

IP 13-1999  
9-15-99

# APPENDIX A

## ANALYTICAL TABLES

### TABLE 1

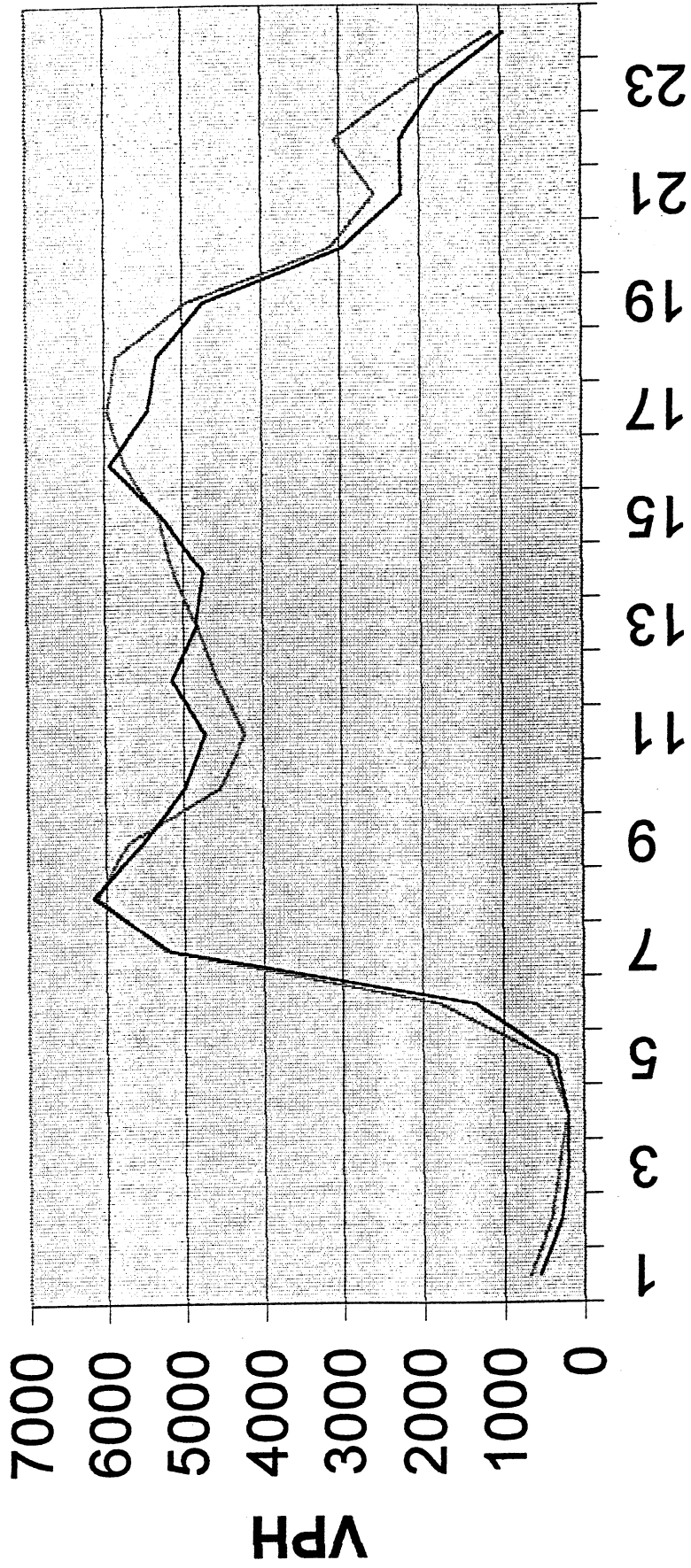
#### TRAFFIC COUNT

I-25 at Hampden -- August 1996 (3 lanes each direction)

HOUR	NB COUNT	SB COUNT	TOTAL COUNT
0	676	558	1234
1	416	291	707
2	313	198	511
3	213	211	424
4	472	359	831
5	1794	1364	3158
6	5243	5209	10452
7	6120	6169	12289
8	5716	5529	11245
9	4546	4994	9540
10	4231	4736	8967
11	4574	5155	9729
12	4834	4848	9682
13	5136	4755	9891
14	5311	5263	10574
15	5752	5936	11688
16	5960	5451	11411
17	5845	5330	11175
18	4953	4738	9691
19	3117	2960	6077
20	2561	2226	4787
21	3076	2249	5325
22	2162	1802	3964
23	1111	968	2079
TOTAL	84132	81299	165431

SOURCE: CDOT

# I-25 TRAFFIC DISTRIBUTION



HOUR

— NORTHBOUND — SOUTHBOUND

**TABLE 2****CONFIGURATION POSSIBILITIES**

CONFIGURATION NUMBER	GENERAL PURPOSE LANES	TOLL LANES	LRT	SUBSEQUENT DESIGNATION
1	3	0	0	3-0-0
2	4	0	0	4-0-0
3	5	0	0	5-0-0
4	6	0	0	6-0-0
5	3	0	1	3-0-1
6	4	0	1	4-0-1
7	5	0	1	5-0-1
8	3	1	0	3-1-0
9	4	1	0	4-1-0
10	5	1	0	5-1-0
11	3	1	1	3-1-1
12	4	1	1	4-1-1
13	3	2	0	3-2-0
14	4	2	0	4-2-0
15	3	2	1	3-2-1
16	3	3	0	3-3-0
17	2	3	0	2-3-0
18	2	3	1	2-3-1
19	2	4	0	2-4-0
20	1	4	1	1-4-1
21	1	4	0	1-4-0
22	1	5	0	1-5-0

**TABLE 3****CAPITAL CONSTRUCTION COST OF ALL CONFIGURATIONS**

NUMB	GENERAL PURPOSE LANES	HOT LANES	LRT	CONFI GURA TION	HIGHWAY CAP COST (MILLION)	LRT CAP COST (MILLION)	TOTAL CAP COST (MILLION)
1	3	0	0	3-0-0	\$0	\$0	\$0
2	4	0	0	4-0-0	\$571	\$0	\$571
3	5	0	0	5-0-0	\$1,143	\$0	\$1,143
4	6	0	0	6-0-0	\$1,714	\$0	\$1,714
5	3	0	1	3-0-1	\$0	\$883	\$883
6	4	0	1	4-0-1	\$571	\$883	\$1,454
7	5	0	1	5-0-1	\$1,143	\$883	\$2,025
8	3	1	0	3-1-0	\$571	\$0	\$571
9	4	1	0	4-1-0	\$1,143	\$0	\$1,143
10	5	1	0	5-1-0	\$1,714	\$0	\$1,714
11	3	1	1	3-1-1	\$571	\$883	\$1,454
12	4	1	1	4-1-1	\$1,143	\$883	\$2,025
13	3	2	0	3-2-0	\$1,143	\$0	\$1,143
14	4	2	0	4-2-0	\$1,714	\$0	\$1,714
15	3	2	1	3-2-1	\$1,143	\$883	\$2,025
16	3	3	0	3-3-0	\$1,714	\$0	\$1,714
17	2	3	0	2-3-0	\$1,143	\$0	\$1,143
18	2	3	1	2-3-1	\$1,143	\$883	\$2,025
19	2	4	0	2-4-0	\$1,714	\$0	\$1,714
20	1	4	1	1-4-1	\$1,143	\$883	\$2,025
21	1	4	0	1-4-0	\$1,143	\$0	\$1,143
22	1	5	0	1-5-0	\$1,714	\$0	\$1,714

**TABLE 3A****CAPITAL CONSTRUCTION COST OF ALL CONFIGURATIONS**

NMBR	GENERAL PURPOSE LANES	HOT LANES	LRT	CONFI GURA TION	HIGHWAY CAP COST (MILLIONS)	LRT CAP COST (MILLIONS)	TOTAL CAP COST (MILLIONS)
1	3	0	0	3-0-0	\$0	\$0	\$0
2	4	0	0	4-0-0	\$571	\$0	\$571
8	3	1	0	5-0-0	\$571	\$0	\$571
5	3	0	1	6-0-0	\$0	\$883	\$883
3	5	0	0	3-0-1	\$1,143	\$0	\$1,143
9	4	1	0	4-0-1	\$1,143	\$0	\$1,143
13	3	2	0	5-0-1	\$1,143	\$0	\$1,143
17	2	3	0	3-1-0	\$1,143	\$0	\$1,143
21	1	4	0	4-1-0	\$1,143	\$0	\$1,143
6	4	0	1	5-1-0	\$571	\$883	\$1,454
11	3	1	1	3-1-1	\$571	\$883	\$1,454
4	6	0	0	4-1-1	\$1,714	\$0	\$1,714
10	5	1	0	3-2-0	\$1,714	\$0	\$1,714
14	4	2	0	4-2-0	\$1,714	\$0	\$1,714
16	3	3	0	3-2-1	\$1,714	\$0	\$1,714
19	2	4	0	3-3-0	\$1,714	\$0	\$1,714
22	1	5	0	2-3-0	\$1,714	\$0	\$1,714
7	5	0	1	2-3-1	\$1,143	\$883	\$2,025
12	4	1	1	2-4-0	\$1,143	\$883	\$2,025
15	3	2	1	1-4-1	\$1,143	\$883	\$2,025
18	2	3	1	1-4-0	\$1,143	\$883	\$2,025
20	1	4	1	1-5-0	\$1,143	\$883	\$2,025

**TABLE 4**

**91 FREEWAY EB FEB. 1997 -- TRAFFIC AND REVENUE ANALYSIS**

HOUR	ALL LANES 15 MIN COUNT	ALL LANES VPH	HOT LANES 15 MIN COUNT	HOT LANES VPH/LN	FREE LANES 15 MIN COUNT	FREE LANES VPH/LN	TOLL RATE	TOLL REVENUE	MARKET CAPTURE RATE
MIDNIGHT	450	1800	0	0	450	450	\$0.50	\$ -	0%
1:00	300	1200	0	0	300	300	\$0.50	\$ -	0%
2:00	200	800	0	0	200	200	\$0.50	\$ -	0%
3:00	200	800	0	0	200	200	\$0.50	\$ -	0%
4:00	200	800	0	0	200	200	\$0.50	\$ -	0%
5:00	350	1400	0	0	350	350	\$0.50	\$ -	0%
6:00	1000	4000	40	80	960	960	\$0.50	\$ 80.00	4%
7:00	1400	5600	60	120	1340	1340	\$0.50	\$ 120.00	4%
8:00	1350	5400	60	120	1290	1290	\$0.50	\$ 120.00	4%
9:00	1300	5200	40	80	1260	1260	\$0.50	\$ 80.00	3%
10:00	1200	4800	30	60	1170	1170	\$0.50	\$ 60.00	3%
11:00	1200	4800	40	80	1160	1160	\$0.50	\$ 80.00	3%
NOON	1300	5200	50	100	1250	1250	\$0.50	\$ 100.00	4%
13:00	1300	5200	90	180	1210	1210	\$1.00	\$ 360.00	7%
14:00	1700	6800	130	260	1570	1570	\$1.50	\$ 780.00	8%
15:00	2100	8400	350	700	1750	1750	\$2.75	\$ 3,850.00	17%
16:00	2200	8800	560	1120	1640	1640	\$2.75	\$ 6,160.00	25%
17:00	2300	9200	690	1380	1610	1610	\$2.75	\$ 7,590.00	30%
18:00	2200	8800	540	1080	1660	1660	\$2.75	\$ 5,940.00	25%
19:00	2000	8000	300	600	1700	1700	\$1.50	\$ 1,800.00	15%
20:00	1400	5600	100	200	1300	1300	\$1.00	\$ 400.00	7%
21:00	1200	4800	75	150	1125	1125	\$0.50	\$ 150.00	6%
22:00	1000	4000	50	100	950	950	\$0.50	\$ 100.00	5%
23:00	750	3000	25	50	725	725	\$0.50	\$ 50.00	3%
							TOTAL	\$ 27,820.00	
								PER DAY	

