusses the Option B analysis and findings for both an HOV2+ and HOV3+ operating scenario and includes the following:

- Selected per mile toll rates by time period, direction of travel, and travel segment;
- Toll rates by specific movement on the managed lanes by time period;
- Estimates of tolled and toll free average weekday traffic and toll revenue by time period and travel direction; and
- Estimates of annual trips and gross toll revenue.

Selected Per Mile Toll Rates

At the assumed opening year of 2015 and future year 2035, traffic assignments were made for each analysis time period, at a range of per mile toll rates between \$0.05 and \$0.60 per mile assuming a minimum toll of \$0.25 (2015) to \$0.40 (2030) to identify the relative sensitivity of traffic demand in the managed lanes to tolls. Separate assignments were performed under HOV2+ and HOV3+ operating assumptions. The tolling zones assumed in our Option B forecast are depicted in Figure 1. Seven tolling zones were assumed in the southbound direction and six tolling zones in the northbound direction.

Per mile toll rates were selected by time period, direction of travel, and segment that aimed to optimize toll revenue while also ensuring free flow conditions on each segment of the US 36 and I-25 managed lanes. In 2015, selected toll rates range from \$0.05 per mile during off peak time periods to a high of between \$0.30 to \$0.50 per mile during the peaks (Tables B1-1 and B1-2). Toll rates increase over time due to the higher demand, increased time savings provided by the managed lanes, and the increase in value of time. In 2035, the need to manage SOV demand on a smaller amount of available capacity requires selection of toll rates during the peak that are beyond the revenue maximizing point in some locations. By 2035, selected per mile toll rates range from \$0.05 to \$2.10, depending on the time of day, direction of travel, and particular travel segment along the US 36 and I-25 managed lanes.

In addition to per mile toll rates by segment, tolls for eligible travel movements in the managed lanes are also provided in Tables B2-1-1 through B2-1-9 for the HOV2+ free scenario and in Tables B2-2-1 through B2-2-9 for the HOV3+ free scenario. For example, in 2015 under HOV2+Free between 7:00 AM and 8:00 AM in the southbound direction, the toll to travel the entire distance of the US 36 and I-25 managed lanes would be \$4.41. The toll for traveling on the US 36 segment only would be \$2.96, while traveling just on the I-25 managed lanes would be \$2.65. The from\to labeling in these tables are shown in Figure 1 and can be referenced when looking at these tables.

Estimated Average Weekday Traffic and Toll Revenue

Tables B3-1-1 and B3-1-2 contain estimates of toll free and tolled average weekday traffic by time period and travel direction for the HOV2+ scenario. Average toll rate, average weekday revenue, and annual estimates of transactions and revenue are also provided. Tables B3-2-1 and B3-2-2 contain this same information for the HOV3+ scenario. The AM (7:00AM-8:00AM) and PM (5:00PM-6:00PM) peak hours are estimated to account for 35.0 to 40.7 percent of the total average weekday revenue.

Under the HOV2+ free scenario, toll-free traffic accounts for 36.9 and 34.7 percent of total usage of the managed lanes in years 2015 and 2035, respectively. Under the HOV3+ scenario, toll-free traffic as a percent of the total is estimated to be 10.9 and 10.0 percent. Overall, average weekday transactions are estimated to grow by 0.75 percent (HOV2+) to 0.83 percent (HOV3+) per year between 2015 and 2035, while annual toll revenue is estimated to grow by 5.1 percent (HOV2+free) and 5.7 percent (HOV3+free) per year.

Tables B4-1-1 through B4-1-4 and Tables B4-2-1 through B4-2-4 show the breakout of average weekday transactions and toll revenue by managed lane segment for the HOV2+ free and HOV3+ scenarios, respectively. In general, 49.6 and 45.8 percent of the year 2015 total estimated revenue is forecasted to be generated on US 36 under the HOV2+ and HOV3+ scenarios, respectively.

Estimated Annual Traffic and Toll Revenue

Tables B5-1 and B5-2 contain estimates of annual trips and gross toll revenue without ramp-up. In 2015, annual toll revenue is estimated to be \$9.2 million under an HOV2+ free operation and \$12.0 million under an HOV3+ free operation. By 2035, annual revenue is estimated to increase to \$24.7 million for the HOV2+ free scenarios and to \$36.1 million for the HOV3+ free scenario.

Estimated Annual Gross Toll Revenue Per Roadway

Tables B6-1 and B6-2 present annual gross toll revenue estimates from 2015 through 2035 for I-25 and US 36, separately, for the HOV2+ and HOV3+ scenarios. In 2015, estimated annual toll revenue for the HOV2+ scenario is \$4.6 million on I-25 and \$4.7 million without ramp-up on US 36. Total toll revenue is estimated at \$9.2 million. Including ramp-up on US 36, annual toll

revenue is estimated at \$2.7 million, or a total of \$7.3 million when combined with I-25 revenue. US 36 accounts for 50.4 percent of total annual toll revenue without ramp-up and 37.0 percent with ramp-up.

The annualized transactions and revenue forecasts for years 2015, 2016, and 2017 were adjusted downward to reflect “ramp-up”. Ramp-up is the phenomenon experienced on most start-up toll facilities in which high levels of growth may be experienced over the first three years or so of operation as the motoring public gradually becomes aware of and begins using the new facility. WSA has done research on existing managed lane facilities and has developed ramp-up factors spanning a period of 3 years which are being applied to this forecast. Ramp-up has only been applied to US 36 estimates.

Estimated 2015 annual toll revenue for the HOV3+ scenario is \$5.1 million on I-25 and \$6.9 million without ramp-up on US 36. Total toll revenue is estimated at \$12.0 million. Including ramp-up on US 36, estimated annual toll revenue drops to \$4.0 million, or a total of \$9.1 million, including I-25 revenue. US 36 accounts for 57.9 and 44.2 percent of total annual toll revenue without and with ramp-up, respectively.

Estimated Annual Gross and Net Toll Revenue Per Roadway

Tables B7-1 and B7-2 present annual gross and net toll revenue estimates with ramp-up included for the HOV2+ and HOV3+ scenarios, respectively. The net toll revenue estimates deduct the toll operations and maintenance costs from gross toll revenue and would be what is available for debt service coverage.

Next Steps

A series of sensitivity tests will be performed around the Option B estimates. It is recommended that for either the HOV2+ free or HOV3+ scenario that we run sensitivity tests on the following input variables.

- Higher value of time +25 percent
- Lower value of time -25 percent
- Higher traffic growth +30 percent
- Lower traffic growth -30 percent

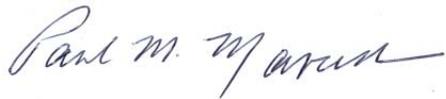
In addition we will test the traffic and revenue impacts related to the potential implementation of the Northwest Corridor Project, a potential improved connection between the western terminus of the Northwest Parkway in Broomfield County and the SH58, I-70, or C-470 freeway system to the south in Jefferson County.

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We look forward to discussing these results with you. Please contact us if you have any questions or need further information.

Very truly yours,

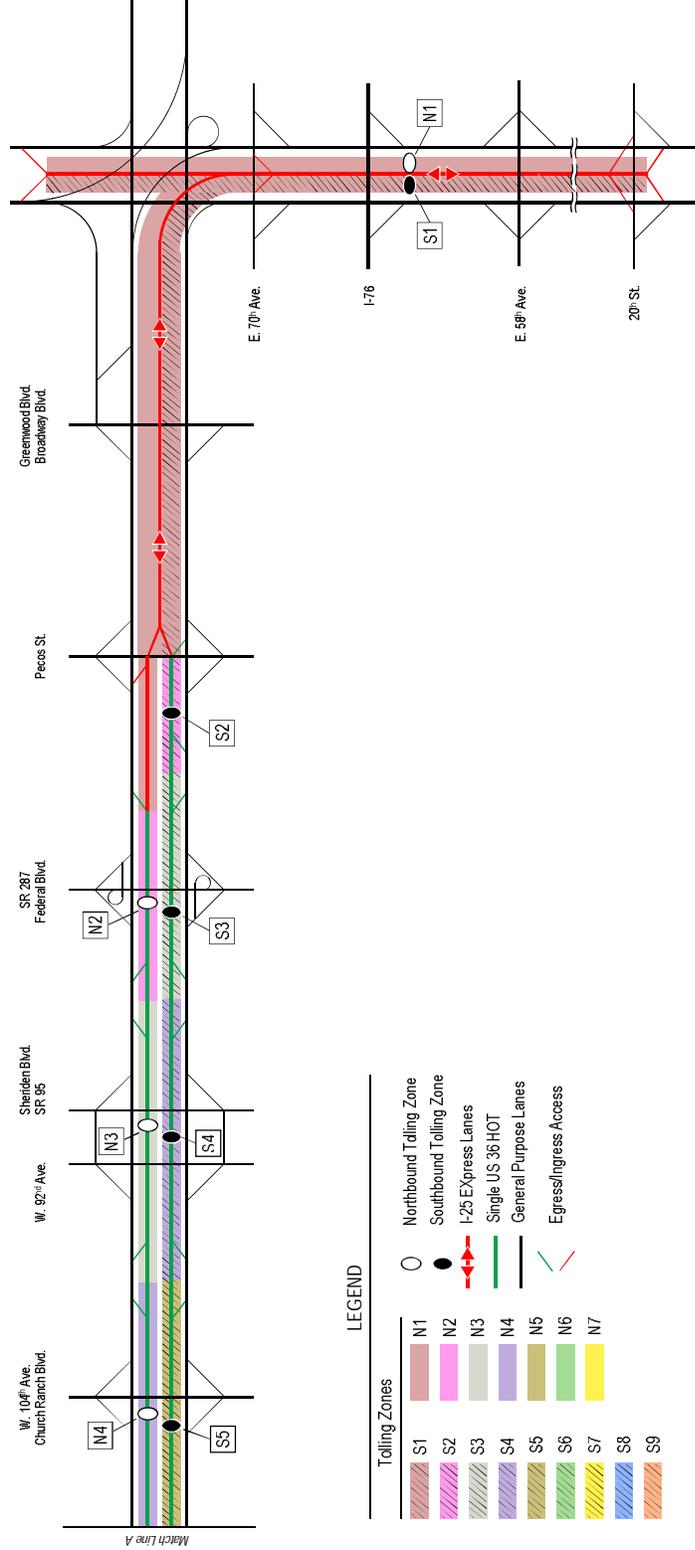
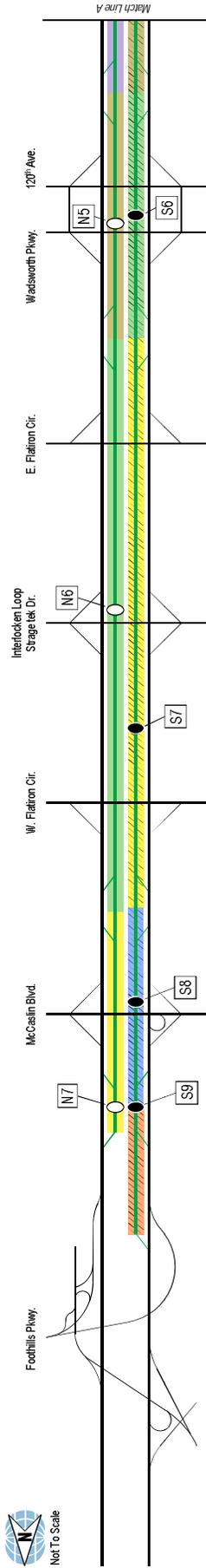
WILBUR SMITH ASSOCIATES

A handwritten signature in cursive script that reads "Paul M. Marcella".

