

hours. Consistent with the lower demand during these non-peak periods, the toll rate in these periods was reduced.

The tolling schedule subsequently produced assumes three defined toll collection periods on weekdays: peak period, peak shoulder, and off-peak. The weekend consists of an off-peak period only. The AM and PM peak hour toll rate for an assumed 2008 opening year would be approximately \$0.18 in 2004 dollars. The projected 2025 AM and PM peak hour toll rate will be approximately \$0.28 in 2004 dollars. This would be an approximate cost of \$2.24 for opening year and \$3.50 in 2025 in 2004 dollars, to travel the entire corridor from Kipling Parkway to I-25. The proposed toll schedule is shown in Table 9.2.

Table 9.1
Toll Schedule
Final Configuration

Time Period	Hours	Opening Year 2008		2025	
		Toll Rate/Mile (\$)	Through Trip (\$)*	Toll Rate/Mile (\$)	Through Trip (\$)*
AM Off-Peak	5:00 - 5:30	0.06	0.71	0.10	1.25
AM Shoulder	5:30 - 6:30	0.10	1.25	0.14	1.75
AM Peak	6:30 - 8:00	0.18	2.24	0.28	3.50
AM Shoulder	8:00 - 9:00	0.10	1.25	0.14	1.75
AM Off-Peak	9:00 - 12:00	0.06	0.75	0.10	1.25
PM Off-Peak	12:00 - 2:00	0.06	0.75	0.10	1.25
PM Shoulder	2:00 - 3:00	0.10	1.25	0.14	1.75
PM Peak	3:00 - 6:00	0.18	2.24	0.28	3.50
PM Shoulder	6:00 - 7:00	0.10	1.25	0.14	1.75
PM Off-Peak	7:00 - 10:00	0.06	0.75	0.10	1.25

* Through trip assumes travel of the entire 12.5-mile express lane corridor length.

All dollar amounts are in 2004 dollars.

These values are shown strictly for analysis purposes; ultimately, it will be the responsibility of the CTE to determine the final toll structure, toll rates, and escalation schedule.

9.2.2 Roadway Design Capital Cost Estimates

The initial roadway typical section assumed complete reconstruction of the existing facility in order to add express lanes in the center. The initial typical section used preferred shoulder widths in accordance with AASHTO requirements. The typical section consisted of 8-foot inside shoulders and 12-foot outside shoulders in both the express lanes and general purpose lanes. Due to the high cost of reconstructing the entire pavement section, cost saving measures were considered. These measures included reducing the shoulder width, removing the proposed barrier section and replacing it with a 4-foot buffer separation, constructing a two-lane reversible facility,