NOTE: WHEN FREE LANE VOLUME EXCEEDS 1500 VPH/LANE, MARKET CAPTURE RATE EXCEEDS 10%

SOURCE: RAW TRAFFIC DATA EXTRACTED FROM CALPOLY STUDY

**TABLE 5****TRAFFIC GROWTH ESTIMATES – 2.6% PER YEAR  
I-25 AT HAMPDEN – NORTHBOUND**

HOUR	BASE-ZERO	5 YEARS	10 YEARS	15 YEARS	20 YEARS	25 YEARS
	1996 COUNT	2001 COUNT	2006 COUNT	2011 COUNT	2016 COUNT	2021 COUNT
0	676	771	872	994	1129	1284
1	416	474	537	612	695	790
2	313	357	404	460	523	595
3	213	243	275	313	356	405
4	472	538	609	694	788	897
5	1794	2045	2314	2637	2996	3409
6	5243	5977	6763	7707	8756	9962
7	6120	6977	7895	8996	10220	11628
8	5716	6516	7374	8403	9546	10860
9	4546	5182	5864	6683	7592	8637
10	4231	4823	5458	6220	7066	8039
11	4574	5214	5900	6724	7639	8691
12	4834	5511	6236	7106	8073	9185
13	5136	5855	6625	7550	8577	9758
14	5311	6055	6851	7807	8869	10091
15	5752	6557	7420	8455	9606	10929
16	5960	6794	7688	8761	9953	11324
17	5845	6663	7540	8592	9761	11106
18	4953	5646	6389	7281	8272	9411
19	3117	3553	4021	4582	5205	5922
20	2561	2920	3304	3765	4277	4866
21	3076	3507	3968	4522	5137	5844
22	2162	2465	2789	3178	3611	4108
23	1111	1267	1433	1633	1855	2111
TOTAL	84132	95910	108530	123674	140500	159851

**TABLE 6**

**SUMMARY OF VARIABLE TOLL GROSS REVENUE ESTIMATES**

CONFIGU- NMBR	RATATION	DAILY TOLL		ANNUAL RATE OF TOLL REVENUE GROWTH	NUMBER OF CUSTOMERS REFUSED SERVICE IN 2006	NUMBER OF CUSTOMERS REFUSED SERVICE IN 2011	NUMBER	NUMBER
		REVENUE POTENTIAL IN 2006	REVENUE POTENTIAL IN 2011				OF FULL FLOW IN ALL LNS HRS/DAY IN 2006	OF FULL FLOW IN ALL LNS HRS/DAY IN 2011
1	3-0-0	\$ -	\$ -	0.0%	28,547	41,867	10+	13+
2	4-0-0	\$ -	\$ -	0.0%	10,782	22,285	10	13
3	5-0-0	\$ -	\$ -	0.0%	623	6,272	3	8
4	6-0-0	\$ -	\$ -	0.0%	0	0	0	0
5	3-0-1	\$ -	\$ -	0.0%	28,547	41,867	10+	13+
6	4-0-1	\$ -	\$ -	0.0%	10,782	22,285	10	13
7	5-0-1	\$ -	\$ -	0.0%	623	6,272	3	8
8	3-1-0	\$ 88,476.00	\$ 98,281.00	2.2%	10,782	22,285	10	13
9	4-1-0	\$ 45,943.00	\$ 105,643.00	26.0%	623	6,272	3	8
10	5-1-0	\$ 821.00	\$ 23,726.00	558.0%	0	0	0	0
11	3-1-1	\$ 88,476.00	\$ 98,281.00	2.2%	10,782	22,285	10	13
12	4-1-1	\$ 49,468.00	\$ 156,574.00	43.3%	623	6,272	3	8
13	3-2-0	\$ 119,916.00	\$ 167,462.00	7.9%	623	6,272	3	8
14	4-2-0	\$ 26,621.00	\$ 82,187.00	41.7%	0	0	0	0
15	3-2-1	\$ 119,916.00	\$ 167,462.00	7.9%	623	6,272	3	8
16	3-3-0	\$ 87,628.00	\$ 164,369.00	17.5%	0	0	0	0
17	2-3-0	\$ 213,824.00	\$ 271,102.00	5.4%	623	6,272	3	8
18	2-3-1	\$ 213,824.00	\$ 271,102.00	5.4%	623	6,272	3	8
19	2-4-0	\$ 169,553.00	\$ 260,172.00	10.7%	0	0	0	0
20	1-4-1	\$ 322,647.00	\$ 387,191.00	4.0%	623	6,272	3	8
21	1-4-0	\$ 322,647.00	\$ 387,191.00	4.0%	623	6,272	3	8
22	1-5-0	\$ 268,505.00	\$ 270,932.00	0.2%	0	0	0	0



**TABLE 7**

**ANNUAL GROSS REVENUE AND OPERATING COSTS IN 2006**

		DAILY TOLL REVENUE	DAILY TOLL REVENUE	ANNUAL TOLL REVENUE	DAILY TOLL CUSTO- MERS	ANNUAL TOLL CUSTO- MERS	ANNUAL TOLL EXPENSE
NMBR	CONFIGU- RATATION (1 DIRECTION)	(1 DIRECTION)	(2 DIR)	260D/YR (MILLIONS)	(1 DIR)	(MILLIONS)	(MILLIONS)
1	3-0-0	\$ -	\$ -	\$0.0	0	0.0	\$0.0
2	4-0-0	\$ -	\$ -	\$0.0	0	0.0	\$0.0
3	5-0-0	\$ -	\$ -	\$0.0	0	0.0	\$0.0
4	6-0-0	\$ -	\$ -	\$0.0	0	0.0	\$0.0
5	3-0-1	\$ -	\$ -	\$0.0	0	0.0	\$0.0
6	4-0-1	\$ -	\$ -	\$0.0	0	0.0	\$0.0
7	5-0-1	\$ -	\$ -	\$0.0	0	0.0	\$0.0
8	3-1-0	\$ 88,476.00	\$ 176,952.00	\$46.0	17,765	9.2	\$8.7
9	4-1-0	\$ 45,943.00	\$ 91,886.00	\$23.9	10,159	5.3	\$6.1
10	5-1-0	\$ 821.00	\$ 1,642.00	\$0.4	623	0.3	\$2.8
11	3-1-1	\$ 88,476.00	\$ 176,952.00	\$46.0	17,765	9.2	\$8.7
12	4-1-1	\$ 49,468.00	\$ 98,936.00	\$25.7	10,159	5.3	\$6.1
13	3-2-0	\$ 119,916.00	\$ 239,832.00	\$62.4	28,882	15.0	\$12.5
14	4-2-0	\$ 26,621.00	\$ 53,242.00	\$13.8	10,782	5.6	\$6.3
15	3-2-1	\$ 119,916.00	\$ 239,832.00	\$62.4	28,882	15.0	\$12.5
16	3-3-0	\$ 87,628.00	\$ 175,256.00	\$45.6	29,505	15.3	\$12.7
17	2-3-0	\$ 213,824.00	\$ 427,648.00	\$111.2	50,675	26.4	\$19.9
18	2-3-1	\$ 213,824.00	\$ 427,648.00	\$111.2	50,675	26.4	\$19.9
19	2-4-0	\$ 169,553.00	\$ 339,106.00	\$88.2	51,298	26.7	\$20.1
20	1-4-1	\$ 322,647.00	\$ 645,294.00	\$167.8	76,778	39.9	\$28.8
21	1-4-0	\$ 322,647.00	\$ 645,294.00	\$167.8	76,778	39.9	\$28.8
22	1-5-0	\$ 268,505.00	\$ 537,010.00	\$139.6	77,401	40.2	\$29.0

**TABLE 8****ANNUAL GROSS REVENUE AND OPERATING COSTS IN 2011**

		DAILY TOLL REVENUE	DAILY TOLL REVENUE	ANNUAL TOLL REVENUE	DAILY TOLL CUSTO- MERS	ANNUAL TOLL CUSTO- MERS	ANNUAL TOLL OPERATING EXPENSE
NMNR	CONFIGU- RATATION	(1 DIR)	(2 DIR)	260D/YR (MILLIONS)	(1 DIR)	(MILLIONS)	(MILLIONS)
1	3-0-0	\$ -	\$ -	\$0.0	0	0.0	\$0.0
2	4-0-0	\$ -	\$ -	\$0.0	0	0.0	\$0.0
3	5-0-0	\$ -	\$ -	\$0.0	0	0.0	\$0.0
4	6-0-0	\$ -	\$ -	\$0.0	0	0.0	\$0.0
5	3-0-1	\$ -	\$ -	\$0.0	0	0.0	\$0.0
6	4-0-1	\$ -	\$ -	\$0.0	0	0.0	\$0.0
7	5-0-1	\$ -	\$ -	\$0.0	0	0.0	\$0.0
8	3-1-0	\$ 98,281.00	\$ 196,562.00	\$51.1	19,582	10.2	\$9.3
9	4-1-0	\$ 105,643.00	\$ 211,286.00	\$54.9	16,013	8.3	\$8.1
10	5-1-0	\$ 23,726.00	\$ 47,452.00	\$12.3	6,272	3.3	\$4.7
11	3-1-1	\$ 98,281.00	\$ 196,562.00	\$51.1	19,582	10.2	\$9.3
12	4-1-1	\$ 156,574.00	\$ 313,148.00	\$81.4	16,013	8.3	\$8.1
13	3-2-0	\$ 167,462.00	\$ 334,924.00	\$87.1	35,617	18.5	\$14.8
14	4-2-0	\$ 82,187.00	\$ 164,374.00	\$42.7	22,285	11.6	\$10.2
15	3-2-1	\$ 167,462.00	\$ 334,924.00	\$87.1	35,617	18.5	\$14.8
16	3-3-0	\$ 164,369.00	\$ 328,738.00	\$85.5	41,889	21.8	\$16.9
17	2-3-0	\$ 271,102.00	\$ 542,204.00	\$141.0	59,059	30.7	\$22.8
18	2-3-1	\$ 271,102.00	\$ 542,204.00	\$141.0	59,059	30.7	\$22.8
19	2-4-0	\$ 260,172.00	\$ 520,344.00	\$135.3	65,331	34.0	\$24.9
20	1-4-1	\$ 387,191.00	\$ 774,382.00	\$201.3	85,830	44.6	\$31.9
21	1-4-0	\$ 387,191.00	\$ 774,382.00	\$201.3	85,830	44.6	\$31.9
22	1-5-0	\$ 270,932.00	\$ 541,864.00	\$140.9	77,781	40.4	\$29.2