Paul M. Marcella
Senior Associate

US 36 Express Toll Lanes

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LEGEND

	N1		Northbound Tolling Zone
	N2		Southbound Tolling Zone
	N3		I-25 Express Lanes
	N4		Single US 36 HOT
	N5		General Purpose Lanes
	N6		Egress/Ingress Access
	N7		
	S1		
	S2		
	S3		
	S4		
	S5		
	S6		
	S7		
	S8		
	S9		

TOLLING ZONE CONFIGURATION
FIGURE 1

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Table B2-1-1
Toll Charge Matrix AM1 (6:30 AM - 7:00 AM)
US 36 Express Toll Lanes - Option B - HOV2 + Free
Revenue Optimization

All Toll Rates are Shown in Future Year Dollars

2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25	N-1	\$0.11	\$0.22	\$0.31	\$0.56	\$0.69		S-9								
		N-2	\$0.11	\$0.22	\$0.31	\$0.56	\$0.69		S-8								
		N-3		\$0.11	\$0.20	\$0.45	\$0.58		S-7		\$0.14	\$0.26	\$0.35	\$0.46	\$0.74	\$0.90	\$2.22
		N-4			\$0.09	\$0.34	\$0.47		S-6			\$0.12	\$0.21	\$0.32	\$0.60	\$0.76	\$2.08
		N-5				\$0.25	\$0.38		S-5				\$0.09	\$0.20	\$0.48	\$0.64	\$1.96
		N-6					\$0.13		S-4					\$0.11	\$0.39	\$0.55	\$1.87
		N-7							S-3						\$0.28	\$0.44	\$1.76
								S-2							\$0.16	\$1.48	
								I-25	S-1								\$1.32
2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25	N-1	\$0.23	\$0.55	\$0.81	\$1.06	\$1.19		S-9								
		N-2	\$0.23	\$0.55	\$0.81	\$1.06	\$1.19		S-8								
		N-3		\$0.32	\$0.58	\$0.83	\$0.96		S-7		\$0.14	\$0.51	\$0.86	\$1.18	\$1.65	\$1.84	\$6.47
		N-4			\$0.26	\$0.51	\$0.64		S-6			\$0.37	\$0.72	\$1.04	\$1.51	\$1.70	\$6.33
		N-5				\$0.25	\$0.38		S-5				\$0.35	\$0.67	\$1.14	\$1.33	\$5.96
		N-6					\$0.13		S-4					\$0.32	\$0.79	\$0.98	\$5.61
		N-7							S-3						\$0.47	\$0.66	\$5.29
								S-2							\$0.19	\$4.82	
								I-25	S-1								\$4.63

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

Table B2-1-2
Toll Charge Matrix AM2 (7:00 AM - 8:00 AM)
US 36 Express Toll Lanes - Option B - HOV2 + Free
Revenue Optimization

All Toll Rates are Shown in Future Year Dollars

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2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25	N-1	\$0.11	\$0.32	\$0.67	\$1.30	\$1.57		S-9								
		N-2	\$0.11	\$0.32	\$0.67	\$1.30	\$1.57		S-8								
		N-3		\$0.21	\$0.56	\$1.19	\$1.46		S-7		\$0.14	\$0.39	\$0.57	\$0.89	\$1.45	\$1.76	\$4.41
		N-4			\$0.35	\$0.98	\$1.25		S-6			\$0.25	\$0.43	\$0.75	\$1.31	\$1.62	\$4.27
		N-5				\$0.63	\$0.90		S-5				\$0.18	\$0.50	\$1.06	\$1.37	\$4.02
		N-6					\$0.27		S-4					\$0.32	\$0.88	\$1.19	\$3.84
		N-7							S-3						\$0.56	\$0.87	\$3.52
								S-2							\$0.31	\$2.96	
								I-25	S-1								\$2.65
2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25	N-1	\$0.57	\$1.10	\$1.89	\$2.64	\$3.58		S-9								
		N-2	\$0.57	\$1.10	\$1.89	\$2.64	\$3.58		S-8								
		N-3		\$0.53	\$1.32	\$2.07	\$3.01		S-7		\$0.69	\$1.31	\$1.75	\$2.50	\$3.44	\$4.00	\$17.90
		N-4			\$0.79	\$1.54	\$2.48		S-6			\$0.62	\$1.06	\$1.81	\$2.75	\$3.31	\$17.21
		N-5				\$0.75	\$1.69		S-5				\$0.44	\$1.19	\$2.13	\$2.69	\$16.59
		N-6					\$0.94		S-4					\$0.75	\$1.69	\$2.25	\$16.15
		N-7							S-3						\$0.94	\$1.50	\$15.40
								S-2							\$0.56	\$14.46	
								I-25	S-1								\$13.90

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

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Table B2-1-4
Toll Charge Matrix MD0 (9:00 AM - 10:00 AM)
US 36 Express Toll Lanes - Option B - HOV2 + Free
Revenue Optimization
 All Toll Rates are Shown in Future Year Dollars

2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
I-25	N-1		\$0.11	\$0.22	\$0.31	\$0.44	\$0.57		S-9								
	N-2		\$0.11	\$0.22	\$0.31	\$0.44	\$0.57		S-8								
	N-3			\$0.11	\$0.20	\$0.33	\$0.46		S-7		\$0.14	\$0.26	\$0.35	\$0.46	\$0.55	\$0.58	\$0.91
	N-4				\$0.09	\$0.22	\$0.35		S-6			\$0.12	\$0.21	\$0.32	\$0.41	\$0.44	\$0.77
	N-5					\$0.13	\$0.26		S-5				\$0.09	\$0.20	\$0.29	\$0.32	\$0.65
	N-6						\$0.13		S-4					\$0.11	\$0.20	\$0.23	\$0.56
	N-7								S-3						\$0.09	\$0.12	\$0.45
								S-2							\$0.03	\$0.36	
								S-1									\$0.33
2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
I-25	N-1		\$0.23	\$0.34	\$0.43	\$0.56	\$0.69		S-9								
	N-2		\$0.23	\$0.34	\$0.43	\$0.56	\$0.69		S-8								
	N-3			\$0.11	\$0.20	\$0.33	\$0.46		S-7		\$0.14	\$0.26	\$0.35	\$0.46	\$0.65	\$0.71	\$1.37
	N-4				\$0.09	\$0.22	\$0.35		S-6			\$0.12	\$0.21	\$0.32	\$0.51	\$0.57	\$1.23
	N-5					\$0.13	\$0.26		S-5				\$0.09	\$0.20	\$0.39	\$0.45	\$1.11
	N-6						\$0.13		S-4					\$0.11	\$0.30	\$0.36	\$1.02
	N-7								S-3						\$0.19	\$0.25	\$0.91
								S-2							\$0.06	\$0.72	
								S-1									\$0.66

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

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**Table B2-1-5
Toll Charge Matrix MD1 (10:00 AM - 12:00 PM)
US 36 Express Toll Lanes - Option B - HOV2 + Free
Revenue Optimization**

All Toll Rates are Shown in Future Year Dollars

2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25	N-1	\$0.11	\$0.22	\$0.31	\$0.44	\$0.57		S-9								
		N-2	\$0.11	\$0.22	\$0.31	\$0.44	\$0.57		S-8								
		N-3		\$0.11	\$0.20	\$0.33	\$0.46		S-7		\$0.14	\$0.26	\$0.35	\$0.46	\$0.55	\$0.58	\$0.58
		N-4			\$0.09	\$0.22	\$0.35		S-6			\$0.12	\$0.21	\$0.32	\$0.41	\$0.44	\$0.44
		N-5				\$0.13	\$0.26		S-5				\$0.09	\$0.20	\$0.29	\$0.32	\$0.32
		N-6					\$0.13		S-4					\$0.11	\$0.20	\$0.23	\$0.23
		N-7							S-3						\$0.09	\$0.12	\$0.12
								S-2							\$0.03	\$0.03	
								I-25	S-1								

2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25	N-1	\$0.23	\$0.34	\$0.43	\$0.56	\$0.69		S-9								
		N-2	\$0.23	\$0.34	\$0.43	\$0.56	\$0.69		S-8								
		N-3		\$0.11	\$0.20	\$0.33	\$0.46		S-7		\$0.14	\$0.26	\$0.35	\$0.56	\$0.75	\$0.81	\$0.81
		N-4			\$0.09	\$0.22	\$0.35		S-6			\$0.12	\$0.21	\$0.42	\$0.61	\$0.67	\$0.67
		N-5				\$0.13	\$0.26		S-5				\$0.09	\$0.30	\$0.49	\$0.55	\$0.55
		N-6					\$0.13		S-4					\$0.21	\$0.40	\$0.46	\$0.46
		N-7							S-3						\$0.19	\$0.25	\$0.25
								S-2							\$0.06	\$0.06	
								I-25	S-1								

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

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**Table B2-1-6
Toll Charge Matrix MD2 (12:00 PM - 3:00 PM)
US 36 Express Toll Lanes - Option B - HOV2 + Free
Revenue Optimization**

All Toll Rates are Shown in Future Year Dollars

2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1	\$0.32	\$0.43	\$0.54	\$0.63	\$0.76	\$0.89		S-9								
	N-2		\$0.11	\$0.22	\$0.31	\$0.44	\$0.57		S-8								
	N-3			\$0.11	\$0.20	\$0.33	\$0.46		S-7		\$0.14	\$0.26	\$0.35	\$0.46	\$0.55	\$0.58	\$0.58
	N-4				\$0.09	\$0.22	\$0.35		S-6			\$0.12	\$0.21	\$0.32	\$0.41	\$0.44	\$0.44
	N-5					\$0.13	\$0.26		S-5				\$0.09	\$0.20	\$0.29	\$0.32	\$0.32
	N-6						\$0.13		S-4					\$0.11	\$0.20	\$0.23	\$0.23
	N-7								S-3						\$0.09	\$0.12	\$0.12
								S-2							\$0.03	\$0.03	
								I-25 S-1									
2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1	\$0.32	\$0.55	\$0.76	\$1.02	\$1.15	\$1.28		S-9								
	N-2		\$0.23	\$0.44	\$0.70	\$0.83	\$0.96		S-8								
	N-3			\$0.21	\$0.47	\$0.60	\$0.73		S-7		\$0.14	\$0.26	\$0.44	\$0.76	\$0.95	\$1.01	\$1.01
	N-4				\$0.26	\$0.39	\$0.52		S-6			\$0.12	\$0.30	\$0.62	\$0.81	\$0.87	\$0.87
	N-5					\$0.13	\$0.26		S-5				\$0.18	\$0.50	\$0.69	\$0.75	\$0.75
	N-6						\$0.13		S-4					\$0.32	\$0.51	\$0.57	\$0.57
	N-7								S-3						\$0.19	\$0.25	\$0.25
								S-2							\$0.06	\$0.06	
								I-25 S-1									

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

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Table B2-1-7
Toll Charge Matrix PM1 (3:00 PM - 5:00 PM)
US 36 Express Toll Lanes - Option B - HOV2 + Free
Revenue Optimization
 All Toll Rates are Shown in Future Year Dollars

2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1	\$1.61	\$1.84	\$2.05	\$2.14	\$2.39	\$2.52		S-9								
	N-2		\$0.23	\$0.44	\$0.53	\$0.78	\$0.91		S-8								
	N-3			\$0.21	\$0.30	\$0.55	\$0.68		S-7		\$0.14	\$0.51	\$0.60	\$0.81	\$1.00	\$1.03	\$1.03
	N-4				\$0.09	\$0.34	\$0.47		S-6			\$0.37	\$0.46	\$0.67	\$0.86	\$0.89	\$0.89
	N-5					\$0.25	\$0.38		S-5			\$0.09	\$0.30	\$0.49	\$0.52	\$0.52	
	N-6						\$0.13		S-4				\$0.21	\$0.40	\$0.43	\$0.43	
	N-7								S-3					\$0.19	\$0.22	\$0.22	
								S-2							\$0.03	\$0.03	
								I-25 S-1									

2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1	\$7.07	\$7.64	\$8.17	\$8.78	\$9.28	\$10.09		S-9								
	N-2		\$0.57	\$1.10	\$1.71	\$2.21	\$3.02		S-8								
	N-3			\$0.53	\$1.14	\$1.64	\$2.45		S-7		\$0.69	\$1.19	\$1.63	\$2.06	\$2.53	\$2.69	\$2.69
	N-4				\$0.61	\$1.11	\$1.92		S-6			\$0.50	\$0.94	\$1.37	\$1.84	\$2.00	\$2.00
	N-5					\$0.50	\$1.31		S-5			\$0.44	\$0.87	\$1.34	\$1.50	\$1.50	
	N-6						\$0.81		S-4				\$0.43	\$0.90	\$1.06	\$1.06	
	N-7								S-3					\$0.47	\$0.63	\$0.63	
								S-2							\$0.16	\$0.16	
								I-25 S-1									

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

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**Table B2-1-8
Toll Charge Matrix PM2 (5:00 PM - 6:00 PM)
US 36 Express Toll Lanes - Option B - HOV2 + Free
Revenue Optimization**

All Toll Rates are Shown in Future Year Dollars

2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1	\$1.93	\$2.27	\$2.48	\$2.74	\$2.99	\$3.26		S-9								
	N-2		\$0.34	\$0.55	\$0.81	\$1.06	\$1.33		S-8								
	N-3			\$0.21	\$0.47	\$0.72	\$0.99		S-7		\$0.14	\$0.51	\$0.69	\$0.90	\$1.09	\$1.15	\$1.15
	N-4				\$0.26	\$0.51	\$0.78		S-6			\$0.37	\$0.55	\$0.76	\$0.95	\$1.01	\$1.01
	N-5					\$0.25	\$0.52		S-5				\$0.18	\$0.39	\$0.58	\$0.64	\$0.64
	N-6						\$0.27		S-4					\$0.21	\$0.40	\$0.46	\$0.46
	N-7								S-3						\$0.19	\$0.25	\$0.25
								S-2							\$0.06	\$0.06	
								I-25 S-1									
2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1	\$9.65	\$10.33	\$10.97	\$11.58	\$12.33	\$13.27		S-9								
	N-2		\$0.68	\$1.32	\$1.93	\$2.68	\$3.62		S-8								
	N-3			\$0.64	\$1.25	\$2.00	\$2.94		S-7		\$0.69	\$1.43	\$1.87	\$2.41	\$2.97	\$3.13	\$3.13
	N-4				\$0.61	\$1.36	\$2.30		S-6			\$0.74	\$1.18	\$1.72	\$2.28	\$2.44	\$2.44
	N-5					\$0.75	\$1.69		S-5				\$0.44	\$0.98	\$1.54	\$1.70	\$1.70
	N-6						\$0.94		S-4					\$0.54	\$1.10	\$1.26	\$1.26
	N-7								S-3						\$0.56	\$0.72	\$0.72
								S-2							\$0.16	\$0.16	
								I-25 S-1									