## TABLE 9

### 2006 TOLL DEBT RETIREMENT CAPACITY

	CONFIGU- NMBR RATATION	TOLL REVENUE 2006 (MILLIONS)	TOLL OP EXP 2006 (MILLIONS)	NET OPERATING INCOME (REV-EXP) (MILLIONS)	DEBT RETIREMENT CAPACITY (4%, 30YRS) (MILLIONS)
1	3-0-0	\$0.0	\$0.0	\$0.0	\$0.0
2	4-0-0	\$0.0	\$0.0	\$0.0	\$0.0
3	5-0-0	\$0.0	\$0.0	\$0.0	\$0.0
4	6-0-0	\$0.0	\$0.0	\$0.0	\$0.0
5	3-0-1	\$0.0	\$0.0	\$0.0	\$0.0
6	4-0-1	\$0.0	\$0.0	\$0.0	\$0.0
7	5-0-1	\$0.0	\$0.0	\$0.0	\$0.0
8	3-1-0	\$46.0	\$8.7	\$37.3	\$645.0
9	4-1-0	\$23.9	\$6.1	\$17.8	\$307.8
10	5-1-0	\$0.4	\$2.8	-\$2.4	-\$41.5
11	3-1-1	\$46.0	\$8.7	\$37.3	\$645.0
12	4-1-1	\$25.7	\$6.1	\$19.6	\$338.9
13	3-2-0	\$62.4	\$12.5	\$49.9	\$862.9
14	4-2-0	\$13.8	\$6.3	\$7.5	\$129.7
15	3-2-1	\$62.4	\$12.5	\$49.9	\$862.9
16	3-3-0	\$45.6	\$12.7	\$32.9	\$568.9
17	2-3-0	\$111.2	\$19.9	\$91.3	\$1,578.8
18	2-3-1	\$111.2	\$19.9	\$91.3	\$1,578.8
19	2-4-0	\$88.2	\$21.1	\$67.1	\$1,160.3
20	1-4-1	\$167.8	\$28.8	\$139.0	\$2,403.6
21	1-4-0	\$167.8	\$28.8	\$139.0	\$2,403.6
22	1-5-0	\$139.6	\$29.0	\$110.6	\$1,912.5

**TABLE 10****2011 TOLL DEBT RETIREMENT CAPACITY**

NMBR	CONFIGU- RATATION	TOLL	TOLL	NET	DEBT
		REVENUE 2011 (MILLIONS)	OP EXP 2011 (MILLIONS)	OPERATING INCOME (REV-EXP) (MILLIONS)	RETIREMENT CAPACITY (4%, 30YRS) (MILLIONS)
1	3-0-0	\$0.0	\$0.0	\$0.0	\$0.0
2	4-0-0	\$0.0	\$0.0	\$0.0	\$0.0
3	5-0-0	\$0.0	\$0.0	\$0.0	\$0.0
4	6-0-0	\$0.0	\$0.0	\$0.0	\$0.0
5	3-0-1	\$0.0	\$0.0	\$0.0	\$0.0
6	4-0-1	\$0.0	\$0.0	\$0.0	\$0.0
7	5-0-1	\$0.0	\$0.0	\$0.0	\$0.0
8	3-1-0	\$51.1	\$9.3	\$41.8	\$722.8
9	4-1-0	\$54.9	\$8.1	\$46.8	\$809.3
10	5-1-0	\$12.3	\$4.7	\$7.6	\$131.4
11	3-1-1	\$51.1	\$9.3	\$41.8	\$722.8
12	4-1-1	\$81.4	\$8.1	\$73.3	\$1,267.5
13	3-2-0	\$87.1	\$14.8	\$72.3	\$1,250.2
14	4-2-0	\$42.7	\$10.2	\$32.5	\$562.0
15	3-2-1	\$87.1	\$14.8	\$72.3	\$1,250.2
16	3-3-0	\$85.5	\$16.9	\$68.6	\$1,186.2
17	2-3-0	\$141.0	\$22.8	\$118.2	\$2,043.9
18	2-3-1	\$141.0	\$22.8	\$118.2	\$2,043.9
19	2-4-0	\$135.3	\$24.9	\$110.4	\$1,909.0
20	1-4-1	\$201.3	\$31.9	\$169.4	\$2,929.3
21	1-4-0	\$201.3	\$31.9	\$169.4	\$2,929.3
22	1-5-0	\$140.9	\$29.2	\$111.7	\$1,931.5

**TABLE 11**

**NET COST TO TAXPAYERS USING 2006 TOLL REVENUES**

		LRT ANNUAL OPERATING COST (MILLIONS)	LRT OP LOSS PRESENT VALUE (4%, 30YRS) (MILLIONS)	LRT + HWY CAPITAL CONSTRUCTION COST (TABLE 3) (MILLIONS)	TOTAL COSTS (MILLIONS)	TOLL REVENUE DEBT SERVICE CAPACITY (TABLE 9) (MILLIONS)	NET COST TO TAXPAYERS (MILLIONS)
1	3-0-0	\$0	\$0	\$0	\$0	\$0	\$0
2	4-0-0	\$0	\$0	\$571	\$571	\$0	\$571
3	5-0-0	\$0	\$0	\$1,143	\$1,143	\$0	\$1,143
4	6-0-0	\$0	\$0	\$1,714	\$1,714	\$0	\$1,714
5	3-0-1	\$23	\$398	\$883	\$1,281	\$0	\$1,281
6	4-0-1	\$23	\$398	\$1,454	\$1,852	\$0	\$1,852
7	5-0-1	\$23	\$398	\$2,025	\$2,423	\$0	\$2,423
8	3-1-0	\$0	\$0	\$571	\$571	\$645	-\$74
9	4-1-0	\$0	\$0	\$1,143	\$1,143	\$308	\$835
10	5-1-0	\$0	\$0	\$1,714	\$1,714	-\$42	\$1,756
11	3-1-1	\$23	\$398	\$1,454	\$1,852	\$645	\$1,207
12	4-1-1	\$23	\$398	\$2,025	\$2,423	\$339	\$2,084
13	3-2-0	\$0	\$0	\$1,143	\$1,143	\$863	\$280
14	4-2-0	\$0	\$0	\$1,714	\$1,714	\$130	\$1,584
15	3-2-1	\$23	\$398	\$2,025	\$2,423	\$863	\$1,560
16	3-3-0	\$0	\$0	\$1,714	\$1,714	\$569	\$1,145
17	2-3-0	\$0	\$0	\$1,143	\$1,143	\$1,579	-\$436
18	2-3-1	\$23	\$398	\$2,025	\$2,423	\$1,579	\$844
19	2-4-0	\$0	\$0	\$1,714	\$1,714	\$1,160	\$554
20	1-4-1	\$23	\$398	\$2,025	\$2,423	\$2,404	\$19
21	1-4-0	\$0	\$0	\$1,143	\$1,143	\$2,404	-\$1,261
22	1-5-0	\$0	\$0	\$1,714	\$1,714	\$1,912	-\$198

NOTE: IN THE COLUMN, "NET COST TO TAXPAYERS," A NEGATIVE COST REPRESENTS A TAXPAYER PROFIT.

**TABLE 11A**

**NET COST TO TAXPAYERS USING 2006 TOLL REVENUES**

		LRT ANNUAL OPERATING COST (MILLIONS)	LRT OP LOSS PRESENT VALUE (4%, 30YRS) (MILLIONS)	LRT + HWY CAPITAL CONSTRUCTION COST (TABLE 3) (MILLIONS)	TOTAL COSTS (MILLIONS)	TOLL REVENUE DEBT SERVICE CAPACITY (TABLE 9) (MILLIONS)	NET COST TO TAXPAYERS (MILLIONS)
21	1-4-0	\$0	\$0	\$1,143	\$1,143	\$2,404	-\$1,261
17	2-3-0	\$0	\$0	\$1,143	\$1,143	\$1,579	-\$436
22	1-5-0	\$0	\$0	\$1,714	\$1,714	\$1,912	-\$198
8	3-1-0	\$0	\$0	\$571	\$571	\$645	-\$74
20	1-4-1	\$23	\$398	\$2,025	\$2,423	\$2,404	\$19
1	3-0-0	\$0	\$0	\$0	\$0	\$0	\$0
13	3-2-0	\$0	\$0	\$1,143	\$1,143	\$863	\$280
19	2-4-0	\$0	\$0	\$1,714	\$1,714	\$1,160	\$554
2	4-0-0	\$0	\$0	\$571	\$571	\$0	\$571
9	4-1-0	\$0	\$0	\$1,143	\$1,143	\$308	\$835
18	2-3-1	\$23	\$398	\$2,025	\$2,423	\$1,579	\$844
3	5-0-0	\$0	\$0	\$1,143	\$1,143	\$0	\$1,143
16	3-3-0	\$0	\$0	\$1,714	\$1,714	\$569	\$1,145
11	3-1-1	\$23	\$398	\$1,454	\$1,852	\$645	\$1,207
5	3-0-1	\$23	\$398	\$883	\$1,281	\$0	\$1,281
15	3-2-1	\$23	\$398	\$2,025	\$2,423	\$863	\$1,560
14	4-2-0	\$0	\$0	\$1,714	\$1,714	\$130	\$1,584
4	6-0-0	\$0	\$0	\$1,714	\$1,714	\$0	\$1,714
10	5-1-0	\$0	\$0	\$1,714	\$1,714	-\$42	\$1,756
6	4-0-1	\$23	\$398	\$1,454	\$1,852	\$0	\$1,852
12	4-1-1	\$23	\$398	\$2,025	\$2,423	\$339	\$2,084
7	5-0-1	\$23	\$398	\$2,025	\$2,423	\$0	\$2,423

NOTE: IN THE COLUMN, "NET COST TO TAXPAYERS," A NEGATIVE COST REPRESENTS A TAXPAYER PROFIT.

**TABLE 12**

**COSTS AND BENEFITS TO TAXPAYERS IN 2006**

NMBR	CONFIG	TOLL		GP		SURPLUS		LRT	CUSTOMERS	NUMBER	NET
		HIGHWAY CAPACITY	HIGHWAY DEMAND	CUSTO- MERS SERVED	CUSTO- MERS SERVED	HIGHWAY CAPACITY	DEMAND / CAPACITY	CUSTO- MERS SERVED	REFUSED SERVICE (MILLIONS)	OF FULL FLOW IN ALL LNS	COST TO TAXPAYERS (MILLIONS)
		M-VPY	M-VPY	M-VPY	M-VPY	M-VPY	RATIO	M-PPY	M-VPY	HRS/DAY	
1	3-0-0	105.1	67.7	0.0	67.7	37.4	64.4%	0.0	14.8	10+	\$0
2	4-0-0	140.1	67.7	0.0	67.7	72.4	48.3%	0.0	5.6	10	\$571
3	5-0-0	175.2	67.7	0.0	67.7	107.5	38.6%	0.0	0.3	3	\$1,143
4	6-0-0	210.3	67.7	0.0	67.7	142.6	32.2%	0.0	0.0	0	\$1,714
5	3-0-1	105.1	67.7	0.0	67.7	37.4	64.4%	1.4	14.8	10+	\$1,281
6	4-0-1	140.1	67.7	0.0	67.7	72.4	48.3%	1.4	5.6	10	\$1,852
7	5-0-1	175.2	67.7	0.0	67.7	107.5	38.6%	1.4	0.3	3	\$2,423
8	3-1-0	140.1	67.7	9.2	58.5	72.4	48.3%	0.0	5.6	10	-\$74
9	4-1-0	175.2	67.7	5.3	62.4	107.5	38.6%	0.0	0.3	3	\$835
10	5-1-0	210.3	67.7	0.3	67.4	142.6	32.2%	0.0	0.0	0	\$1,756
11	3-1-1	140.1	67.7	9.2	58.5	72.4	48.3%	1.4	5.6	10	\$1,207
12	4-1-1	175.2	67.7	5.3	62.4	107.5	38.6%	1.4	0.3	3	\$2,084
13	3-2-0	175.2	67.7	15.0	52.7	107.5	38.6%	0.0	0.3	3	\$280
14	4-2-0	210.3	67.7	5.6	62.1	142.6	32.2%	0.0	0.0	0	\$1,584
15	3-2-1	175.2	67.7	15.0	52.7	107.5	38.6%	1.4	0.3	3	\$1,560
16	3-3-0	210.3	67.7	15.3	52.4	142.6	32.2%	0.0	0.0	0	\$1,145
17	2-3-0	175.2	67.7	26.4	41.3	107.5	38.6%	0.0	0.3	3	-\$436
18	2-3-1	175.2	67.7	26.4	41.3	107.5	38.6%	1.4	0.3	3	\$844
19	2-4-0	210.3	67.7	26.7	41.0	142.6	32.2%	0.0	0.0	0	\$554
20	1-4-1	175.2	67.7	39.9	27.8	107.5	38.6%	1.4	0.3	3	\$19
21	1-4-0	175.2	67.7	39.9	27.8	107.5	38.6%	0.0	0.3	3	-\$1,261
22	1-5-0	210.3	67.7	40.2	27.5	142.6	32.2%	0.0	0.0	0	-\$198

NOTE: THE 1996 CONDITION IS REPRESENTED BY CONFIGURATION (1) 3-0-0. CAPACITY WAS 105.1 MILLION VEHICLES PER YEAR AND THE FACILITY CARRIED 52.5 M-VPY YIELDING A DEMAND / CAPACITY RATIO OF 50%.