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

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Table B2-2-1
Toll Charge Matrix AM1 (6:30 AM - 7:00 AM)
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization
 All Toll Rates are Shown in Future Year Dollars

2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1		\$0.11	\$0.22	\$0.48	\$0.73	\$0.86		S-9								
	N-2		\$0.11	\$0.22	\$0.48	\$0.73	\$0.86		S-8								
	N-3			\$0.11	\$0.37	\$0.62	\$0.75		S-7		\$0.14	\$0.26	\$0.35	\$0.67	\$0.86	\$0.95	\$2.27
	N-4				\$0.26	\$0.51	\$0.64		S-6			\$0.12	\$0.21	\$0.53	\$0.72	\$0.81	\$2.13
	N-5					\$0.25	\$0.38		S-5				\$0.09	\$0.41	\$0.60	\$0.69	\$2.01
	N-6						\$0.13		S-4					\$0.32	\$0.51	\$0.60	\$1.92
	N-7								S-3						\$0.19	\$0.28	\$1.60
								S-2							\$0.09	\$1.41	
								I-25 S-1									\$1.32

2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1		\$0.23	\$0.44	\$0.79	\$1.04	\$1.17		S-9								
	N-2		\$0.23	\$0.44	\$0.79	\$1.04	\$1.17		S-8								
	N-3			\$0.21	\$0.56	\$0.81	\$0.94		S-7		\$0.14	\$0.51	\$0.86	\$1.29	\$1.85	\$2.01	\$7.31
	N-4				\$0.35	\$0.60	\$0.73		S-6			\$0.37	\$0.72	\$1.15	\$1.71	\$1.87	\$7.17
	N-5					\$0.25	\$0.38		S-5				\$0.35	\$0.78	\$1.34	\$1.50	\$6.80
	N-6						\$0.13		S-4					\$0.43	\$0.99	\$1.15	\$6.45
	N-7								S-3						\$0.56	\$0.72	\$6.02
								S-2							\$0.16	\$5.46	
								I-25 S-1									\$5.30

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

Table B2-2-2
Toll Charge Matrix AM2 (7:00 AM - 8:00 AM)
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization

All Toll Rates are Shown in Future Year Dollars

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2015 Northbound - Minimum Toll \$0.25

Toll Rate (\$)
By Toll Zone

2015 Southbound - Minimum Toll \$0.25

Toll Rate (\$)
By Toll Zone

From to		I-25	US 36					I-25
		N-1	N-2	N-3	N-4	N-5	N-6	
I-25 US	N-1		\$0.11	\$0.32	\$0.67	\$1.05	\$1.45	
	N-2		\$0.11	\$0.32	\$0.67	\$1.05	\$1.45	
	N-3			\$0.21	\$0.56	\$0.94	\$1.34	
	N-4				\$0.35	\$0.73	\$1.13	
	N-5					\$0.38	\$0.78	
	N-6						\$0.40	
	N-7							

From to		US 36					US 36					I-25	
		S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1			
US 36 I-25	S-9												
	S-8												
	S-7						\$0.14	\$0.26	\$0.35	\$0.67	\$1.04	\$1.29	\$3.94
	S-6							\$0.12	\$0.21	\$0.53	\$0.90	\$1.15	\$3.80
	S-5								\$0.09	\$0.41	\$0.78	\$1.03	\$3.68
	S-4									\$0.32	\$0.69	\$0.94	\$3.59
	S-3										\$0.37	\$0.62	\$3.27
S-2											\$0.25	\$2.90	
I-25	S-1												\$2.65

2035 Northbound - Minimum Toll \$0.40

Toll Rate (\$)
By Toll Zone

2035 Southbound - Minimum Toll \$0.40

Toll Rate (\$)
By Toll Zone

From to		I-25	US 36					I-25
		N-1	N-2	N-3	N-4	N-5	N-6	
I-25 US	N-1		\$0.57	\$1.10	\$1.89	\$2.64	\$3.58	
	N-2		\$0.57	\$1.10	\$1.89	\$2.64	\$3.58	
	N-3			\$0.53	\$1.32	\$2.07	\$3.01	
	N-4				\$0.79	\$1.54	\$2.48	
	N-5					\$0.75	\$1.69	
	N-6						\$0.94	
	N-7							

From to		US 36					US 36					I-25	
		S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1			
US 36 I-25	S-9												
	S-8												
	S-7						\$0.69	\$1.31	\$1.92	\$2.99	\$3.93	\$4.43	\$17.01
	S-6							\$0.62	\$1.23	\$2.30	\$3.24	\$3.74	\$16.32
	S-5								\$0.61	\$1.68	\$2.62	\$3.12	\$15.70
	S-4									\$1.07	\$2.01	\$2.51	\$15.09
	S-3										\$0.94	\$1.44	\$14.02
S-2											\$0.50	\$13.08	
I-25	S-1												\$12.58

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

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**Table B2-2-3
Toll Charge Matrix AM3 (8:00 AM - 9:00 AM)
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization**

All Toll Rates are Shown in Future Year Dollars

2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1		\$0.11	\$0.22	\$0.48	\$0.73	\$0.86		S-9								
	N-2		\$0.11	\$0.22	\$0.48	\$0.73	\$0.86		S-8								
	N-3			\$0.11	\$0.37	\$0.62	\$0.75		S-7		\$0.14	\$0.26	\$0.35	\$0.56	\$0.75	\$0.84	\$2.16
	N-4				\$0.26	\$0.51	\$0.64		S-6			\$0.12	\$0.21	\$0.42	\$0.61	\$0.70	\$2.02
	N-5					\$0.25	\$0.38		S-5				\$0.09	\$0.30	\$0.49	\$0.58	\$1.90
	N-6						\$0.13		S-4					\$0.21	\$0.40	\$0.49	\$1.81
	N-7								S-3						\$0.19	\$0.28	\$1.60
								S-2							\$0.09	\$1.41	
								I-25 S-1									\$1.32
2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1		\$0.23	\$0.55	\$0.90	\$1.15	\$1.28		S-9								
	N-2		\$0.23	\$0.55	\$0.90	\$1.15	\$1.28		S-8								
	N-3			\$0.32	\$0.67	\$0.92	\$1.05		S-7		\$0.28	\$0.65	\$1.00	\$1.43	\$1.99	\$2.21	\$6.84
	N-4				\$0.35	\$0.60	\$0.73		S-6			\$0.37	\$0.72	\$1.15	\$1.71	\$1.93	\$6.56
	N-5					\$0.25	\$0.38		S-5				\$0.35	\$0.78	\$1.34	\$1.56	\$6.19
	N-6						\$0.13		S-4					\$0.43	\$0.99	\$1.21	\$5.84
	N-7								S-3						\$0.56	\$0.78	\$5.41
								S-2							\$0.22	\$4.85	
								I-25 S-1									\$4.63

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

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Table B2-2-4
Toll Charge Matrix MD0 (9:00 AM - 10:00 AM)
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization

All Toll Rates are Shown in Future Year Dollars

2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
I-25	N-1		\$0.11	\$0.22	\$0.31	\$0.44	\$0.57		S-9								
	N-2		\$0.11	\$0.22	\$0.31	\$0.44	\$0.57		S-8								
	N-3			\$0.11	\$0.20	\$0.33	\$0.46		S-7		\$0.14	\$0.26	\$0.35	\$0.46	\$0.55	\$0.58	\$0.91
	N-4				\$0.09	\$0.22	\$0.35		S-6			\$0.12	\$0.21	\$0.32	\$0.41	\$0.44	\$0.77
	N-5					\$0.13	\$0.26		S-5				\$0.09	\$0.20	\$0.29	\$0.32	\$0.65
	N-6						\$0.13		S-4					\$0.11	\$0.20	\$0.23	\$0.56
	N-7								S-3						\$0.09	\$0.12	\$0.45
US 36	N-1								S-2						\$0.03	\$0.36	
	N-2								S-1								\$0.33
	N-3																
	N-4																
	N-5																
	N-6																
	N-7																
2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
I-25	N-1		\$0.23	\$0.34	\$0.43	\$0.56	\$0.69		S-9								
	N-2		\$0.23	\$0.34	\$0.43	\$0.56	\$0.69		S-8								
	N-3			\$0.11	\$0.20	\$0.33	\$0.46		S-7		\$0.14	\$0.26	\$0.35	\$0.46	\$0.65	\$0.71	\$1.37
	N-4				\$0.09	\$0.22	\$0.35		S-6			\$0.12	\$0.21	\$0.32	\$0.51	\$0.57	\$1.23
	N-5					\$0.13	\$0.26		S-5				\$0.09	\$0.20	\$0.39	\$0.45	\$1.11
	N-6						\$0.13		S-4					\$0.11	\$0.30	\$0.36	\$1.02
	N-7								S-3					\$0.19	\$0.25	\$0.91	\$0.91
US 36	N-1								S-2						\$0.06	\$0.72	
	N-2								S-1								\$0.66
	N-3																
	N-4																
	N-5																
	N-6																
	N-7																

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

Table B2-2-6
Toll Charge Matrix MD2 (12:00 PM - 3:00 PM)
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization

All Toll Rates are Shown in Future Year Dollars

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2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1	\$0.32	\$0.43	\$0.54	\$0.63	\$0.76	\$0.89		S-9								
	N-2		\$0.11	\$0.22	\$0.31	\$0.44	\$0.57		S-8								
	N-3			\$0.11	\$0.20	\$0.33	\$0.46		S-7		\$0.14	\$0.26	\$0.35	\$0.46	\$0.55	\$0.58	\$0.58
	N-4				\$0.09	\$0.22	\$0.35		S-6			\$0.12	\$0.21	\$0.32	\$0.41	\$0.44	\$0.44
	N-5					\$0.13	\$0.26		S-5				\$0.09	\$0.20	\$0.29	\$0.32	\$0.32
	N-6						\$0.13		S-4					\$0.11	\$0.20	\$0.23	\$0.23
	N-7								S-3						\$0.09	\$0.12	\$0.12
								S-2							\$0.03	\$0.03	
								I-25 S-1									

2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1	\$0.64	\$0.87	\$1.08	\$1.34	\$1.47	\$1.60		S-9								
	N-2		\$0.23	\$0.44	\$0.70	\$0.83	\$0.96		S-8								
	N-3			\$0.21	\$0.47	\$0.60	\$0.73		S-7		\$0.14	\$0.26	\$0.44	\$0.76	\$0.95	\$1.01	\$1.01
	N-4				\$0.26	\$0.39	\$0.52		S-6			\$0.12	\$0.30	\$0.62	\$0.81	\$0.87	\$0.87
	N-5					\$0.13	\$0.26		S-5				\$0.18	\$0.50	\$0.69	\$0.75	\$0.75
	N-6						\$0.13		S-4					\$0.32	\$0.51	\$0.57	\$0.57
	N-7								S-3						\$0.19	\$0.25	\$0.25
								S-2							\$0.06	\$0.06	
								I-25 S-1									

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

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**Table B2-2-7
Toll Charge Matrix PM1 (3:00 PM - 5:00 PM)
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization**

All Toll Rates are Shown in Future Year Dollars

2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1	\$1.61	\$1.84	\$2.05	\$2.31	\$2.56	\$2.69		S-9								
	N-2		\$0.23	\$0.44	\$0.70	\$0.95	\$1.08		S-8								
	N-3			\$0.21	\$0.47	\$0.72	\$0.85		S-7		\$0.14	\$0.39	\$0.57	\$0.89	\$1.08	\$1.11	\$1.11
	N-4				\$0.26	\$0.51	\$0.64		S-6			\$0.25	\$0.43	\$0.75	\$0.94	\$0.97	\$0.97
	N-5					\$0.25	\$0.38		S-5				\$0.18	\$0.50	\$0.69	\$0.72	\$0.72
	N-6						\$0.13		S-4					\$0.32	\$0.51	\$0.54	\$0.54
	N-7								S-3						\$0.19	\$0.22	\$0.22
								S-2							\$0.03	\$0.03	
								I-25 S-1									
2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1	\$5.79	\$6.58	\$7.22	\$7.83	\$8.33	\$9.14		S-9								
	N-2		\$0.79	\$1.43	\$2.04	\$2.54	\$3.35		S-8								
	N-3			\$0.64	\$1.25	\$1.75	\$2.56		S-7		\$0.69	\$1.19	\$1.63	\$2.17	\$2.64	\$2.80	\$2.80
	N-4				\$0.61	\$1.11	\$1.92		S-6			\$0.50	\$0.94	\$1.48	\$1.95	\$2.11	\$2.11
	N-5					\$0.50	\$1.31		S-5				\$0.44	\$0.98	\$1.45	\$1.61	\$1.61
	N-6						\$0.81		S-4					\$0.54	\$1.01	\$1.17	\$1.17
	N-7								S-3						\$0.47	\$0.63	\$0.63
								S-2							\$0.16	\$0.16	
								I-25 S-1									