M-VPY = MILLION VEHICLES PER YEAR ... .. M-PPY = MILLION PEOPLE PER YEAR

NOTE: TYPICAL AVERAGE VEHICLE OCCUPANCY IS 1.1 PERSONS PER VEHICLE. THEREFORE TO NORMALIZE THE COMPARISON OF HIGHWAY AND LRT SERVICES, THE HIGHWAY FIGURES SHOULD BE INCREASED BY 10%.

NOTE: IN THE COLUMN, "NET COST TO TAXPAYERS," A NEGATIVE COST REPRESENTS A TAXPAYER PROFIT.

# TABLE 13

## COSTS EFFECTIVENESS

### COST TO TAXPAYERS PER PERSON SERVICED

NMBR	CONFIG	LIGHT RAIL			GP LANES			TOLL LANES									
		LRT COST MILLIONS TABLE 11	CUSTO- MERS SERVED M-PPY TABLE 12	EFFECT- IVENESS DOLLARS PER PERSON SERVED	GP LANES COST MILLIONS TABLE 3	GP LANES CUSTO- MERS SERVED M-VPY TABLE 12	GP LANES EFFECT- IVENESS DOLLARS PER PERSON SERVED	TOLL LANES COST MILL- IONS	TOLL LANE REVENUE MILLIONS TABLE 9	TOLL LANE CUSTO- MERS SERVED M-VPY TABLE 12	TOLL LNS EFFECT- IVENESS DOLLAR PER PERSON SERVED						
												GP LANES				TOLL	
																TOLL LNS	
1	3-0-0	\$0.0	0.0	\$0	\$0	67.7	\$0	\$0	0.0	\$0.00							
2	4-0-0	\$0.0	0.0	\$0	\$571	67.7	\$8	\$0	0.0	\$0.00							
3	5-0-0	\$0.0	0.0	\$0	\$1,142	67.7	\$15	\$0	0.0	\$0.00							
4	6-0-0	\$0.0	0.0	\$0	\$1,713	67.7	\$23	\$0	0.0	\$0.00							
5	3-0-1	\$1,281.0	1.4	\$915	\$0	67.7	\$0	\$0	0.0	\$0.00							
6	4-0-1	\$1,281.0	1.4	\$915	\$571	67.7	\$8	\$0	0.0	\$0.00							
7	5-0-1	\$1,281.0	1.4	\$915	\$1,142	67.7	\$15	\$0	0.0	\$0.00							
8	3-1-0	\$0.0	0.0	\$0	\$0	58.5	\$0	\$571	\$645	9.2	-\$7.31						
9	4-1-0	\$0.0	0.0	\$0	\$571	62.4	\$8	\$571	\$308	5.3	\$45.11						
10	5-1-0	\$0.0	0.0	\$0	\$1,142	67.4	\$15	\$571	-\$42	0.3	\$1,857.58						
11	3-1-1	\$1,281.0	1.4	\$915	\$0	58.5	\$0	\$571	\$645	9.2	-\$7.31						
12	4-1-1	\$1,281.0	1.4	\$915	\$571	62.4	\$8	\$571	\$339	5.3	\$39.79						
13	3-2-0	\$0.0	0.0	\$0	\$0	52.7	\$0	\$1,142	\$863	15.0	\$16.91						
14	4-2-0	\$0.0	0.0	\$0	\$571	62.1	\$8	\$1,142	\$130	5.6	\$164.29						
15	3-2-1	\$1,281.0	1.4	\$915	\$0	52.7	\$0	\$1,142	\$863	15.0	\$16.91						
16	3-3-0	\$0.0	0.0	\$0	\$0	52.4	\$0	\$1,142	\$569	15.3	\$34.05						
17	2-3-0	\$0.0	0.0	\$0	\$0	41.3	\$0	\$1,142	\$1,579	26.4	-\$15.05						
18	2-3-1	\$1,281.0	1.4	\$915	\$0	41.3	\$0	\$1,142	\$1,579	26.4	-\$15.05						
19	2-4-0	\$0.0	0.0	\$0	\$0	41.0	\$0	\$1,713	\$1,160	26.7	\$18.83						
20	1-4-1	\$1,281.0	1.4	\$915	\$0	27.8	\$0	\$1,142	\$2,404	39.9	-\$28.75						
21	1-4-0	\$0.0	0.0	\$0	\$0	27.8	\$0	\$1,142	\$2,404	39.9	-\$28.75						
22	1-5-0	\$0.0	0.0	\$0	\$0	27.5	\$0	\$1,713	\$1,913	40.2	-\$4.52						

M-VPY = MILLION VEHICLES PER YEAR ... .. M-PPY = MILLION PEOPLE PER YEAR

NOTE: TYPICAL AVERAGE VEHICLE OCCUPANCY IS 1.1 PERSONS PER VEHICLE. THEREFORE TO NORMALIZE THE COMPARISON OF HIGHWAY AND LRT SERVICES, THE HIGHWAY FIGURES SHOULD BE INCREASED BY 10%.

NOTE: A NEGATIVE COST REPRESENTS A TAXPAYER PROFIT.



**TABLE 14**

**ENVIRONMENTAL EFFECTIVENESS**

NMBR	CONFIGU RATION	CONGESTED HOURS PER DAY	HIGHWAY USERS M-VPY	GP LANE USERS M-VPY	STALLED USERS M-VPY	FREE FLOWING USERS M-VPY	STALLED	TOTAL
							VEHICLE AIR POLLUTION CONTRIBUTION IN EQUIVALENT VEHICLES M-VPY	AIR POLLUTION CONTRIBUTION IN EQUIVALENT VEHICLES M-VPY
1	3-0-0	10	67.7	67.7	28.2	39.5	70.5	110.0
2	4-0-0	10	67.7	67.7	28.2	39.5	70.5	110.0
3	5-0-0	3	67.7	67.7	8.5	59.2	21.2	80.4
4	6-0-0	0	67.7	67.7	0.0	67.7	0.0	67.7
5	3-0-1	10	67.7	67.7	28.2	39.5	70.5	110.0
6	4-0-1	10	67.7	67.7	28.2	39.5	70.5	110.0
7	5-0-1	3	67.7	67.7	8.5	59.2	21.2	80.4
8	3-1-0	10	67.7	58.5	24.4	43.3	60.9	104.3
9	4-1-0	3	67.7	62.4	7.8	59.9	19.5	79.4
10	5-1-0	0	67.7	67.4	0.0	67.7	0.0	67.7
11	3-1-1	10	67.7	58.5	24.4	43.3	60.9	104.3
12	4-1-1	3	67.7	63.4	7.9	59.8	19.8	79.6
13	3-2-0	3	67.7	52.7	6.6	61.1	16.5	77.6
14	4-2-0	0	67.7	62.1	0.0	67.7	0.0	67.7
15	3-2-1	3	67.7	52.7	6.6	61.1	16.5	77.6
16	3-3-0	0	67.7	52.4	0.0	67.7	0.0	67.7
17	2-3-0	3	67.7	41.3	5.2	62.5	12.9	75.4
18	2-3-1	3	67.7	41.3	5.2	62.5	12.9	75.4
19	2-4-0	0	67.7	41.0	0.0	67.7	0.0	67.7
20	1-4-1	3	67.7	27.8	3.5	64.2	8.7	72.9
21	1-4-0	3	67.7	27.8	3.5	64.2	8.7	72.9
22	1-5-0	0	67.7	27.5	0.0	67.7	0.0	67.7

NOTE: CONFIGURATIONS 1 & 5 (3-0-0 & 3-0-1) ARE CONGESTED FOR SUBSTANTIALLY MORE THAN 10 HOURS PER DAY.

**TABLE 15**

**COMPARATIVE RANKING OF CONFIGURATIONS  
BEST (1) TO WORST (22)**

NMBR	CONFIGU- RATATION	TOTAL CAPITAL COST TABLE 3	TOTAL CAP + OP COST TABLE 11	REVENUE	NET	TRAFFIC	RESERVE CAPACITY DEM/CAP RATIO TABLE 12	SUM OF	RANK BY SUMS	
				GENERATING POTENTIAL IN 2006 TABLE 11	COST TO TAX- PAYERS TABLE 11	CONG- ESTION IN 2006 TABLE 12		AIR POLLUTION IN 2006 TABLE 12		NET COST+ TRAFFIC+ AIR POLL+ RES CAP
1	3-0-0	1	1	15	6	21	21	21	69	20
2	4-0-0	2	2	15	9	17	17	17	60	18
3	5-0-0	5	4	15	12	7	7	7	33	13
4	6-0-0	12	10	15	18	1	1	1	21	5
5	3-0-1	4	9	15	15	21	21	21	78	22
6	4-0-1	10	16	15	20	17	17	17	71	21
7	5-0-1	8	18	15	22	7	7	7	43	16
8	3-1-0	2	2	9	4	17	17	17	55	17
9	4-1-0	5	4	13	10	7	7	7	31	11
10	5-1-0	12	10	22	19	1	1	1	22	6
11	3-1-1	10	16	9	14	17	17	17	65	19
12	4-1-1	18	18	12	21	7	7	7	42	15
13	3-2-0	5	4	7	7	7	7	7	28	10
14	4-2-0	12	10	14	17	1	1	1	20	4
15	3-2-1	18	18	7	16	7	7	7	37	14
16	3-3-0	12	10	11	13	1	1	1	16	3
17	2-3-0	5	4	4	2	7	7	7	23	8
18	2-3-1	18	18	4	11	7	7	7	32	12
19	2-4-0	12	10	6	8	1	1	1	11	2
20	1-4-1	18	18	1	5	7	7	7	26	9
21	1-4-0	5	4	1	1	7	7	7	22	6
22	1-5-0	12	10	3	3	1	1	1	6	1