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

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**Table B2-2-8
Toll Charge Matrix PM2 (5:00 PM - 6:00 PM)
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization**

All Toll Rates are Shown in Future Year Dollars

2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1	\$1.93	\$2.27	\$2.48	\$2.74	\$2.99	\$3.26		S-9								
	N-2		\$0.34	\$0.55	\$0.81	\$1.06	\$1.33		S-8								
	N-3			\$0.21	\$0.47	\$0.72	\$0.99		S-7		\$0.14	\$0.39	\$0.57	\$0.89	\$1.08	\$1.11	\$1.11
	N-4				\$0.26	\$0.51	\$0.78		S-6			\$0.25	\$0.43	\$0.75	\$0.94	\$0.97	\$0.97
	N-5					\$0.25	\$0.52		S-5				\$0.18	\$0.50	\$0.69	\$0.72	\$0.72
	N-6						\$0.27		S-4					\$0.32	\$0.51	\$0.54	\$0.54
	N-7								S-3						\$0.19	\$0.22	\$0.22
								S-2							\$0.03	\$0.03	
								I-25 S-1									
2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
US 36	I-25 N-1	\$6.75	\$7.43	\$8.07	\$8.68	\$9.43	\$10.37		S-9								
	N-2		\$0.68	\$1.32	\$1.93	\$2.68	\$3.62		S-8								
	N-3			\$0.64	\$1.25	\$2.00	\$2.94		S-7		\$0.69	\$1.31	\$1.75	\$2.29	\$2.94	\$3.10	\$3.10
	N-4				\$0.61	\$1.36	\$2.30		S-6			\$0.62	\$1.06	\$1.60	\$2.25	\$2.41	\$2.41
	N-5					\$0.75	\$1.69		S-5				\$0.44	\$0.98	\$1.63	\$1.79	\$1.79
	N-6						\$0.94		S-4					\$0.54	\$1.19	\$1.35	\$1.35
	N-7								S-3						\$0.65	\$0.81	\$0.81
								S-2							\$0.16	\$0.16	
								I-25 S-1									

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

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Table B2-2-9
Toll Charge Matrix PM3 (6:00 PM - 7:00 PM)
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization

All Toll Rates are Shown in Future Year Dollars

2015 Northbound - Minimum Toll \$0.25								2015 Southbound - Minimum Toll \$0.25									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
I-25	N-1	\$0.64	\$0.87	\$0.98	\$1.07	\$1.20	\$1.33		S-9								
	N-2		\$0.23	\$0.34	\$0.43	\$0.56	\$0.69		S-8								
	N-3			\$0.11	\$0.20	\$0.33	\$0.46		S-7		\$0.14	\$0.26	\$0.35	\$0.46	\$0.55	\$0.58	\$0.58
	N-4				\$0.09	\$0.22	\$0.35		S-6			\$0.12	\$0.21	\$0.32	\$0.41	\$0.44	\$0.44
	N-5					\$0.13	\$0.26		S-5				\$0.09	\$0.20	\$0.29	\$0.32	\$0.32
	N-6						\$0.13		S-4					\$0.11	\$0.20	\$0.23	\$0.23
	N-7								S-3						\$0.09	\$0.12	\$0.12
US 36	N-1								S-2						\$0.03	\$0.03	\$0.03
	N-2								S-1								
	N-3																
	N-4																
	N-5																
	N-6																
	N-7																
2035 Northbound - Minimum Toll \$0.40								2035 Southbound - Minimum Toll \$0.40									
Toll Rate (\$)								Toll Rate (\$)									
By Toll Zone								By Toll Zone									
from \ to		I-25	US 36					from \ to		US 36					I-25		
		N-1	N-2	N-3	N-4	N-5	N-6	N-7	S-9	S-8	S-7	S-6	S-5	S-4	S-3	S-2	S-1
I-25	N-1	\$2.57	\$2.91	\$3.33	\$3.68	\$3.93	\$4.33		S-9								
	N-2		\$0.34	\$0.76	\$1.11	\$1.36	\$1.76		S-8								
	N-3			\$0.42	\$0.77	\$1.02	\$1.42		S-7		\$0.14	\$0.51	\$0.69	\$1.01	\$1.20	\$1.26	\$1.26
	N-4				\$0.35	\$0.60	\$1.00		S-6			\$0.37	\$0.55	\$0.87	\$1.06	\$1.12	\$1.12
	N-5					\$0.25	\$0.65		S-5				\$0.18	\$0.50	\$0.69	\$0.75	\$0.75
	N-6						\$0.40		S-4					\$0.32	\$0.51	\$0.57	\$0.57
	N-7								S-3						\$0.19	\$0.25	\$0.25
US 36	N-1								S-2						\$0.06	\$0.06	\$0.06
	N-2								S-1								
	N-3																
	N-4																
	N-5																
	N-6																
	N-7																

NOTE: Toll rates shown are based on per mile toll rates and distances per tolling zone. For trips with toll charges less than the minimum toll, the minimum toll of \$0.25 for 2015 and \$0.40 for 2035 will be in effect.

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**Table B3-1-1
2015 Estimated Traffic and Gross Toll Revenue
US 36 Express Toll Lanes - Option B - HOV2 + Free
Revenue Optimization
All Revenue Values in Future Dollars**

Northbound Direction					
Weekday Traffic					
Period	Toll Free	Tolled	Total	Average Toll Rate	Weekday Revenue
AM1 6:30 AM - 7:00 AM	349	828	1,177	\$0.46	\$385
AM2 7:00 AM - 8:00 AM	915	1,308	2,223	\$1.09	\$1,429
AM3 8:00 AM - 9:00 AM	764	1,397	2,161	\$0.58	\$812
MD0 9:00 AM - 10:00 AM	422	1,092	1,514	\$0.39	\$428
MD1 10:00 AM - 12:00 PM	891	2,299	3,190	\$0.39	\$902
MD2 12:00 PM - 3:00 PM	2,025	4,257	6,282	\$0.43	\$1,839
PM1 3:00 PM - 5:00 PM	4,053	5,006	9,058	\$1.36	\$6,801
PM2 5:00 PM - 6:00 PM	2,083	2,283	4,366	\$1.82	\$4,167
PM3 6:00 PM - 7:00 PM	1,585	2,909	4,494	\$0.68	\$1,968
Total Day Time (6:30 AM - 7:00 PM)	13,087	21,378	34,465	\$0.88	\$18,730
Annual Estimates	4,362,000	5,554,000	9,916,000	\$0.85	\$4,748,000

Southbound Direction					
Weekday Traffic					
Period	Toll Free	Tolled	Total	Average Toll Rate	Weekday Revenue
AM1 6:30 AM - 7:00 AM	672	1,326	1,997	\$1.22	\$1,613
AM2 7:00 AM - 8:00 AM	1,730	2,501	4,231	\$2.46	\$6,148
AM3 8:00 AM - 9:00 AM	1,371	2,856	4,227	\$1.02	\$2,910
MD0 9:00 AM - 10:00 AM	754	2,504	3,258	\$0.39	\$977
MD1 10:00 AM - 12:00 PM	1,252	2,577	3,830	\$0.38	\$972
MD2 12:00 PM - 3:00 PM	2,115	4,318	6,434	\$0.38	\$1,622
PM1 3:00 PM - 5:00 PM	2,245	2,793	5,038	\$0.66	\$1,852
PM2 5:00 PM - 6:00 PM	1,160	1,394	2,554	\$0.74	\$1,027
PM3 6:00 PM - 7:00 PM	910	1,621	2,531	\$0.37	\$607
Total Day Time (6:30 AM - 7:00 PM)	12,209	21,891	34,100	\$0.81	\$17,729
Annual Estimates	4,069,000	5,687,000	9,756,000	\$0.79	\$4,501,000

Both Directions					
Weekday Traffic					
Period	Toll Free	Tolled	Total	Average Toll Rate	Weekday Revenue
AM1 6:30 AM - 7:00 AM	1,020	2,154	3,174	\$0.93	\$1,998
AM2 7:00 AM - 8:00 AM	2,645	3,809	6,454	\$1.99	\$7,576
AM3 8:00 AM - 9:00 AM	2,135	4,253	6,388	\$0.88	\$3,723
MD0 9:00 AM - 10:00 AM	1,176	3,595	4,772	\$0.39	\$1,406
MD1 10:00 AM - 12:00 PM	2,144	4,876	7,020	\$0.38	\$1,874
MD2 12:00 PM - 3:00 PM	4,140	8,576	12,716	\$0.40	\$3,461
PM1 3:00 PM - 5:00 PM	6,297	7,799	14,096	\$1.11	\$8,653
PM2 5:00 PM - 6:00 PM	3,243	3,678	6,920	\$1.41	\$5,194
PM3 6:00 PM - 7:00 PM	2,495	4,530	7,025	\$0.57	\$2,575
Total Day Time (6:30 AM - 7:00 PM)	25,295	43,269	68,565	\$0.84	\$36,460
Annual Estimates	8,431,000	11,241,000	19,672,000	\$0.82	\$9,249,000

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**Table B3-1-2
2035 Estimated Traffic and Gross Toll Revenue
US 36 Express Toll Lanes - Option B - HOV2 + Free
Revenue Optimization
All Revenue Values in Future Dollars**

Northbound Direction					
Weekday Traffic					
Period	Toll Free	Tolled	Total	Average Toll Rate	Weekday Revenue
AM1 6:30 AM - 7:00 AM	336	962	1,298	\$0.75	\$724
AM2 7:00 AM - 8:00 AM	866	1,313	2,178	\$2.51	\$3,288
AM3 8:00 AM - 9:00 AM	713	1,831	2,543	\$0.80	\$1,469
MD0 9:00 AM - 10:00 AM	349	1,944	2,293	\$0.49	\$956
MD1 10:00 AM - 12:00 PM	722	4,036	4,758	\$0.49	\$1,977
MD2 12:00 PM - 3:00 PM	2,488	9,334	11,821	\$0.60	\$5,623
PM1 3:00 PM - 5:00 PM	4,884	3,586	8,470	\$5.25	\$18,820
PM2 5:00 PM - 6:00 PM	2,588	1,640	4,228	\$6.76	\$11,094
PM3 6:00 PM - 7:00 PM	2,022	2,258	4,281	\$2.61	\$5,904
Total Day Time (6:30 AM - 7:00 PM)	14,968	26,903	41,871	\$1.85	\$49,855
Annual Estimates	4,989,000	6,989,000	11,978,000	\$1.80	\$12,562,000

Southbound Direction					
Weekday Traffic					
Period	Toll Free	Tolled	Total	Average Toll Rate	Weekday Revenue
AM1 6:30 AM - 7:00 AM	858	1,465	2,322	\$3.07	\$4,493
AM2 7:00 AM - 8:00 AM	2,290	2,006	4,296	\$9.56	\$19,181
AM3 8:00 AM - 9:00 AM	1,741	2,480	4,221	\$3.37	\$8,357
MD0 9:00 AM - 10:00 AM	724	3,638	4,362	\$0.63	\$2,296
MD1 10:00 AM - 12:00 PM	1,018	3,847	4,865	\$0.54	\$2,083
MD2 12:00 PM - 3:00 PM	1,657	5,943	7,600	\$0.63	\$3,718
PM1 3:00 PM - 5:00 PM	2,215	2,585	4,800	\$1.66	\$4,294
PM2 5:00 PM - 6:00 PM	1,204	1,355	2,559	\$1.94	\$2,634
PM3 6:00 PM - 7:00 PM	921	1,813	2,733	\$0.73	\$1,315
Total Day Time (6:30 AM - 7:00 PM)	12,628	25,131	37,759	\$1.92	\$48,371
Annual Estimates	4,209,000	6,529,000	10,738,000	\$1.87	\$12,181,000

Both Directions					
Weekday Traffic					
Period	Toll Free	Tolled	Total	Average Toll Rate	Weekday Revenue
AM1 6:30 AM - 7:00 AM	1,194	2,427	3,621	\$2.15	\$5,218
AM2 7:00 AM - 8:00 AM	3,155	3,319	6,474	\$6.77	\$22,470
AM3 8:00 AM - 9:00 AM	2,454	4,310	6,765	\$2.28	\$9,826
MD0 9:00 AM - 10:00 AM	1,073	5,581	6,655	\$0.58	\$3,252
MD1 10:00 AM - 12:00 PM	1,741	7,883	9,624	\$0.52	\$4,060
MD2 12:00 PM - 3:00 PM	4,145	15,277	19,421	\$0.61	\$9,340
PM1 3:00 PM - 5:00 PM	7,099	6,171	13,270	\$3.75	\$23,113
PM2 5:00 PM - 6:00 PM	3,792	2,996	6,787	\$4.58	\$13,728
PM3 6:00 PM - 7:00 PM	2,943	4,071	7,014	\$1.77	\$7,219
Total Day Time (6:30 AM - 7:00 PM)	27,596	52,034	79,631	\$1.89	\$98,226
Annual Estimates	9,198,000	13,518,000	22,716,000	\$1.83	\$24,743,000

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**Table B3-2-1
2015 Estimated Traffic and Gross Toll Revenue
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization
All Revenue Values in Future Dollars**