# APPENDIX B

## HOT LANE REVENUE ESTIMATES FOR YEAR 10

**TABLE A-10**  
**3-1-1 & 3-1-0 CONFIGURATIONS**  
**I-25 NB AT HAMPDEN – GROWTH FOR 10YRS = 29% IN 2006**

A	B	C	D	E	F	G	H	I	J
	1996	2006	3 FREE LANES VPH/LN	FREE LN VPH/LN OVER 1500	POTEN- TIAL TOLLED VPH	1 HOT LANE CUSTO- MERS SERVED	CUSTO- MERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
0	676	872	291	0	0	0	0	\$0.35	\$0.00
1	416	537	179	0	0	0	0	\$0.35	\$0.00
2	313	404	135	0	0	0	0	\$0.35	\$0.00
3	213	275	92	0	0	0	0	\$0.35	\$0.00
4	472	609	203	0	0	0	0	\$0.35	\$0.00
5	1794	2314	771	0	0	0	0	\$0.35	\$0.00
6	5243	6763	2254	754	2263	1500	763	\$5.04	\$7,556.25
7	6120	7895	2632	1132	3395	1500	1895	\$5.04	\$7,556.25
8	5716	7374	2458	958	2874	1500	1374	\$5.04	\$7,556.25
9	4546	5864	1955	455	1364	1364	0	\$4.61	\$6,294.47
10	4231	5458	1819	0	0	0	0	\$0.35	\$0.00
11	4574	5900	1967	467	1400	1400	0	\$4.73	\$6,619.19
12	4834	6236	2079	579	1736	1500	236	\$5.04	\$7,556.25
13	5136	6625	2208	708	2125	1500	625	\$5.04	\$7,556.25
14	5311	6851	2284	784	2351	1500	851	\$5.04	\$7,556.25
15	5752	7420	2473	973	2920	1500	1420	\$5.04	\$7,556.25
16	5960	7688	2563	1063	3188	1500	1688	\$5.04	\$7,556.25
17	5845	7540	2513	1013	3040	1500	1540	\$5.04	\$7,556.25
18	4953	6389	2130	630	1889	1500	389	\$5.04	\$7,556.25
19	3117	4021	1340	0	0	0	0	\$0.35	\$0.00
20	2561	3304	1101	0	0	0	0	\$0.35	\$0.00
21	3076	3968	1323	0	0	0	0	\$0.35	\$0.00
22	2162	2789	930	0	0	0	0	\$0.35	\$0.00
23	1111	1433	478	0	0	0	0	\$0.35	\$0.00
TOTAL	84132	108530	28044	9516	28547	17765	10782		\$88,476.15

**TABLE B-10**  
**4-1-1 & 4-1-0 CONFIGURATIONS**  
**I-25 NB AT HAMPDEN -- GROWTH FOR 10YRS = 29% IN 2006**

A	B	C	D	E	F	G	H	I	J
HOUR	1996 COUNT	2006 COUNT	4 FREE LANES VPH/LN	FREE LN VPH/LN OVER 1500	POTEN- TIAL TOLLED VPH	1 HOT LANE CUSTO- MERS SERVED	CUSTO- MERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
0	676	872	218	0	0	0	0	\$0.35	\$0.00
1	416	537	134	0	0	0	0	\$0.35	\$0.00
2	313	404	101	0	0	0	0	\$0.35	\$0.00
3	213	275	69	0	0	0	0	\$0.35	\$0.00
4	472	609	152	0	0	0	0	\$0.35	\$0.00
5	1794	2314	579	0	0	0	0	\$0.35	\$0.00
6	5243	6763	1691	191	763	763	0	\$2.74	\$2,088.73
7	6120	7895	1974	474	1895	1500	395	\$5.04	\$9,545.06
8	5716	7374	1843	343	1374	1374	0	\$4.64	\$6,377.30
9	4546	5864	1466	0	0	0	0	\$0.35	\$0.00
10	4231	5458	1364	0	0	0	0	\$0.35	\$0.00
11	4574	5900	1475	0	0	0	0	\$0.35	\$0.00
12	4834	6236	1559	59	236	236	0	\$1.09	\$256.39
13	5136	6625	1656	156	625	625	0	\$2.30	\$1,441.33
14	5311	6851	1713	213	851	851	0	\$3.01	\$2,562.06
15	5752	7420	1855	355	1420	1420	0	\$4.79	\$6,798.99
16	5960	7688	1922	422	1688	1500	188	\$5.04	\$8,505.32
17	5845	7540	1885	385	1540	1500	40	\$5.04	\$7,758.00
18	4953	6389	1597	97	389	389	0	\$1.57	\$610.06
19	3117	4021	1005	0	0	0	0	\$0.35	\$0.00
20	2561	3304	826	0	0	0	0	\$0.35	\$0.00
21	3076	3968	992	0	0	0	0	\$0.35	\$0.00
22	2162	2789	697	0	0	0	0	\$0.35	\$0.00
23	1111	1433	358	0	0	0	0	\$0.35	\$0.00
<b>TOTAL</b>	<b>84132</b>	<b>108530</b>	<b>28044</b>	<b>2696</b>	<b>10782</b>	<b>10159</b>	<b>623</b>		<b>\$45,943.22</b>

**TABLE C-10**  
**5-1-0 CONFIGURATION**  
**I-25 NB AT HAMPDEN – GROWTH FOR 10YRS = 29% IN 2006**

A	B	C	D	E	F	G	H	I	J	
HOUR	1996 COUNT	2006 COUNT	5 FREE LANES VPH/LN	FREE LN VPH/LN OVER 1500	POTEN- TIAL TOLLED VPH	1 HOT	CUSTO- MERS SERVED	CUSTO- MERS REFUSED	LIKELY TOLL RATE	TOLL REVENUE
						LANE				
0	676	872	174	0	0	0	0	\$0.35	\$0.00	
1	416	537	107	0	0	0	0	\$0.35	\$0.00	
2	313	404	81	0	0	0	0	\$0.35	\$0.00	
3	213	275	55	0	0	0	0	\$0.35	\$0.00	
4	472	609	122	0	0	0	0	\$0.35	\$0.00	
5	1794	2314	463	0	0	0	0	\$0.35	\$0.00	
6	5243	6763	1353	0	0	0	0	\$0.35	\$0.00	
7	6120	7895	1579	79	395	395	0	\$1.58	\$625.26	
8	5716	7374	1475	0	0	0	0	\$0.35	\$0.00	
9	4546	5864	1173	0	0	0	0	\$0.35	\$0.00	
10	4231	5458	1092	0	0	0	0	\$0.35	\$0.00	
11	4574	5900	1180	0	0	0	0	\$0.35	\$0.00	
12	4834	6236	1247	0	0	0	0	\$0.35	\$0.00	
13	5136	6625	1325	0	0	0	0	\$0.35	\$0.00	
14	5311	6851	1370	0	0	0	0	\$0.35	\$0.00	
15	5752	7420	1484	0	0	0	0	\$0.35	\$0.00	
16	5960	7688	1538	38	188	188	0	\$0.94	\$176.86	
17	5845	7540	1508	8	40	40	0	\$0.48	\$19.03	
18	4953	6389	1278	0	0	0	0	\$0.35	\$0.00	
19	3117	4021	804	0	0	0	0	\$0.35	\$0.00	
20	2561	3304	661	0	0	0	0	\$0.35	\$0.00	
21	3076	3968	794	0	0	0	0	\$0.35	\$0.00	
22	2162	2789	558	0	0	0	0	\$0.35	\$0.00	
23	1111	1433	287	0	0	0	0	\$0.35	\$0.00	
TOTAL	84132	108530	28044	125	623	623	0		\$821.16	

**TABLE D-10**  
**3-2-1 & 3-2-0 CONFIGURATIONS**  
**I-25 NB AT HAMPDEN -- GROWTH FOR 10YRS = 29% IN 2006**

A	B	C	D	E	F	G	H	I	J
				FREE LN	POTEN-	2 HOT			
			3 FREE	VPH/LN	TIAL	LANES	CUSTO-	CUSTO-	LIKELY
	1996	2006	LANES	OVER	TOLLED	CUSTO-	MERS	MERS	LIKELY
HOUR	COUNT	COUNT	VPH/LN	1500	VPH	SERVED	REFUSED	TOLL	LIKELY
								RATE	TOLL
									REVENUE
0	676	872	291	0	0	0	0	\$0.35	\$0.00
1	416	537	179	0	0	0	0	\$0.35	\$0.00
2	313	404	135	0	0	0	0	\$0.35	\$0.00
3	213	275	92	0	0	0	0	\$0.35	\$0.00
4	472	609	203	0	0	0	0	\$0.35	\$0.00
5	1794	2314	771	0	0	0	0	\$0.35	\$0.00
6	5243	6763	2254	754	2263	2263	0	\$3.89	\$8,797.37
7	6120	7895	2632	1132	3395	3000	395	\$5.04	\$15,112.50
8	5716	7374	2458	958	2874	2874	0	\$4.84	\$13,908.60
9	4546	5864	1955	455	1364	1364	0	\$2.48	\$3,385.99
10	4231	5458	1819	319	958	958	0	\$1.85	\$1,769.27
11	4574	5900	1967	467	1400	1400	0	\$2.54	\$3,554.67
12	4834	6236	2079	579	1736	1736	0	\$3.06	\$5,315.69
13	5136	6625	2208	708	2125	2125	0	\$3.67	\$7,802.49
14	5311	6851	2284	784	2351	2351	0	\$4.02	\$9,460.56
15	5752	7420	2473	973	2920	2920	0	\$4.91	\$14,345.26
16	5960	7688	2563	1063	3188	3000	188	\$5.04	\$15,112.50
17	5845	7540	2513	1013	3040	3000	40	\$5.04	\$15,112.50
18	4953	6389	2130	630	1889	1889	0	\$3.30	\$6,238.97
19	3117	4021	1340	0	0	0	0	\$0.35	\$0.00
20	2561	3304	1101	0	0	0	0	\$0.35	\$0.00
21	3076	3968	1323	0	0	0	0	\$0.35	\$0.00
22	2162	2789	930	0	0	0	0	\$0.35	\$0.00
23	1111	1433	478	0	0	0	0	\$0.35	\$0.00
TOTAL	84132	108530	28044	9835	29505	28882	623		\$119,916.37

**TABLE E-10**  
**4-2-0 CONFIGURATION**  
**I-25 NB AT HAMPDEN -- GROWTH FOR 10YRS = 29% IN 2006**

A	B	C	D	E	F	G	H	I	J
			4 FREE	FREE LN	POTEN-	2 HOT			
	1996	2006	LANES	VPH/LN	TIAL	CUSTO-	CUSTO-	LIKELY	LIKELY
HOUR	COUNT	COUNT	VPH/LN	OVER	TOLLED	MERS	MERS	TOLL	TOLL
				1500	VPH	SERVED	REFUSED	RATE	REVENUE
0	676	872	218	0	0	0	0	\$0.35	\$0.00
1	416	537	134	0	0	0	0	\$0.35	\$0.00
2	313	404	101	0	0	0	0	\$0.35	\$0.00
3	213	275	69	0	0	0	0	\$0.35	\$0.00
4	472	609	152	0	0	0	0	\$0.35	\$0.00
5	1794	2314	579	0	0	0	0	\$0.35	\$0.00
6	5243	6763	1691	191	763	763	0	\$1.54	\$1,177.97
7	6120	7895	1974	474	1895	1895	0	\$3.31	\$6,272.97
8	5716	7374	1843	343	1374	1374	0	\$2.50	\$3,429.03
9	4546	5864	1466	0	0	0	0	\$0.35	\$0.00
10	4231	5458	1364	0	0	0	0	\$0.35	\$0.00
11	4574	5900	1475	0	0	0	0	\$0.35	\$0.00
12	4834	6236	1559	59	236	236	0	\$0.72	\$169.47
13	5136	6625	1656	156	625	625	0	\$1.33	\$830.12
14	5311	6851	1713	213	851	851	0	\$1.68	\$1,429.99
15	5752	7420	1855	355	1420	1420	0	\$2.57	\$3,648.01
16	5960	7688	1922	422	1688	1688	0	\$2.99	\$5,045.15
17	5845	7540	1885	385	1540	1540	0	\$2.76	\$4,244.88
18	4953	6389	1597	97	389	389	0	\$0.96	\$373.17
19	3117	4021	1005	0	0	0	0	\$0.35	\$0.00
20	2561	3304	826	0	0	0	0	\$0.35	\$0.00
21	3076	3968	992	0	0	0	0	\$0.35	\$0.00
22	2162	2789	697	0	0	0	0	\$0.35	\$0.00
23	1111	1433	358	0	0	0	0	\$0.35	\$0.00
TOTAL	84132	108530	28044	2696	10782	10782	0		\$26,620.77

**TABLE F-10**  
**3-3-0 CONFIGURATION**  
**I-25 NB AT HAMPDEN – GROWTH FOR 10YRS = 29% IN 2006**

A	B	C	D	E	F	G	H	I	J
HOUR	1996 COUNT	2006 COUNT	3 FREE LANES VPH/LN	FREE LN VPH/LN OVER 1500	POTEN- TIAL TOLLED VPH	3 HOT LANES CUSTO- MERS SERVED	CUSTO- MERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
0	676	872	291	0	0	0	0	\$0.35	\$0.00
1	416	537	179	0	0	0	0	\$0.35	\$0.00
2	313	404	135	0	0	0	0	\$0.35	\$0.00
3	213	275	92	0	0	0	0	\$0.35	\$0.00
4	472	609	203	0	0	0	0	\$0.35	\$0.00
5	1794	2314	771	0	0	0	0	\$0.35	\$0.00
6	5243	6763	2254	754	2263	2263	0	\$2.71	\$6,128.98
7	6120	7895	2632	1132	3395	3395	0	\$3.89	\$13,193.04
8	5716	7374	2458	958	2874	2874	0	\$3.34	\$9,607.66
9	4546	5864	1955	455	1364	1364	0	\$1.77	\$2,416.50
10	4231	5458	1819	319	958	958	0	\$1.35	\$1,291.28
11	4574	5900	1967	467	1400	1400	0	\$1.81	\$2,533.17
12	4834	6236	2079	579	1736	1736	0	\$2.16	\$3,746.31
13	5136	6625	2208	708	2125	2125	0	\$2.56	\$5,449.63
14	5311	6851	2284	784	2351	2351	0	\$2.80	\$6,581.35
15	5752	7420	2473	973	2920	2920	0	\$3.39	\$9,904.18
16	5960	7688	2563	1063	3188	3188	0	\$3.67	\$11,705.41
17	5845	7540	2513	1013	3040	3040	0	\$3.52	\$10,691.00
18	4953	6389	2130	630	1889	1889	0	\$2.32	\$4,379.74
19	3117	4021	1340	0	0	0	0	\$0.35	\$0.00
20	2561	3304	1101	0	0	0	0	\$0.35	\$0.00
21	3076	3968	1323	0	0	0	0	\$0.35	\$0.00
22	2162	2789	930	0	0	0	0	\$0.35	\$0.00
23	1111	1433	478	0	0	0	0	\$0.35	\$0.00
TOTAL	84132	108530	28044	9835	29505	29505	0		\$87,628.25



**TABLE G-10**  
**2-3-1 & 2-3-0 CONFIGURATIONS**  
**I-25 NB AT HAMPDEN – GROWTH FOR 10YRS = 29% IN 2006**

A	B	C	D	E	F	G	H	I	J
	1996	2006	2 FREE LNS LANES VPH/LN	FREE LN VPH/LN OVER 1500	POTEN- TIAL TOLLED VPH	3 HOT LANES CUSTO- MERS SERVED	CUSTO- MERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
0	676	872	436	0	0	0	0	\$0.35	\$0.00
1	416	537	268	0	0	0	0	\$0.35	\$0.00
2	313	404	202	0	0	0	0	\$0.35	\$0.00
3	213	275	137	0	0	0	0	\$0.35	\$0.00
4	472	609	304	0	0	0	0	\$0.35	\$0.00
5	1794	2314	1157	0	0	0	0	\$0.35	\$0.00
6	5243	6763	3382	1882	3763	3763	0	\$4.27	\$16,071.08
7	6120	7895	3947	2447	4895	4500	395	\$5.04	\$22,668.75
8	5716	7374	3687	2187	4374	4374	0	\$4.91	\$21,456.53
9	4546	5864	2932	1432	2864	2864	0	\$3.33	\$9,548.81
10	4231	5458	2729	1229	2458	2458	0	\$2.91	\$7,153.75
11	4574	5900	2950	1450	2900	2900	0	\$3.37	\$9,778.36
12	4834	6236	3118	1618	3236	3236	0	\$3.72	\$12,039.62
13	5136	6625	3313	1813	3625	3625	0	\$4.13	\$14,960.38
14	5311	6851	3426	1926	3851	3851	0	\$4.36	\$16,797.57
15	5752	7420	3710	2210	4420	4420	0	\$4.95	\$21,898.18
16	5960	7688	3844	2344	4688	4500	188	\$5.04	\$22,668.75
17	5845	7540	3770	2270	4540	4500	40	\$5.04	\$22,668.75
18	4953	6389	3195	1695	3389	3389	0	\$3.88	\$13,152.77
19	3117	4021	2010	510	1021	1021	0	\$1.41	\$1,443.05
20	2561	3304	1652	152	304	304	0	\$0.67	\$202.36
21	3076	3968	1984	484	968	968	0	\$1.36	\$1,314.96
22	2162	2789	1394	0	0	0	0	\$0.35	\$0.00
23	1111	1433	717	0	0	0	0	\$0.35	\$0.00
TOTAL	84132	108530	28044	25649	51298	50675	623		\$213,823.67

**TABLE H-10**  
**2-4-0 CONFIGURATION**  
**I-25 NB AT HAMPDEN -- GROWTH FOR 10YRS = 29% IN 2006**

A	B	C	D	E	F	G	H	I	J
	1996	2006	2 FREE LANES VPH/LN	FREE LN VPH/LN OVER 1500	POTEN- TIAL TOLLED VPH	4 HOT LANES CUSTO- MERS SERVED	CUSTO- MERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
0	676	872	436	0	0	0	0	\$0.35	\$0.00
1	416	537	268	0	0	0	0	\$0.35	\$0.00
2	313	404	202	0	0	0	0	\$0.35	\$0.00
3	213	275	137	0	0	0	0	\$0.35	\$0.00
4	472	609	304	0	0	0	0	\$0.35	\$0.00
5	1794	2314	1157	0	0	0	0	\$0.35	\$0.00
6	5243	6763	3382	1882	3763	3763	0	\$3.29	\$12,382.61
7	6120	7895	3947	2447	4895	4895	0	\$4.17	\$20,431.20
8	5716	7374	3687	2187	4374	4374	0	\$3.77	\$16,475.09
9	4546	5864	2932	1432	2864	2864	0	\$2.59	\$7,412.24
10	4231	5458	2729	1229	2458	2458	0	\$2.27	\$5,580.39
11	4574	5900	2950	1450	2900	2900	0	\$2.62	\$7,587.56
12	4834	6236	3118	1618	3236	3236	0	\$2.88	\$9,312.86
13	5136	6625	3313	1813	3625	3625	0	\$3.18	\$11,537.51
14	5311	6851	3426	1926	3851	3851	0	\$3.36	\$12,935.15
15	5752	7420	3710	2210	4420	4420	0	\$3.80	\$16,810.39
16	5960	7688	3844	2344	4688	4688	0	\$4.01	\$18,813.67
17	5845	7540	3770	2270	4540	4540	0	\$3.90	\$17,692.18
18	4953	6389	3195	1695	3389	3389	0	\$3.00	\$10,161.15
19	3117	4021	2010	510	1021	1021	0	\$1.15	\$1,171.62
20	2561	3304	1652	152	304	304	0	\$0.59	\$178.34
21	3076	3968	1984	484	968	968	0	\$1.11	\$1,070.92
22	2162	2789	1394	0	0	0	0	\$0.35	\$0.00
23	1111	1433	717	0	0	0	0	\$0.35	\$0.00
TOTAL	84132	108530	28044	25649	51298	51298	0		\$169,552.89

**TABLE I-10**  
**1-4-1 & 1-4-0 CONFIGURATIONS**  
**I-25 NB AT HAMPDEN -- GROWTH FOR 10YRS = 29% IN 2006**

A	B	C	D	E	F	G	H	I	J	
HOUR	1996 COUNT	2006 COUNT	1 FREE LANE VPH/LN	FREE LN	POTEN-	4 HOT	CUSTO- MERS REFUSED	CUSTO- MERS	LIKELY TOLL RATE	LIKELY TOLL REVENUE
				VPH/LN OVER 1500	TIAL TOLLED VPH	LANES SERVED				
0	676	872	872	0	0	0	0	0	\$0.35	\$0.00
1	416	537	537	0	0	0	0	0	\$0.35	\$0.00
2	313	404	404	0	0	0	0	0	\$0.35	\$0.00
3	213	275	275	0	0	0	0	0	\$0.35	\$0.00
4	472	609	609	0	0	0	0	0	\$0.35	\$0.00
5	1794	2314	2314	814	814	814	0	0	\$0.99	\$802.97
6	5243	6763	6763	5263	5263	5263	0	0	\$4.46	\$23,486.06
7	6120	7895	7895	6395	6395	6000	395	0	\$5.04	\$30,225.00
8	5716	7374	7374	5874	5874	5874	0	0	\$4.94	\$29,008.62
9	4546	5864	5864	4364	4364	4364	0	0	\$3.76	\$16,408.35
10	4231	5458	5458	3958	3958	3958	0	0	\$3.44	\$13,624.11
11	4574	5900	5900	4400	4400	4400	0	0	\$3.79	\$16,668.32
12	4834	6236	6236	4736	4736	4736	0	0	\$4.05	\$19,179.72
13	5136	6625	6625	5125	5125	5125	0	0	\$4.35	\$22,317.45
14	5311	6851	6851	5351	5351	5351	0	0	\$4.53	\$24,244.19
15	5752	7420	7420	5920	5920	5920	0	0	\$4.98	\$29,452.77
16	5960	7688	7688	6188	6188	6000	188	0	\$5.04	\$30,225.00
17	5845	7540	7540	6040	6040	6000	40	0	\$5.04	\$30,225.00
18	4953	6389	6389	4889	4889	4889	0	0	\$4.17	\$20,387.79
19	3117	4021	4021	2521	2521	2521	0	0	\$2.32	\$5,847.24
20	2561	3304	3304	1804	1804	1804	0	0	\$1.76	\$3,172.93
21	3076	3968	3968	2468	2468	2468	0	0	\$2.28	\$5,622.58
22	2162	2789	2789	1289	1289	1289	0	0	\$1.36	\$1,749.17
23	1111	1433	1433	0	0	0	0	0	\$0.35	\$0.00
TOTAL	84132	108530	28044	77401	77401	76778	623	0		\$322,647.27

**TABLE J-10**  
**1-5-0 CONFIGURATION**  
**I-25 NB AT HAMPDEN -- GROWTH FOR 10YRS = 29% IN 2006**

A	B	C	D	E	F	G	H	I	J
	1996	2006	1 FREE LANE VPH/LN	FREE LN VPH/LN OVER 1500	POTEN- TIAL TOLLED VPH	5 HOT LANES CUSTO- MERS SERVED	CUSTO- MERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
0	676	872	872	0	0	0	0	\$0.35	\$0.00
1	416	537	537	0	0	0	0	\$0.35	\$0.00
2	313	404	404	0	0	0	0	\$0.35	\$0.00
3	213	275	275	0	0	0	0	\$0.35	\$0.00
4	472	609	609	0	0	0	0	\$0.35	\$0.00
5	1794	2314	2314	814	814	814	0	\$0.86	\$699.38
6	5243	6763	6763	5263	5263	5263	0	\$3.64	\$19,157.29
7	6120	7895	7895	6395	6395	6395	0	\$4.35	\$27,796.60
8	5716	7374	7374	5874	5874	5874	0	\$4.02	\$23,618.05
9	4546	5864	5864	4364	4364	4364	0	\$3.08	\$13,432.18
10	4231	5458	5458	3958	3958	3958	0	\$2.82	\$11,176.35
11	4574	5900	5900	4400	4400	4400	0	\$3.10	\$13,642.69
12	4834	6236	6236	4736	4736	4736	0	\$3.31	\$15,675.28
13	5136	6625	6625	5125	5125	5125	0	\$3.55	\$18,212.74
14	5311	6851	6851	5351	5351	5351	0	\$3.69	\$19,769.94
15	5752	7420	7420	5920	5920	5920	0	\$4.05	\$23,976.62
16	5960	7688	7688	6188	6188	6188	0	\$4.22	\$26,101.12
17	5845	7540	7540	6040	6040	6040	0	\$4.13	\$24,915.40
18	4953	6389	6389	4889	4889	4889	0	\$3.41	\$16,652.49
19	3117	4021	4021	2521	2521	2521	0	\$1.93	\$4,854.26
20	2561	3304	3304	1804	1804	1804	0	\$1.48	\$2,664.60
21	3076	3968	3968	2468	2468	2468	0	\$1.89	\$4,670.83
22	2162	2789	2789	1289	1289	1289	0	\$1.16	\$1,489.56
23	1111	1433	1433	0	0	0	0	\$0.35	\$0.00
TOTAL	84132	108530	28044	77401	77401	77401	0		\$268,505.38