Northbound Direction					
Weekday Traffic					
Period	Toll Free	Tolled	Total	Average Toll Rate	Weekday Revenue
AM1 6:30 AM - 7:00 AM	85	857	941	\$0.58	\$497
AM2 7:00 AM - 8:00 AM	228	1,740	1,968	\$1.00	\$1,740
AM3 8:00 AM - 9:00 AM	188	1,687	1,875	\$0.58	\$976
MD0 9:00 AM - 10:00 AM	104	1,207	1,312	\$0.39	\$472
MD1 10:00 AM - 12:00 PM	222	2,552	2,774	\$0.39	\$998
MD2 12:00 PM - 3:00 PM	561	4,848	5,409	\$0.43	\$2,080
PM1 3:00 PM - 5:00 PM	1,062	6,520	7,581	\$1.48	\$9,620
PM2 5:00 PM - 6:00 PM	537	3,201	3,739	\$1.84	\$5,876
PM3 6:00 PM - 7:00 PM	414	3,693	4,107	\$0.67	\$2,489
Total Day Time (6:30 AM - 7:00 PM)	3,401	26,306	29,707	\$0.94	\$24,747
Annual Estimates	1,133,000	6,834,000	7,967,000	\$0.92	\$6,264,000

Southbound Direction					
Weekday Traffic					
Period	Toll Free	Tolled	Total	Average Toll Rate	Weekday Revenue
AM1 6:30 AM - 7:00 AM	153	1,607	1,760	\$1.25	\$2,003
AM2 7:00 AM - 8:00 AM	401	3,622	4,023	\$2.27	\$8,238
AM3 8:00 AM - 9:00 AM	322	3,172	3,494	\$1.19	\$3,767
MD0 9:00 AM - 10:00 AM	195	2,761	2,956	\$0.39	\$1,080
MD1 10:00 AM - 12:00 PM	324	2,959	3,283	\$0.38	\$1,113
MD2 12:00 PM - 3:00 PM	555	5,047	5,602	\$0.37	\$1,887
PM1 3:00 PM - 5:00 PM	599	3,557	4,156	\$0.69	\$2,465
PM2 5:00 PM - 6:00 PM	305	1,938	2,244	\$0.69	\$1,328
PM3 6:00 PM - 7:00 PM	237	2,013	2,251	\$0.37	\$745
Total Day Time (6:30 AM - 7:00 PM)	3,091	26,678	29,769	\$0.85	\$22,627
Annual Estimates	1,030,000	6,931,000	7,961,000	\$0.83	\$5,739,000

Both Directions					
Weekday Traffic					
Period	Toll Free	Tolled	Total	Average Toll Rate	Weekday Revenue
AM1 6:30 AM - 7:00 AM	237	2,464	2,701	\$1.01	\$2,500
AM2 7:00 AM - 8:00 AM	629	5,362	5,991	\$1.86	\$9,978
AM3 8:00 AM - 9:00 AM	510	4,859	5,369	\$0.98	\$4,743
MD0 9:00 AM - 10:00 AM	299	3,969	4,268	\$0.39	\$1,553
MD1 10:00 AM - 12:00 PM	545	5,512	6,057	\$0.38	\$2,111
MD2 12:00 PM - 3:00 PM	1,116	9,896	11,012	\$0.40	\$3,967
PM1 3:00 PM - 5:00 PM	1,661	10,077	11,737	\$1.20	\$12,085
PM2 5:00 PM - 6:00 PM	843	5,140	5,982	\$1.40	\$7,204
PM3 6:00 PM - 7:00 PM	651	5,707	6,358	\$0.57	\$3,234
Total Day Time (6:30 AM - 7:00 PM)	6,491	52,984	59,475	\$0.89	\$47,374
Annual Estimates	2,163,000	13,765,000	15,928,000	\$0.87	\$12,003,000

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Table B3-2-2
2035 Estimated Traffic and Gross Toll Revenue
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization
All Revenue Values in Future Dollars

Northbound Direction					
Weekday Traffic					
Period	Toll Free	Tolled	Total	Average Toll Rate	Weekday Revenue
AM1 6:30 AM - 7:00 AM	76	1,137	1,213	\$0.73	\$832
AM2 7:00 AM - 8:00 AM	206	1,572	1,778	\$2.49	\$3,909
AM3 8:00 AM - 9:00 AM	175	2,145	2,319	\$0.80	\$1,706
MD0 9:00 AM - 10:00 AM	81	2,100	2,181	\$0.49	\$1,030
MD1 10:00 AM - 12:00 PM	167	4,372	4,539	\$0.49	\$2,135
MD2 12:00 PM - 3:00 PM	681	9,167	9,848	\$0.73	\$6,705
PM1 3:00 PM - 5:00 PM	1,290	5,958	7,248	\$5.19	\$30,906
PM2 5:00 PM - 6:00 PM	672	3,257	3,929	\$6.00	\$19,545
PM3 6:00 PM - 7:00 PM	524	3,463	3,987	\$2.33	\$8,058
Total Day Time (6:30 AM - 7:00 PM)	3,872	33,172	37,044	\$2.26	\$74,825
Annual Estimates	1,290,000	8,618,000	9,908,000	\$2.18	\$18,805,000

Southbound Direction					
Weekday Traffic					
Period	Toll Free	Tolled	Total	Average Toll Rate	Weekday Revenue
AM1 6:30 AM - 7:00 AM	199	1,716	1,915	\$3.64	\$6,253
AM2 7:00 AM - 8:00 AM	550	3,079	3,630	\$10.28	\$31,669
AM3 8:00 AM - 9:00 AM	410	3,177	3,587	\$3.66	\$11,622
MD0 9:00 AM - 10:00 AM	177	3,982	4,159	\$0.63	\$2,505
MD1 10:00 AM - 12:00 PM	247	4,283	4,530	\$0.54	\$2,311
MD2 12:00 PM - 3:00 PM	416	6,656	7,072	\$0.62	\$4,159
PM1 3:00 PM - 5:00 PM	583	3,181	3,764	\$1.73	\$5,490
PM2 5:00 PM - 6:00 PM	321	1,749	2,070	\$1.91	\$3,345
PM3 6:00 PM - 7:00 PM	237	2,187	2,424	\$0.72	\$1,579
Total Day Time (6:30 AM - 7:00 PM)	3,141	30,011	33,152	\$2.30	\$68,932
Annual Estimates	1,047,000	7,797,000	8,844,000	\$2.22	\$17,320,000

Both Directions					
Weekday Traffic					
Period	Toll Free	Tolled	Total	Average Toll Rate	Weekday Revenue
AM1 6:30 AM - 7:00 AM	275	2,853	3,128	\$2.48	\$7,084
AM2 7:00 AM - 8:00 AM	756	4,651	5,408	\$7.65	\$35,578
AM3 8:00 AM - 9:00 AM	584	5,322	5,906	\$2.50	\$13,328
MD0 9:00 AM - 10:00 AM	258	6,082	6,340	\$0.58	\$3,535
MD1 10:00 AM - 12:00 PM	414	8,655	9,070	\$0.51	\$4,446
MD2 12:00 PM - 3:00 PM	1,096	15,823	16,920	\$0.69	\$10,864
PM1 3:00 PM - 5:00 PM	1,873	9,139	11,012	\$3.98	\$36,395
PM2 5:00 PM - 6:00 PM	993	5,006	6,000	\$4.57	\$22,890
PM3 6:00 PM - 7:00 PM	761	5,650	6,411	\$1.71	\$9,637
Total Day Time (6:30 AM - 7:00 PM)	7,012	63,183	70,196	\$2.28	\$143,757
Annual Estimates	2,337,000	16,415,000	18,752,000	\$2.20	\$36,125,000

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Table B4-1-1
Estimated Average Weekday Gross Toll Revenue per Segment
US 36 Express Toll Lanes - Option B - HOV2 + Free
Revenue Optimization
All Revenue Values in Future Year Dollars

Period	2015						Total		
	Roadway: I-25			Roadway: US-36			NB	SB	Total
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes					
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	\$0	\$1,203	\$1,203	\$385	\$411	\$796	\$385	\$1,613	\$1,998
AM2 7:00 AM - 8:00 AM	\$0	\$4,808	\$4,808	\$1,429	\$1,340	\$2,768	\$1,429	\$6,148	\$7,576
AM3 8:00 AM - 9:00 AM	\$0	\$2,048	\$2,048	\$812	\$862	\$1,674	\$812	\$2,910	\$3,723
MD0 9:00 AM - 10:00 AM	\$0	\$521	\$521	\$428	\$456	\$885	\$428	\$977	\$1,406
MD1 10:00 AM - 12:00 PM	\$0	\$0	\$0	\$902	\$972	\$1,874	\$902	\$972	\$1,874
MD2 12:00 PM - 3:00 PM	\$373	\$0	\$373	\$1,465	\$1,622	\$3,087	\$1,839	\$1,622	\$3,461
PM1 3:00 PM - 5:00 PM	\$5,027	\$0	\$5,027	\$1,774	\$1,852	\$3,626	\$6,801	\$1,852	\$8,653
PM2 5:00 PM - 6:00 PM	\$3,085	\$0	\$3,085	\$1,082	\$1,027	\$2,110	\$4,167	\$1,027	\$5,194
PM3 6:00 PM - 7:00 PM	\$1,307	\$0	\$1,307	\$661	\$607	\$1,268	\$1,968	\$607	\$2,575
Total Day Time (6:30 AM - 7:00 PM)	\$9,792	\$8,580	\$18,372	\$8,938	\$9,149	\$18,087	\$18,730	\$17,729	\$36,460

Period	2035						Total		
	Roadway: I-25			Roadway: US-36			NB	SB	Total
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes					
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	\$0	\$3,588	\$3,588	\$724	\$905	\$1,629	\$724	\$4,493	\$5,218
AM2 7:00 AM - 8:00 AM	\$0	\$16,171	\$16,171	\$3,288	\$3,010	\$6,299	\$3,288	\$19,181	\$22,470
AM3 8:00 AM - 9:00 AM	\$0	\$6,599	\$6,599	\$1,469	\$1,758	\$3,227	\$1,469	\$8,357	\$9,826
MD0 9:00 AM - 10:00 AM	\$0	\$1,328	\$1,328	\$956	\$968	\$1,924	\$956	\$2,296	\$3,252
MD1 10:00 AM - 12:00 PM	\$0	\$0	\$0	\$1,977	\$2,083	\$4,060	\$1,977	\$2,083	\$4,060
MD2 12:00 PM - 3:00 PM	\$1,795	\$0	\$1,795	\$3,828	\$3,718	\$7,545	\$5,623	\$3,718	\$9,340
PM1 3:00 PM - 5:00 PM	\$14,197	\$0	\$14,197	\$4,623	\$4,294	\$8,916	\$18,820	\$4,294	\$23,113
PM2 5:00 PM - 6:00 PM	\$8,520	\$0	\$8,520	\$2,574	\$2,634	\$5,208	\$11,094	\$2,634	\$13,728
PM3 6:00 PM - 7:00 PM	\$4,388	\$0	\$4,388	\$1,515	\$1,315	\$2,831	\$5,904	\$1,315	\$7,219
Total Day Time (6:30 AM - 7:00 PM)	\$28,900	\$27,687	\$56,587	\$20,955	\$20,684	\$41,639	\$49,855	\$48,371	\$98,226

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Table B4-1-2
Estimated Average Weekday Total Transactions per Segment
US 36 Express Toll Lanes - Option B- HOV2 + Free
Revenue Optimization

Period	2015								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	0	1,381	1,381	3,623	3,355	6,978	3,623	4,736	8,359
AM2 7:00 AM - 8:00 AM	0	3,042	3,042	6,884	6,221	13,105	6,884	9,263	16,147
AM3 8:00 AM - 9:00 AM	0	2,999	2,999	6,439	6,684	13,124	6,439	9,683	16,122
MD0 9:00 AM - 10:00 AM	0	1,821	1,821	4,591	6,304	10,894	4,591	8,125	12,716
MD1 10:00 AM - 12:00 PM	0	0	0	9,670	12,998	22,668	9,670	12,998	22,668
MD2 12:00 PM - 3:00 PM	1,887	0	1,887	16,006	21,693	37,699	17,892	21,693	39,585
PM1 3:00 PM - 5:00 PM	5,774	0	5,774	14,156	16,658	30,813	19,929	16,658	36,587
PM2 5:00 PM - 6:00 PM	2,979	0	2,979	6,354	8,313	14,667	9,333	8,313	17,646
PM3 6:00 PM - 7:00 PM	3,076	0	3,076	6,448	8,454	14,901	9,524	8,454	17,978
Total Day Time (6:30 AM - 7:00 PM)	13,716	9,243	22,959	74,171	90,679	164,850	87,886	99,922	187,809

Period	2035								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	0	1,411	1,411	3,595	3,624	7,219	3,595	5,035	8,630
AM2 7:00 AM - 8:00 AM	0	2,931	2,931	6,742	6,574	13,316	6,742	9,505	16,247
AM3 8:00 AM - 9:00 AM	0	2,692	2,692	6,954	6,815	13,768	6,954	9,506	16,460
MD0 9:00 AM - 10:00 AM	0	2,306	2,306	6,610	8,146	14,757	6,610	10,452	17,062
MD1 10:00 AM - 12:00 PM	0	0	0	13,697	15,742	29,439	13,697	15,742	29,439
MD2 12:00 PM - 3:00 PM	6,342	0	6,342	20,311	23,502	43,813	26,653	23,502	50,155
PM1 3:00 PM - 5:00 PM	5,489	0	5,489	12,248	15,452	27,700	17,737	15,452	33,189
PM2 5:00 PM - 6:00 PM	2,800	0	2,800	5,818	8,015	13,833	8,618	8,015	16,633
PM3 6:00 PM - 7:00 PM	2,753	0	2,753	6,213	8,113	14,325	8,966	8,113	17,079
Total Day Time (6:30 AM - 7:00 PM)	17,385	9,340	26,725	82,187	95,983	178,170	99,572	105,323	204,895

tolling zone. A trip will generate one or more transactions.