## APPENDIX C

### HOT LANE REVENUE ESTIMATES FOR YEAR 15

**TABLE A-15**  
**3-1-1 & 3-1-0 CONFIGURATIONS**  
**I-25 NB AT HAMPDEN – GROWTH FOR 15YRS = 47% IN 2011**

A	B	C	D	E	F	G	H	I	J
HOUR	1996 COUNT	2011 COUNT	3 FREE LANES VPH/LN	FREE LN VPH/LN 1500	POTEN- TIAL TOLLED VPH	1 HOT LANE CUSTO- MERS SERVED	CUSTO- MERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
0	676	994	331	0	0	0	0	\$0.35	\$0.00
1	416	612	204	0	0	0	0	\$0.35	\$0.00
2	313	460	153	0	0	0	0	\$0.35	\$0.00
3	213	313	104	0	0	0	0	\$0.35	\$0.00
4	472	694	231	0	0	0	0	\$0.35	\$0.00
5	1794	2637	879	0	0	0	0	\$0.35	\$0.00
6	5243	7707	2569	1069	3207	1500	1707	\$5.04	\$7,556.25
7	6120	8996	2999	1499	4496	1500	2996	\$5.04	\$7,556.25
8	5716	8403	2801	1301	3903	1500	2403	\$5.04	\$7,556.25
9	4546	6683	2228	728	2183	1500	683	\$5.04	\$7,556.25
10	4231	6220	2073	573	1720	1500	220	\$5.04	\$7,556.25
11	4574	6724	2241	741	2224	1500	724	\$5.04	\$7,556.25
12	4834	7106	2369	869	2606	1500	1106	\$5.04	\$7,556.25
13	5136	7550	2517	1017	3050	1500	1550	\$5.04	\$7,556.25
14	5311	7807	2602	1102	3307	1500	1807	\$5.04	\$7,556.25
15	5752	8455	2818	1318	3955	1500	2455	\$5.04	\$7,556.25
16	5960	8761	2920	1420	4261	1500	2761	\$5.04	\$7,556.25
17	5845	8592	2864	1364	4092	1500	2592	\$5.04	\$7,556.25
18	4953	7281	2427	927	2781	1500	1281	\$5.04	\$7,556.25
19	3117	4582	1527	27	82	82	0	\$0.61	\$49.70
20	2561	3765	1255	0	0	0	0	\$0.35	\$0.00
21	3076	4522	1507	0	0	0	0	\$0.35	\$0.00
22	2162	3178	1059	0	0	0	0	\$0.35	\$0.00
23	1111	1633	544	0	0	0	0	\$0.35	\$0.00
<b>TOTAL</b>	<b>84132</b>	<b>123674</b>	<b>28044</b>	<b>13956</b>	<b>41867</b>	<b>19582</b>	<b>22285</b>		<b>\$98,280.95</b>

**TABLE B-15**  
**4-1-1 & 4-1-0 CONFIGURATIONS**  
**I-25 NB AT HAMPDEN – GROWTH FOR 15YRS = 47% IN 2011**

A	B	C	D	E	F	G	H	I	J
HOUR	1996 COUNT	2011 COUNT	4 FREE LANES VPH/LN	FREE LN VPH/LN OVER 1500	POTEN- TIAL TOLLED VPH	1 HOT LANE CUSTO- MERS SERVED	CUSTO- MERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
0	676	994	248	0	0	0	0	\$0.35	\$0.00
1	416	612	153	0	0	0	0	\$0.35	\$0.00
2	313	460	115	0	0	0	0	\$0.35	\$0.00
3	213	313	78	0	0	0	0	\$0.35	\$0.00
4	472	694	173	0	0	0	0	\$0.35	\$0.00
5	1794	2637	659	0	0	0	0	\$0.35	\$0.00
6	5243	7707	1927	427	1707	1500	207	\$5.04	\$8,600.07
7	6120	8996	2249	749	2996	1500	1496	\$5.04	\$15,094.37
8	5716	8403	2101	601	2403	1500	903	\$5.04	\$12,102.69
9	4546	6683	1671	171	683	683	0	\$2.48	\$1,695.07
10	4231	6220	1555	55	220	220	0	\$1.04	\$227.51
11	4574	6724	1681	181	724	724	0	\$2.61	\$1,890.38
12	4834	7106	1776	276	1106	1106	0	\$3.81	\$4,209.57
13	5136	7550	1887	387	1550	1500	50	\$5.04	\$7,807.72
14	5311	7807	1952	452	1807	1500	307	\$5.04	\$9,103.62
15	5752	8455	2114	614	2455	1500	955	\$5.04	\$12,369.28
16	5960	8761	2190	690	2761	1500	1261	\$5.04	\$13,909.55
17	5845	8592	2148	648	2592	1500	1092	\$5.04	\$13,057.96
18	4953	7281	1820	320	1281	1281	0	\$4.35	\$5,575.60
19	3117	4582	1145	0	0	0	0	\$0.35	\$0.00
20	2561	3765	941	0	0	0	0	\$0.35	\$0.00
21	3076	4522	1130	0	0	0	0	\$0.35	\$0.00
22	2162	3178	795	0	0	0	0	\$0.35	\$0.00
23	1111	1633	408	0	0	0	0	\$0.35	\$0.00
TOTAL	84132	123674	28044	5571	22285	16013	6272		\$105,643.38

**TABLE C-15**  
**5-1-0 CONFIGURATION**  
**I-25 NB AT HAMPDEN – GROWTH FOR 15YRS = 47% IN 2011**

A	B	C	D	E	F	G	H	I	J
	1996	2011	5 FREE LANES VPH/LN	FREE LN VPH/LN OVER 1500	POTENTIAL TOLLED VPH	1 HOT LANE CUSTO-MERS SERVED	CUSTO-MERS REFUSED	LIKELY TOLL RATE	TOLL REVENUE
0	676	994	199	0	0	0	0	\$0.35	\$0.00
1	416	612	122	0	0	0	0	\$0.35	\$0.00
2	313	460	92	0	0	0	0	\$0.35	\$0.00
3	213	313	63	0	0	0	0	\$0.35	\$0.00
4	472	694	139	0	0	0	0	\$0.35	\$0.00
5	1794	2637	527	0	0	0	0	\$0.35	\$0.00
6	5243	7707	1541	41	207	207	0	\$1.00	\$206.70
7	6120	8996	1799	299	1496	1496	0	\$5.03	\$7,521.28
8	5716	8403	1681	181	903	903	0	\$3.17	\$2,861.33
9	4546	6683	1337	0	0	0	0	\$0.35	\$0.00
10	4231	6220	1244	0	0	0	0	\$0.35	\$0.00
11	4574	6724	1345	0	0	0	0	\$0.35	\$0.00
12	4834	7106	1421	0	0	0	0	\$0.35	\$0.00
13	5136	7550	1510	10	50	50	0	\$0.51	\$25.26
14	5311	7807	1561	61	307	307	0	\$1.31	\$402.36
15	5752	8455	1691	191	955	955	0	\$3.34	\$3,187.11
16	5960	8761	1752	252	1261	1261	0	\$4.29	\$5,412.12
17	5845	8592	1718	218	1092	1092	0	\$3.76	\$4,109.73
18	4953	7281	1456	0	0	0	0	\$0.35	\$0.00
19	3117	4582	916	0	0	0	0	\$0.35	\$0.00
20	2561	3765	753	0	0	0	0	\$0.35	\$0.00
21	3076	4522	904	0	0	0	0	\$0.35	\$0.00
22	2162	3178	636	0	0	0	0	\$0.35	\$0.00
23	1111	1633	327	0	0	0	0	\$0.35	\$0.00
TOTAL	84132	123674	28044	1254	6272	6272	0		\$23,725.89

**TABLE D-15**  
**3-2-1 & 3-2-0 CONFIGURATIONS**  
**I-25 NB AT HAMPDEN – GROWTH FOR 15YRS = 47% IN 2011**

A	B	C	D	E	F	G	H	I	J
	1996	2011	3 FREE LANES VPH/LN	FREE LN VPH/LN OVER 1500	POTEN- TIAL TOLLED VPH	2 HOT LANES CUSTO- MERS SERVED	CUSTO- MERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
0	676	994	331	0	0	0	0	\$0.35	\$0.00
1	416	612	204	0	0	0	0	\$0.35	\$0.00
2	313	460	153	0	0	0	0	\$0.35	\$0.00
3	213	313	104	0	0	0	0	\$0.35	\$0.00
4	472	694	231	0	0	0	0	\$0.35	\$0.00
5	1794	2637	879	0	0	0	0	\$0.35	\$0.00
6	5243	7707	2569	1069	3207	3000	207	\$5.04	\$15,112.50
7	6120	8996	2999	1499	4496	3000	1496	\$5.04	\$15,112.50
8	5716	8403	2801	1301	3903	3000	903	\$5.04	\$15,112.50
9	4546	6683	2228	728	2183	2183	0	\$3.76	\$8,207.40
10	4231	6220	2073	573	1720	1720	0	\$3.04	\$5,222.04
11	4574	6724	2241	741	2224	2224	0	\$3.82	\$8,505.19
12	4834	7106	2369	869	2606	2606	0	\$4.42	\$11,523.24
13	5136	7550	2517	1017	3050	3000	50	\$5.04	\$15,112.50
14	5311	7807	2602	1102	3307	3000	307	\$5.04	\$15,112.50
15	5752	8455	2818	1318	3955	3000	955	\$5.04	\$15,112.50
16	5960	8761	2920	1420	4261	3000	1261	\$5.04	\$15,112.50
17	5845	8592	2864	1364	4092	3000	1092	\$5.04	\$15,112.50
18	4953	7281	2427	927	2781	2781	0	\$4.70	\$13,056.85
19	3117	4582	1527	27	82	82	0	\$0.48	\$39.20
20	2561	3765	1255	0	0	0	0	\$0.35	\$0.00
21	3076	4522	1507	7	22	22	0	\$0.38	\$8.34
22	2162	3178	1059	0	0	0	0	\$0.35	\$0.00
23	1111	1633	544	0	0	0	0	\$0.35	\$0.00
<b>TOTAL</b>	<b>84132</b>	<b>123674</b>	<b>28044</b>	<b>13963</b>	<b>41889</b>	<b>35617</b>	<b>6272</b>		<b>\$167,462.26</b>