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Table B4-1-3
Estimated Average Weekday Tolled Transactions per Segment
US 36 Express Toll Lanes - Option B- HOV2 + Free
Revenue Optimization

Period	2015								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	0	911	911	2,727	2,632	5,359	2,727	3,543	6,270
AM2 7:00 AM - 8:00 AM	0	1,814	1,814	4,511	4,330	8,840	4,511	6,144	10,655
AM3 8:00 AM - 9:00 AM	0	2,069	2,069	4,511	5,132	9,642	4,511	7,200	11,711
MD0 9:00 AM - 10:00 AM	0	1,579	1,579	3,583	4,675	8,258	3,583	6,255	9,837
MD1 10:00 AM - 12:00 PM	0	0	0	7,545	9,612	17,157	7,545	9,612	17,157
MD2 12:00 PM - 3:00 PM	1,167	0	1,167	12,325	16,009	28,333	13,492	16,009	29,500
PM1 3:00 PM - 5:00 PM	3,123	0	3,123	9,656	10,563	20,219	12,779	10,563	23,341
PM2 5:00 PM - 6:00 PM	1,598	0	1,598	4,077	5,192	9,269	5,675	5,192	10,868
PM3 6:00 PM - 7:00 PM	2,042	0	2,042	4,661	5,988	10,649	6,703	5,988	12,691
Total Day Time (6:30 AM - 7:00 PM)	7,930	6,373	14,303	53,595	64,132	117,727	61,525	70,506	132,030

Period	2035								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	0	775	775	2,817	2,840	5,658	2,817	3,615	6,433
AM2 7:00 AM - 8:00 AM	0	1,163	1,163	4,616	4,484	9,100	4,616	5,648	10,264
AM3 8:00 AM - 9:00 AM	0	1,425	1,425	5,289	5,111	10,400	5,289	6,536	11,825
MD0 9:00 AM - 10:00 AM	0	2,012	2,012	5,829	6,842	12,671	5,829	8,854	14,683
MD1 10:00 AM - 12:00 PM	0	0	0	12,075	13,040	25,115	12,075	13,040	25,115
MD2 12:00 PM - 3:00 PM	4,847	0	4,847	17,597	19,091	36,688	22,444	19,091	41,535
PM1 3:00 PM - 5:00 PM	2,008	0	2,008	7,775	9,647	17,422	9,783	9,647	19,430
PM2 5:00 PM - 6:00 PM	883	0	883	3,620	4,952	8,572	4,503	4,952	9,455
PM3 6:00 PM - 7:00 PM	1,363	0	1,363	4,333	5,806	10,138	5,695	5,806	11,501
Total Day Time (6:30 AM - 7:00 PM)	9,101	5,376	14,477	63,951	71,813	135,764	73,052	77,189	150,241

tolling zone. A trip will generate one or more transactions.

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Table B4-1-4
Estimated Average Weekday Toll-Free Transactions per Segment
US 36 Express Toll Lanes - Option B- HOV2 + Free
Revenue Optimization

Period	2015								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	0	470	470	896	723	1,619	896	1,193	2,090
AM2 7:00 AM - 8:00 AM	0	1,228	1,228	2,374	1,891	4,265	2,374	3,119	5,492
AM3 8:00 AM - 9:00 AM	0	930	930	1,929	1,553	3,481	1,929	2,482	4,411
MD0 9:00 AM - 10:00 AM	0	242	242	1,008	1,628	2,636	1,008	1,870	2,878
MD1 10:00 AM - 12:00 PM	0	0	0	2,124	3,387	5,511	2,124	3,387	5,511
MD2 12:00 PM - 3:00 PM	720	0	720	3,681	5,685	9,366	4,401	5,685	10,085
PM1 3:00 PM - 5:00 PM	2,651	0	2,651	4,500	6,095	10,594	7,151	6,095	13,246
PM2 5:00 PM - 6:00 PM	1,381	0	1,381	2,277	3,120	5,398	3,658	3,120	6,778
PM3 6:00 PM - 7:00 PM	1,034	0	1,034	1,787	2,465	4,252	2,821	2,465	5,286
Total Day Time (6:30 AM - 7:00 PM)	5,786	2,870	8,656	20,576	26,547	47,123	26,362	29,417	55,778

Period	2035								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	0	636	636	777	784	1,561	777	1,420	2,197
AM2 7:00 AM - 8:00 AM	0	1,768	1,768	2,126	2,090	4,216	2,126	3,857	5,984
AM3 8:00 AM - 9:00 AM	0	1,266	1,266	1,665	1,704	3,369	1,665	2,970	4,635
MD0 9:00 AM - 10:00 AM	0	293	293	781	1,304	2,086	781	1,598	2,379
MD1 10:00 AM - 12:00 PM	0	0	0	1,622	2,702	4,324	1,622	2,702	4,324
MD2 12:00 PM - 3:00 PM	1,495	0	1,495	2,713	4,412	7,125	4,209	4,412	8,620
PM1 3:00 PM - 5:00 PM	3,481	0	3,481	4,473	5,805	10,278	7,954	5,805	13,759
PM2 5:00 PM - 6:00 PM	1,917	0	1,917	2,197	3,063	5,261	4,115	3,063	7,178
PM3 6:00 PM - 7:00 PM	1,391	0	1,391	1,880	2,307	4,187	3,271	2,307	5,578
Total Day Time (6:30 AM - 7:00 PM)	8,285	3,964	12,248	18,236	24,170	42,406	26,520	28,134	54,654

tolling zone. A trip will generate one or more transactions.

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Table B4-2-1
Estimated Average Weekday Gross Toll Revenue per Segment
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization
All Revenue Values in Future Year Dollars

Period	2015								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	\$0	\$1,541	\$1,541	\$497	\$462	\$959	\$497	\$2,003	\$2,500
AM2 7:00 AM - 8:00 AM	\$0	\$6,752	\$6,752	\$1,740	\$1,486	\$3,226	\$1,740	\$8,238	\$9,978
AM3 8:00 AM - 9:00 AM	\$0	\$2,897	\$2,897	\$976	\$870	\$1,846	\$976	\$3,767	\$4,743
MD0 9:00 AM - 10:00 AM	\$0	\$559	\$559	\$472	\$521	\$993	\$472	\$1,080	\$1,553
MD1 10:00 AM - 12:00 PM	\$0	\$0	\$0	\$998	\$1,113	\$2,111	\$998	\$1,113	\$2,111
MD2 12:00 PM - 3:00 PM	\$440	\$0	\$440	\$1,640	\$1,887	\$3,527	\$2,080	\$1,887	\$3,967
PM1 3:00 PM - 5:00 PM	\$7,259	\$0	\$7,259	\$2,361	\$2,465	\$4,826	\$9,620	\$2,465	\$12,085
PM2 5:00 PM - 6:00 PM	\$4,517	\$0	\$4,517	\$1,359	\$1,328	\$2,687	\$5,876	\$1,328	\$7,204
PM3 6:00 PM - 7:00 PM	\$1,698	\$0	\$1,698	\$791	\$745	\$1,536	\$2,489	\$745	\$3,234
Total Day Time (6:30 AM - 7:00 PM)	\$13,914	\$11,750	\$25,664	\$10,833	\$10,877	\$21,710	\$24,747	\$22,627	\$47,374

Period	2035								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	\$0	\$5,217	\$5,217	\$832	\$1,036	\$1,868	\$832	\$6,253	\$7,084
AM2 7:00 AM - 8:00 AM	\$0	\$27,799	\$27,799	\$3,909	\$3,870	\$7,779	\$3,909	\$31,669	\$35,578
AM3 8:00 AM - 9:00 AM	\$0	\$9,536	\$9,536	\$1,706	\$2,086	\$3,792	\$1,706	\$11,622	\$13,328
MD0 9:00 AM - 10:00 AM	\$0	\$1,434	\$1,434	\$1,030	\$1,071	\$2,101	\$1,030	\$2,505	\$3,535
MD1 10:00 AM - 12:00 PM	\$0	\$0	\$0	\$2,135	\$2,311	\$4,446	\$2,135	\$2,311	\$4,446
MD2 12:00 PM - 3:00 PM	\$2,653	\$0	\$2,653	\$4,052	\$4,159	\$8,210	\$6,705	\$4,159	\$10,864
PM1 3:00 PM - 5:00 PM	\$24,772	\$0	\$24,772	\$6,134	\$5,490	\$11,624	\$30,906	\$5,490	\$36,395
PM2 5:00 PM - 6:00 PM	\$16,115	\$0	\$16,115	\$3,430	\$3,345	\$6,775	\$19,545	\$3,345	\$22,890
PM3 6:00 PM - 7:00 PM	\$6,186	\$0	\$6,186	\$1,872	\$1,579	\$3,450	\$8,058	\$1,579	\$9,637
Total Day Time (6:30 AM - 7:00 PM)	\$49,726	\$43,985	\$93,712	\$25,099	\$24,946	\$50,045	\$74,825	\$68,932	\$143,757

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Table B4-2-2
Estimated Average Weekday Total Transactions per Segment
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization

Period	2015								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	0	1,277	1,277	2,960	3,002	5,962	2,960	4,279	7,239
AM2 7:00 AM - 8:00 AM	0	2,833	2,833	6,568	6,849	13,416	6,568	9,682	16,250
AM3 8:00 AM - 9:00 AM	0	2,418	2,418	5,874	6,399	12,273	5,874	8,817	14,691
MD0 9:00 AM - 10:00 AM	0	1,755	1,755	4,193	5,723	9,916	4,193	7,477	11,671
MD1 10:00 AM - 12:00 PM	0	0	0	8,858	11,827	20,685	8,858	11,827	20,685
MD2 12:00 PM - 3:00 PM	1,599	0	1,599	14,692	19,978	34,670	16,291	19,978	36,269
PM1 3:00 PM - 5:00 PM	5,197	0	5,197	11,779	14,465	26,244	16,977	14,465	31,441
PM2 5:00 PM - 6:00 PM	2,696	0	2,696	5,682	7,713	13,395	8,378	7,713	16,091
PM3 6:00 PM - 7:00 PM	2,922	0	2,922	6,008	7,918	13,926	8,930	7,918	16,848
Total Day Time (6:30 AM - 7:00 PM)	12,414	8,283	20,697	66,615	83,873	150,488	79,030	92,156	171,185

Period	2035								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	0	1,139	1,139	3,446	3,133	6,578	3,446	4,272	7,718
AM2 7:00 AM - 8:00 AM	0	2,649	2,649	5,994	5,627	11,620	5,994	8,275	14,269
AM3 8:00 AM - 9:00 AM	0	2,369	2,369	6,526	5,919	12,445	6,526	8,288	14,814
MD0 9:00 AM - 10:00 AM	0	2,242	2,242	6,425	7,843	14,268	6,425	10,085	16,510
MD1 10:00 AM - 12:00 PM	0	0	0	13,338	15,066	28,403	13,338	15,066	28,403
MD2 12:00 PM - 3:00 PM	4,576	0	4,576	19,172	22,392	41,564	23,748	22,392	46,140
PM1 3:00 PM - 5:00 PM	5,206	0	5,206	10,344	13,247	23,591	15,549	13,247	28,797
PM2 5:00 PM - 6:00 PM	2,889	0	2,889	5,363	7,130	12,493	8,251	7,130	15,382
PM3 6:00 PM - 7:00 PM	2,772	0	2,772	5,788	7,538	13,325	8,560	7,538	16,098
Total Day Time (6:30 AM - 7:00 PM)	15,443	8,398	23,842	76,394	87,895	164,289	91,837	96,293	188,130

Notes: - A transaction is defined as a passage of a vehicle through one tolling zone. A trip will generate one or more transactions.

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Table B4-2-3
Estimated Average Weekday Tolled Transactions per Segment
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization

Period	2015								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	0	1,167	1,167	2,744	2,868	5,612	2,744	4,036	6,779
AM2 7:00 AM - 8:00 AM	0	2,548	2,548	5,977	6,483	12,461	5,977	9,031	15,009
AM3 8:00 AM - 9:00 AM	0	2,195	2,195	5,396	6,094	11,490	5,396	8,289	13,685
MD0 9:00 AM - 10:00 AM	0	1,695	1,695	3,945	5,308	9,253	3,945	7,003	10,948
MD1 10:00 AM - 12:00 PM	0	0	0	8,331	10,959	19,290	8,331	10,959	19,290
MD2 12:00 PM - 3:00 PM	1,375	0	1,375	13,764	18,501	32,265	15,139	18,501	33,640
PM1 3:00 PM - 5:00 PM	4,509	0	4,509	10,636	12,849	23,485	15,145	12,849	27,994
PM2 5:00 PM - 6:00 PM	2,341	0	2,341	5,115	6,897	12,012	7,455	6,897	14,352
PM3 6:00 PM - 7:00 PM	2,653	0	2,653	5,562	7,278	12,839	8,215	7,278	15,492
Total Day Time (6:30 AM - 7:00 PM)	10,877	7,605	18,482	61,470	77,237	138,707	72,347	84,842	157,189

Period	2035								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	0	984	984	3,272	3,001	6,273	3,272	3,985	7,257
AM2 7:00 AM - 8:00 AM	0	2,210	2,210	5,492	5,244	10,736	5,492	7,454	12,946
AM3 8:00 AM - 9:00 AM	0	2,060	2,060	6,129	5,610	11,738	6,129	7,669	13,798
MD0 9:00 AM - 10:00 AM	0	2,172	2,172	6,250	7,536	13,786	6,250	9,708	15,958
MD1 10:00 AM - 12:00 PM	0	0	0	12,973	14,425	27,398	12,973	14,425	27,398
MD2 12:00 PM - 3:00 PM	4,146	0	4,146	18,544	21,327	39,871	22,690	21,327	44,017
PM1 3:00 PM - 5:00 PM	4,278	0	4,278	9,269	11,740	21,009	13,547	11,740	25,287
PM2 5:00 PM - 6:00 PM	2,387	0	2,387	4,843	6,334	11,177	7,231	6,334	13,565
PM3 6:00 PM - 7:00 PM	2,407	0	2,407	5,344	6,955	12,299	7,751	6,955	14,706
Total Day Time (6:30 AM - 7:00 PM)	13,219	7,426	20,645	72,117	82,170	154,287	85,336	89,596	174,932

Notes: - A transaction is defined as a passage of a vehicle through one tolling zone. A trip will generate one or more transactions.

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**Table B4-2-4
Estimated Average Weekday Toll-Free Transactions per Segment
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization**

Period	2015								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	0	110	110	217	133	350	217	243	460
AM2 7:00 AM - 8:00 AM	0	285	285	590	365	956	590	651	1,241
AM3 8:00 AM - 9:00 AM	0	223	223	478	305	783	478	528	1,006
MD0 9:00 AM - 10:00 AM	0	60	60	248	415	663	248	474	723
MD1 10:00 AM - 12:00 PM	0	0	0	527	868	1,395	527	868	1,395
MD2 12:00 PM - 3:00 PM	224	0	224	928	1,478	2,405	1,152	1,478	2,629
PM1 3:00 PM - 5:00 PM	689	0	689	1,143	1,616	2,759	1,832	1,616	3,447
PM2 5:00 PM - 6:00 PM	356	0	356	567	816	1,383	923	816	1,739
PM3 6:00 PM - 7:00 PM	269	0	269	447	640	1,087	716	640	1,356
Total Day Time (6:30 AM - 7:00 PM)	1,537	678	2,215	5,145	6,636	11,781	6,682	7,314	13,996

Period	2035								
	Roadway: I-25			Roadway: US-36			Total		
	Section: I-25 HOT Lanes			Section: US 36 HOT Lanes			NB	SB	Total
	I-25 HOT NB	I-25 HOT SB	Total I-25	US 36 HOT NB	US 36 HOT SB	Total US 36			
AM1 6:30 AM - 7:00 AM	0	155	155	174	132	306	174	287	461
AM2 7:00 AM - 8:00 AM	0	439	439	501	383	884	501	822	1,323
AM3 8:00 AM - 9:00 AM	0	309	309	397	310	707	397	619	1,016
MD0 9:00 AM - 10:00 AM	0	70	70	175	307	482	175	377	552
MD1 10:00 AM - 12:00 PM	0	0	0	364	641	1,005	364	641	1,005
MD2 12:00 PM - 3:00 PM	430	0	430	628	1,065	1,693	1,058	1,065	2,123
PM1 3:00 PM - 5:00 PM	928	0	928	1,075	1,507	2,582	2,002	1,507	3,509
PM2 5:00 PM - 6:00 PM	501	0	501	519	797	1,316	1,021	797	1,817
PM3 6:00 PM - 7:00 PM	365	0	365	444	583	1,027	809	583	1,392
Total Day Time (6:30 AM - 7:00 PM)	2,224	972	3,197	4,277	5,724	10,002	6,502	6,697	13,199

Notes: - A transaction is defined as a passage of a vehicle through one tolling zone. A trip will generate one or more transactions.

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**Table B5-1
Estimated Annual Traffic and Gross Toll Revenue
US 36 Express Toll Lanes - Option B - HOV2 + Free
Revenue Optimization**

Year	Annual Traffic Volume			Annual Gross Toll	Average Toll
	Toll-Free Trips	Toll Trips	Total Trips	Revenue (No Ramp-up)	
2015	8,431,000	11,241,000	19,672,000	\$9,249,000	\$0.82
2016	8,468,000	11,345,000	19,813,000	\$9,715,000	\$0.86
2017	8,505,000	11,450,000	19,955,000	\$10,205,000	\$0.89
2018	8,542,000	11,556,000	20,098,000	\$10,720,000	\$0.93
2019	8,579,000	11,663,000	20,242,000	\$11,261,000	\$0.97
2020	8,616,000	11,771,000	20,387,000	\$11,829,000	\$1.00
2021	8,654,000	11,880,000	20,534,000	\$12,426,000	\$1.05
2022	8,692,000	11,990,000	20,682,000	\$13,053,000	\$1.09
2023	8,730,000	12,101,000	20,831,000	\$13,711,000	\$1.13
2024	8,768,000	12,213,000	20,981,000	\$14,402,000	\$1.18
2025	8,806,000	12,326,000	21,132,000	\$15,128,000	\$1.23
2026	8,844,000	12,440,000	21,284,000	\$15,891,000	\$1.28
2027	8,883,000	12,555,000	21,438,000	\$16,692,000	\$1.33
2028	8,922,000	12,671,000	21,593,000	\$17,534,000	\$1.38
2029	8,961,000	12,788,000	21,749,000	\$18,418,000	\$1.44
2030	9,000,000	12,906,000	21,906,000	\$19,347,000	\$1.50
2031	9,039,000	13,026,000	22,065,000	\$20,323,000	\$1.56
2032	9,078,000	13,147,000	22,225,000	\$21,348,000	\$1.62
2033	9,118,000	13,269,000	22,387,000	\$22,425,000	\$1.69
2034	9,158,000	13,392,000	22,550,000	\$23,556,000	\$1.76
2035	9,198,000	13,518,000	22,716,000	\$24,743,000	\$1.83
Cumulative Revenue				\$331,976,000	

Note: All toll revenue is calculated in future dollars.

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**Table B5-2
Estimated Annual Traffic and Gross Toll Revenue
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization**

Year	Annual Traffic Volume			Annual Gross Toll	Average Toll
	Toll-Free Trips	Toll Trips	Total Trips	Revenue (No Ramp-up)	
2015	2,163,000	13,765,000	15,928,000	\$12,003,000	\$0.87
2016	2,171,000	13,887,000	16,058,000	\$12,683,000	\$0.91
2017	2,179,000	14,010,000	16,189,000	\$13,401,000	\$0.96
2018	2,187,000	14,134,000	16,321,000	\$14,160,000	\$1.00
2019	2,195,000	14,259,000	16,454,000	\$14,962,000	\$1.05
2020	2,204,000	14,385,000	16,589,000	\$15,809,000	\$1.10
2021	2,213,000	14,512,000	16,725,000	\$16,704,000	\$1.15
2022	2,222,000	14,640,000	16,862,000	\$17,650,000	\$1.21
2023	2,231,000	14,769,000	17,000,000	\$18,650,000	\$1.26
2024	2,240,000	14,900,000	17,140,000	\$19,706,000	\$1.32
2025	2,249,000	15,032,000	17,281,000	\$20,822,000	\$1.39
2026	2,258,000	15,165,000	17,423,000	\$22,001,000	\$1.45
2027	2,267,000	15,299,000	17,566,000	\$23,247,000	\$1.52
2028	2,276,000	15,434,000	17,710,000	\$24,564,000	\$1.59
2029	2,285,000	15,570,000	17,855,000	\$25,955,000	\$1.67
2030	2,294,000	15,708,000	18,002,000	\$27,425,000	\$1.75
2031	2,303,000	15,847,000	18,150,000	\$28,978,000	\$1.83
2032	2,312,000	15,987,000	18,299,000	\$30,619,000	\$1.92
2033	2,321,000	16,128,000	18,449,000	\$32,353,000	\$2.01
2034	2,330,000	16,271,000	18,601,000	\$34,185,000	\$2.10
2035	2,337,000	16,415,000	18,752,000	\$36,125,000	\$2.20

Cumulative Revenue

\$462,002,000

Note: All toll revenue is calculated in future dollars.

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Table B6-1
Estimated Annual Gross Toll Revenue per Roadway Section
US 36 Express Toll Lanes - Option B - HOV2 + Free
Revenue Optimization

Year		I-25		US 36		Total	
		Annual Gross Toll Revenue (No Ramp-up)	Annual Gross Toll Revenue with Ramp-up	Annual Gross Toll Revenue (No Ramp-up)	Annual Gross Toll Revenue with Ramp-up (1)	Annual Gross Toll Revenue (No Ramp-up)	Annual Gross Toll Revenue with Ramp-up (1)
2015	(1)	\$4,586,000	\$4,586,000	\$4,663,000	\$2,693,000	\$9,249,000	\$7,279,000
2016	(1)	\$4,853,000	\$4,853,000	\$4,862,000	\$4,343,000	\$9,715,000	\$9,196,000
2017	(1)	\$5,136,000	\$5,136,000	\$5,069,000	\$5,031,000	\$10,205,000	\$10,167,000
2018		\$5,435,000	\$5,435,000	\$5,285,000	\$5,285,000	\$10,720,000	\$10,720,000
2019		\$5,752,000	\$5,752,000	\$5,509,000	\$5,509,000	\$11,261,000	\$11,261,000
2020		\$6,086,000	\$6,086,000	\$5,743,000	\$5,743,000	\$11,829,000	\$11,829,000
2021		\$6,440,000	\$6,440,000	\$5,986,000	\$5,986,000	\$12,426,000	\$12,426,000
2022		\$6,814,000	\$6,814,000	\$6,239,000	\$6,239,000	\$13,053,000	\$13,053,000
2023		\$7,209,000	\$7,209,000	\$6,502,000	\$6,502,000	\$13,711,000	\$13,711,000
2024		\$7,626,000	\$7,626,000	\$6,776,000	\$6,776,000	\$14,402,000	\$14,402,000
2025		\$8,067,000	\$8,067,000	\$7,061,000	\$7,061,000	\$15,128,000	\$15,128,000
2026		\$8,533,000	\$8,533,000	\$7,358,000	\$7,358,000	\$15,891,000	\$15,891,000
2027		\$9,025,000	\$9,025,000	\$7,667,000	\$7,667,000	\$16,692,000	\$16,692,000
2028		\$9,545,000	\$9,545,000	\$7,989,000	\$7,989,000	\$17,534,000	\$17,534,000
2029		\$10,095,000	\$10,095,000	\$8,323,000	\$8,323,000	\$18,418,000	\$18,418,000
2030		\$10,676,000	\$10,676,000	\$8,671,000	\$8,671,000	\$19,347,000	\$19,347,000
2031		\$11,289,000	\$11,289,000	\$9,034,000	\$9,034,000	\$20,323,000	\$20,323,000
2032		\$11,938,000	\$11,938,000	\$9,410,000	\$9,410,000	\$21,348,000	\$21,348,000
2033		\$12,623,000	\$12,623,000	\$9,802,000	\$9,802,000	\$22,425,000	\$22,425,000
2034		\$13,346,000	\$13,346,000	\$10,210,000	\$10,210,000	\$23,556,000	\$23,556,000
2035		\$14,109,000	\$14,109,000	\$10,634,000	\$10,634,000	\$24,743,000	\$24,743,000
Cumulative Revenue		\$179,183,000	\$179,181,398	\$152,793,000	\$150,266,000	\$331,976,000	\$329,447,398

(1) Ramp-up adjustment factors are applied to the portion of revenue from US 36 for the first three years of operation. Adjustment factors are as follows: 2015 - 57.8%, 2016 - 89.3% and 2017 - 99.3%.

Note: All toll revenue is calculated in future dollars.

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Table B6-2
Estimated Annual Gross Toll Revenue per Roadway Section
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization

Year	I-25		US 36		Total	
	Annual Gross Toll Revenue (No Ramp-up)	Annual Gross Toll Revenue with Ramp-up	Annual Gross Toll Revenue (No Ramp-up)	Annual Gross Toll Revenue with Ramp-up (1)	Annual Gross Toll Revenue (No Ramp-up)	Annual Gross Toll Revenue with Ramp-up (1)
2015	(1) \$5,055,000	\$5,055,000	\$6,948,000	\$4,012,000	\$12,003,000	\$9,067,000
2016	(1) \$5,482,000	\$5,482,000	\$7,201,000	\$6,433,000	\$12,683,000	\$11,915,000
2017	(1) \$5,942,000	\$5,942,000	\$7,459,000	\$7,403,000	\$13,401,000	\$13,345,000
2018	\$6,438,000	\$6,437,728	\$7,722,000	\$7,722,000	\$14,160,000	\$14,159,728
2019	\$6,971,000	\$6,970,864	\$7,991,000	\$7,991,000	\$14,962,000	\$14,961,864
2020	\$7,544,000	\$7,543,935	\$8,265,000	\$8,265,000	\$15,809,000	\$15,808,935
2021	\$8,160,000	\$8,160,140	\$8,544,000	\$8,544,000	\$16,704,000	\$16,704,140
2022	\$8,822,000	\$8,822,347	\$8,828,000	\$8,828,000	\$17,650,000	\$17,650,347
2023	\$9,533,000	\$9,533,437	\$9,117,000	\$9,117,000	\$18,650,000	\$18,650,437
2024	\$10,297,000	\$10,296,673	\$9,409,000	\$9,409,000	\$19,706,000	\$19,705,673
2025	\$11,115,000	\$11,114,999	\$9,707,000	\$9,707,000	\$20,822,000	\$20,821,999
2026	\$11,992,000	\$11,992,169	\$10,009,000	\$10,009,000	\$22,001,000	\$22,001,169
2027	\$12,932,000	\$12,932,156	\$10,315,000	\$10,315,000	\$23,247,000	\$23,247,156
2028	\$13,939,000	\$13,939,209	\$10,625,000	\$10,625,000	\$24,564,000	\$24,564,209
2029	\$15,017,000	\$15,016,657	\$10,938,000	\$10,938,000	\$25,955,000	\$25,954,657
2030	\$16,169,000	\$16,169,384	\$11,256,000	\$11,256,000	\$27,425,000	\$27,425,384
2031	\$17,402,000	\$17,401,707	\$11,576,000	\$11,576,000	\$28,978,000	\$28,977,707
2032	\$18,719,000	\$18,718,538	\$11,900,000	\$11,900,000	\$30,619,000	\$30,618,538
2033	\$20,126,000	\$20,125,566	\$12,227,000	\$12,227,000	\$32,353,000	\$32,352,566
2034	\$21,628,000	\$21,628,066	\$12,557,000	\$12,557,000	\$34,185,000	\$34,185,066
2035	\$23,234,000	\$23,234,148	\$12,891,000	\$12,891,000	\$36,125,000	\$36,125,148
Cumulative Revenue	\$256,517,000	\$256,516,723	\$205,485,000	\$201,725,000	\$462,002,000	\$458,241,723

(1) Ramp-up adjustment factors are applied to the portion of revenue from US 36 for the first three years of operation. Adjustment factors are as follows: 2015 - 57.8%, 2016 - 89.3% and 2017 - 99.3%.

Note: All toll revenue is calculated in future dollars.

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**Table B7-1
Estimated Annual Gross Toll Revenue per Roadway Section
US 36 Express Toll Lanes - Option B - HOV2 + Free
Revenue Optimization**

Year	I-25			US 36			Total		
	Annual Gross Toll Revenue with Ramp-up	Toll Operations & Maintenance	Net Revenue (2) with Ramp-up	Annual Gross Toll Revenue with Ramp-up	Toll Operations & Maintenance	Net Revenue (2) with Ramp-up	Annual Gross Toll Revenue with Ramp-up	Toll Operations & Maintenance	Net Revenue (2) with Ramp-up
2015	(1) \$4,586,000	\$613,000	\$3,973,000	\$2,693,000	\$1,654,000	\$1,039,000	\$7,279,000	\$2,267,000	\$5,012,000
2016	(1) \$4,853,000	\$628,000	\$4,225,000	\$4,343,000	\$1,696,000	\$2,647,000	\$9,196,000	\$2,324,000	\$6,872,000
2017	(1) \$5,136,000	\$644,000	\$4,492,000	\$5,031,000	\$1,738,000	\$3,293,000	\$10,167,000	\$2,382,000	\$7,785,000
2018	\$5,435,000	\$660,000	\$4,775,000	\$5,285,000	\$1,782,000	\$3,503,000	\$10,720,000	\$2,442,000	\$8,278,000
2019	\$5,752,000	\$676,000	\$5,076,000	\$5,509,000	\$1,826,000	\$3,683,000	\$11,261,000	\$2,502,000	\$8,759,000
2020	\$6,086,000	\$693,000	\$5,393,000	\$5,743,000	\$1,872,000	\$3,871,000	\$11,829,000	\$2,565,000	\$9,264,000
2021	\$6,440,000	\$711,000	\$5,729,000	\$5,986,000	\$1,918,000	\$4,068,000	\$12,426,000	\$2,629,000	\$9,797,000
2022	\$6,814,000	\$728,000	\$6,086,000	\$6,239,000	\$1,966,000	\$4,273,000	\$13,053,000	\$2,694,000	\$10,359,000
2023	\$7,209,000	\$747,000	\$6,462,000	\$6,502,000	\$2,016,000	\$4,486,000	\$13,711,000	\$2,763,000	\$10,948,000
2024	\$7,626,000	\$765,000	\$6,861,000	\$6,776,000	\$2,066,000	\$4,710,000	\$14,402,000	\$2,831,000	\$11,571,000
2025	\$8,067,000	\$785,000	\$7,282,000	\$7,061,000	\$2,118,000	\$4,943,000	\$15,128,000	\$2,903,000	\$12,225,000
2026	\$8,533,000	\$804,000	\$7,729,000	\$7,358,000	\$2,171,000	\$5,187,000	\$15,891,000	\$2,975,000	\$12,916,000
2027	\$9,025,000	\$824,000	\$8,201,000	\$7,667,000	\$2,225,000	\$5,442,000	\$16,692,000	\$3,049,000	\$13,643,000
2028	\$9,545,000	\$845,000	\$8,700,000	\$7,989,000	\$2,280,000	\$5,709,000	\$17,534,000	\$3,125,000	\$14,409,000
2029	\$10,095,000	\$866,000	\$9,229,000	\$8,323,000	\$2,337,000	\$5,986,000	\$18,418,000	\$3,203,000	\$15,215,000
2030	\$10,676,000	\$888,000	\$9,788,000	\$8,671,000	\$2,396,000	\$6,275,000	\$19,347,000	\$3,284,000	\$16,063,000
2031	\$11,289,000	\$910,000	\$10,379,000	\$9,034,000	\$2,456,000	\$6,578,000	\$20,323,000	\$3,366,000	\$16,957,000
2032	\$11,938,000	\$933,000	\$11,005,000	\$9,410,000	\$2,517,000	\$6,893,000	\$21,348,000	\$3,450,000	\$17,898,000
2033	\$12,623,000	\$956,000	\$11,667,000	\$9,802,000	\$2,580,000	\$7,222,000	\$22,425,000	\$3,536,000	\$18,889,000
2034	\$13,346,000	\$980,000	\$12,366,000	\$10,210,000	\$2,645,000	\$7,565,000	\$23,556,000	\$3,625,000	\$19,931,000
2035	\$14,109,000	\$1,004,000	\$13,105,000	\$10,634,000	\$2,711,000	\$7,923,000	\$24,743,000	\$3,715,000	\$21,028,000
Cumulative Revenue	\$179,183,000		\$162,523,000	\$150,266,000		\$105,296,000	\$329,449,000	\$61,630,000	\$267,819,000

- (1) Ramp-up adjustment factors are applied to the portion of revenue from US 36 for the first three years of operation. Adjustment factors are as follows: 2015 - 57.8%, 2016 - 89.3% and 2017 - 99.3%.
- (2) Net revenue is calculated as difference between gross revenue including ramp-up and the toll operations cost. Roadway maintenance and cost for patrols are not included.

Note: All toll revenue is calculated in future dollars.

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**Table B7-2
Estimated Annual Gross Toll Revenue per Roadway Section
US 36 Express Toll Lanes - Option B - HOV3 + Free
Revenue Optimization**

Year	I-25			US 36			Total		
	Annual Gross Toll Revenue with Ramp-up	Toll Operations & Maintenance	Net Revenue (2) with Ramp-up	Annual Gross Toll Revenue with Ramp-up	Toll Operations & Maintenance	Net Revenue (2) with Ramp-up	Annual Gross Toll Revenue with Ramp-up	Toll Operations & Maintenance	Net Revenue (2) with Ramp-up
2015	(1) \$5,055,000	\$613,000	\$4,442,000	\$4,012,000	\$1,654,000	\$2,358,000	\$9,067,000	\$2,267,000	\$6,800,000
2016	(1) \$5,482,000	\$628,000	\$4,854,000	\$6,433,000	\$1,696,000	\$4,737,000	\$11,915,000	\$2,324,000	\$9,591,000
2017	(1) \$5,942,000	\$644,000	\$5,298,000	\$7,403,000	\$1,738,000	\$5,665,000	\$13,345,000	\$2,382,000	\$10,963,000
2018	\$6,438,000	\$660,000	\$5,778,000	\$7,722,000	\$1,782,000	\$5,940,000	\$14,160,000	\$2,442,000	\$11,718,000
2019	\$6,971,000	\$676,000	\$6,295,000	\$7,991,000	\$1,826,000	\$6,165,000	\$14,962,000	\$2,502,000	\$12,460,000
2020	\$7,544,000	\$693,000	\$6,851,000	\$8,265,000	\$1,872,000	\$6,393,000	\$15,809,000	\$2,565,000	\$13,244,000
2021	\$8,160,000	\$711,000	\$7,449,000	\$8,544,000	\$1,918,000	\$6,626,000	\$16,704,000	\$2,629,000	\$14,075,000
2022	\$8,822,000	\$728,000	\$8,094,000	\$8,828,000	\$1,966,000	\$6,862,000	\$17,650,000	\$2,694,000	\$14,956,000
2023	\$9,533,000	\$747,000	\$8,786,000	\$9,117,000	\$2,016,000	\$7,101,000	\$18,650,000	\$2,763,000	\$15,887,000
2024	\$10,297,000	\$765,000	\$9,532,000	\$9,409,000	\$2,066,000	\$7,343,000	\$19,706,000	\$2,831,000	\$16,875,000
2025	\$11,115,000	\$785,000	\$10,330,000	\$9,707,000	\$2,118,000	\$7,589,000	\$20,822,000	\$2,903,000	\$17,919,000
2026	\$11,992,000	\$804,000	\$11,188,000	\$10,009,000	\$2,171,000	\$7,838,000	\$22,001,000	\$2,975,000	\$19,026,000
2027	\$12,932,000	\$824,000	\$12,108,000	\$10,315,000	\$2,225,000	\$8,090,000	\$23,247,000	\$3,049,000	\$20,198,000
2028	\$13,939,000	\$845,000	\$13,094,000	\$10,625,000	\$2,280,000	\$8,345,000	\$24,564,000	\$3,125,000	\$21,439,000
2029	\$15,017,000	\$866,000	\$14,151,000	\$10,938,000	\$2,337,000	\$8,601,000	\$25,955,000	\$3,203,000	\$22,752,000
2030	\$16,169,000	\$888,000	\$15,281,000	\$11,256,000	\$2,396,000	\$8,860,000	\$27,425,000	\$3,284,000	\$24,141,000
2031	\$17,402,000	\$910,000	\$16,492,000	\$11,576,000	\$2,456,000	\$9,120,000	\$28,978,000	\$3,366,000	\$25,612,000
2032	\$18,719,000	\$933,000	\$17,786,000	\$11,900,000	\$2,517,000	\$9,383,000	\$30,619,000	\$3,450,000	\$27,169,000
2033	\$20,126,000	\$956,000	\$19,170,000	\$12,227,000	\$2,580,000	\$9,647,000	\$32,353,000	\$3,536,000	\$28,817,000
2034	\$21,628,000	\$980,000	\$20,648,000	\$12,557,000	\$2,645,000	\$9,912,000	\$34,185,000	\$3,625,000	\$30,560,000
2035	\$23,234,000	\$1,004,000	\$22,230,000	\$12,891,000	\$2,711,000	\$10,180,000	\$36,125,000	\$3,715,000	\$32,410,000
Cumulative Revenue	\$256,517,000		\$239,857,000	\$201,725,000		\$156,755,000	\$458,242,000	\$61,630,000	\$396,612,000

- (1) Ramp-up adjustment factors are applied to the portion of revenue from US 36 for the first three years of operation. Adjustment factors are as follows: 2015 - 57.8%, 2016 - 89.3% and 2017 - 99.3%.
- (2) Net revenue is calculated as difference between gross revenue including ramp-up and the toll operations cost. Roadway maintenance and cost for patrols are not included.

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