**TABLE E-15**  
**4-2-0 CONFIGURATION**  
**I-25 NB AT HAMPDEN – GROWTH FOR 15YRS = 47% IN 2011**

A	B	C	D	E	F	G	H	I	J	
HOUR	1996 COUNT	2011 COUNT	4 FREE LANES VPH/LN	FREE LN	POTEN-	2 HOT	CUSTO- MERS REFUSED	CUSTO- MERS TOLL	LIKELY TOLL RATE	LIKELY TOLL REVENUE
				VPH/LN OVER 1500	TIAL TOLLED VPH	LANES SERVED				
0	676	994	248	0	0	0	0	\$0.35	\$0.00	
1	416	612	153	0	0	0	0	\$0.35	\$0.00	
2	313	460	115	0	0	0	0	\$0.35	\$0.00	
3	213	313	78	0	0	0	0	\$0.35	\$0.00	
4	472	694	173	0	0	0	0	\$0.35	\$0.00	
5	1794	2637	659	0	0	0	0	\$0.35	\$0.00	
6	5243	7707	1927	427	1707	1707	0	\$3.02	\$5,151.53	
7	6120	8996	2249	749	2996	2996	0	\$5.03	\$15,077.51	
8	5716	8403	2101	601	2403	2403	0	\$4.10	\$9,859.79	
9	4546	6683	1671	171	683	683	0	\$1.42	\$967.00	
10	4231	6220	1555	55	220	220	0	\$0.69	\$152.18	
11	4574	6724	1681	181	724	724	0	\$1.48	\$1,071.85	
12	4834	7106	1776	276	1106	1106	0	\$2.08	\$2,298.33	
13	5136	7550	1887	387	1550	1550	0	\$2.77	\$4,295.99	
14	5311	7807	1952	452	1807	1807	0	\$3.17	\$5,735.42	
15	5752	8455	2114	614	2455	2455	0	\$4.19	\$10,280.01	
16	5960	8761	2190	690	2761	2761	0	\$4.66	\$12,879.27	
17	5845	8592	2148	648	2592	2592	0	\$4.40	\$11,406.07	
18	4953	7281	1820	320	1281	1281	0	\$2.35	\$3,011.96	
19	3117	4582	1145	0	0	0	0	\$0.35	\$0.00	
20	2561	3765	941	0	0	0	0	\$0.35	\$0.00	
21	3076	4522	1130	0	0	0	0	\$0.35	\$0.00	
22	2162	3178	795	0	0	0	0	\$0.35	\$0.00	
23	1111	1633	408	0	0	0	0	\$0.35	\$0.00	
TOTAL	84132	123674	28044	5571	22285	22285	0		\$82,186.91	

**TABLE F-15**  
**3-3-0 CONFIGURATION**  
**I-25 NB AT HAMPDEN – GROWTH FOR 15YRS = 47% IN 2011**

A	B	C	D	E	F	G	H	I	J
	1996	2011	3 FREE LANES VPH/LN	FREE LN VPH/LN OVER 1500	POTENTIAL TOLLED VPH	3 HOT LANES CUSTOMERS SERVED	CUSTOMERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
0	676	994	331	0	0	0	0	\$0.35	\$0.00
1	416	612	204	0	0	0	0	\$0.35	\$0.00
2	313	460	153	0	0	0	0	\$0.35	\$0.00
3	213	313	104	0	0	0	0	\$0.35	\$0.00
4	472	694	231	0	0	0	0	\$0.35	\$0.00
5	1794	2637	879	0	0	0	0	\$0.35	\$0.00
6	5243	7707	2569	1069	3207	3207	0	\$3.69	\$11,837.31
7	6120	8996	2999	1499	4496	4496	0	\$5.03	\$22,633.75
8	5716	8403	2801	1301	3903	3903	0	\$4.42	\$17,230.11
9	4546	6683	2228	728	2183	2183	0	\$2.62	\$5,726.24
10	4231	6220	2073	573	1720	1720	0	\$2.14	\$3,681.98
11	4574	6724	2241	741	2224	2224	0	\$2.67	\$5,929.57
12	4834	7106	2369	869	2606	2606	0	\$3.06	\$7,986.19
13	5136	7550	2517	1017	3050	3050	0	\$3.53	\$10,757.07
14	5311	7807	2602	1102	3307	3307	0	\$3.79	\$12,550.61
15	5752	8455	2818	1318	3955	3955	0	\$4.47	\$17,681.81
16	5960	8761	2920	1420	4261	4261	0	\$4.79	\$20,405.82
17	5845	8592	2864	1364	4092	4092	0	\$4.61	\$18,875.68
18	4953	7281	2427	927	2781	2781	0	\$3.25	\$9,029.01
19	3117	4582	1527	27	82	82	0	\$0.44	\$35.70
20	2561	3765	1255	0	0	0	0	\$0.35	\$0.00
21	3076	4522	1507	7	22	22	0	\$0.37	\$8.09
22	2162	3178	1059	0	0	0	0	\$0.35	\$0.00
23	1111	1633	544	0	0	0	0	\$0.35	\$0.00
TOTAL	84132	123674	28044	13963	41889	41889	0		\$164,368.93

**TABLE G-15**  
**2-3-1 & 2-3-0 CONFIGURATIONS**  
**I-25 NB AT HAMPDEN – GROWTH FOR 15YRS = 47% IN 2011**

A	B	C	D	E	F	G	H	I	J
	1996	2011	2 FREE LNS LANES VPH/LN	FREE LN VPH/LN OVER 1500	POTEN- TIAL TOLLED VPH	3 HOT LANES CUSTO- MERS SERVED	CUSTO- MERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
HOUR	COUNT	COUNT	VPH/LN						
0	676	994	497	0	0	0	0	\$0.35	\$0.00
1	416	612	306	0	0	0	0	\$0.35	\$0.00
2	313	460	230	0	0	0	0	\$0.35	\$0.00
3	213	313	157	0	0	0	0	\$0.35	\$0.00
4	472	694	347	0	0	0	0	\$0.35	\$0.00
5	1794	2637	1319	0	0	0	0	\$0.35	\$0.00
6	5243	7707	3854	2354	4707	4500	207	\$5.04	\$22,668.75
7	6120	8996	4498	2998	5996	4500	1496	\$5.04	\$22,668.75
8	5716	8403	4201	2701	5403	4500	903	\$5.04	\$22,668.75
9	4546	6683	3341	1841	3683	3683	0	\$4.19	\$15,415.68
10	4231	6220	3110	1610	3220	3220	0	\$3.70	\$11,924.38
11	4574	6724	3362	1862	3724	3724	0	\$4.23	\$15,747.63
12	4834	7106	3553	2053	4106	4106	0	\$4.63	\$18,998.63
13	5136	7550	3775	2275	4550	4500	50	\$5.04	\$22,668.75
14	5311	7807	3904	2404	4807	4500	307	\$5.04	\$22,668.75
15	5752	8455	4228	2728	5455	4500	955	\$5.04	\$22,668.75
16	5960	8761	4381	2881	5761	4500	1261	\$5.04	\$22,668.75
17	5845	8592	4296	2796	5592	4500	1092	\$5.04	\$22,668.75
18	4953	7281	3640	2140	4281	4281	0	\$4.81	\$20,588.10
19	3117	4582	2291	791	1582	1582	0	\$2.00	\$3,160.67
20	2561	3765	1882	382	765	765	0	\$1.15	\$876.72
21	3076	4522	2261	761	1522	1522	0	\$1.94	\$2,944.72
22	2162	3178	1589	89	178	178	0	\$0.54	\$95.41
23	1111	1633	817	0	0	0	0	\$0.35	\$0.00
<b>TOTAL</b>	<b>84132</b>	<b>123674</b>	<b>28044</b>	<b>32666</b>	<b>65331</b>	<b>59059</b>	<b>6272</b>		<b>\$271,101.93</b>

**TABLE H-15**  
**2-4-0 CONFIGURATION**  
**I-25 NB AT HAMPDEN – GROWTH FOR 15YRS = 47% IN 2011**

A	B	C	D	E	F	G	H	I	J
	1996	2011	2 FREE LANES VPH/LN	FREE LN VPH/LN OVER 1500	POTENTIAL TOLLED VPH	4 HOT LANES CUSTO-MERS SERVED	CUSTO-MERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
0	676	994	497	0	0	0	0	\$0.35	\$0.00
1	416	612	306	0	0	0	0	\$0.35	\$0.00
2	313	460	230	0	0	0	0	\$0.35	\$0.00
3	213	313	157	0	0	0	0	\$0.35	\$0.00
4	472	694	347	0	0	0	0	\$0.35	\$0.00
5	1794	2637	1319	0	0	0	0	\$0.35	\$0.00
6	5243	7707	3854	2354	4707	4707	0	\$4.03	\$18,958.33
7	6120	8996	4498	2998	5996	5996	0	\$5.03	\$30,190.00
8	5716	8403	4201	2701	5403	5403	0	\$4.57	\$24,693.40
9	4546	6683	3341	1841	3683	3683	0	\$3.23	\$11,883.99
10	4231	6220	3110	1610	3220	3220	0	\$2.87	\$9,225.00
11	4574	6724	3362	1862	3724	3724	0	\$3.26	\$12,136.56
12	4834	7106	3553	2053	4106	4106	0	\$3.56	\$14,608.24
13	5136	7550	3775	2275	4550	4550	0	\$3.90	\$17,765.73
14	5311	7807	3904	2404	4807	4807	0	\$4.11	\$19,736.32
15	5752	8455	4228	2728	5455	5455	0	\$4.61	\$25,160.83
16	5960	8761	4381	2881	5761	5761	0	\$4.85	\$27,947.22
17	5845	8592	4296	2796	5592	5592	0	\$4.72	\$26,388.61
18	4953	7281	3640	2140	4281	4281	0	\$3.69	\$15,815.65
19	3117	4582	2291	791	1582	1582	0	\$1.59	\$2,508.92
20	2561	3765	1882	382	765	765	0	\$0.95	\$724.45
21	3076	4522	2261	761	1522	1522	0	\$1.54	\$2,341.69
22	2162	3178	1589	89	178	178	0	\$0.49	\$87.14
23	1111	1633	817	0	0	0	0	\$0.35	\$0.00
TOTAL	84132	123674	28044	32666	65331	65331	0		\$260,172.09

**TABLE I-15**  
**1-4-1 & 1-4-0 CONFIGURATIONS**  
**I-25 NB AT HAMPDEN – GROWTH FOR 15YRS = 47% IN 2011**

A	B	C	D	E	F	G	H	I	J	
HOUR	1996 COUNT	2011 COUNT	1 FREE LANE VPH/LN	FREE LN	POTEN-	4 HOT	CUSTO- MERS SERVED	CUSTO- MERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
				VPH/LN	OVER 1500	TIAL TOLLED VPH				
0	676	994	994	0	0	0	0	0	\$0.35	\$0.00
1	416	612	612	0	0	0	0	0	\$0.35	\$0.00
2	313	460	460	0	0	0	0	0	\$0.35	\$0.00
3	213	313	313	0	0	0	0	0	\$0.35	\$0.00
4	472	694	694	0	0	0	0	0	\$0.35	\$0.00
5	1794	2637	2637	1137	1137	1137	0	0	\$1.24	\$1,408.31
6	5243	7707	7707	6207	6207	6000	207	0	\$5.04	\$30,225.00
7	6120	8996	8996	7496	7496	6000	1496	0	\$5.04	\$30,225.00
8	5716	8403	8403	6903	6903	6000	903	0	\$5.04	\$30,225.00
9	4546	6683	6683	5183	5183	5183	0	0	\$4.40	\$22,797.94
10	4231	6220	6220	4720	4720	4720	0	0	\$4.04	\$19,053.68
11	4574	6724	6724	5224	5224	5224	0	0	\$4.43	\$23,146.98
12	4834	7106	7106	5606	5606	5606	0	0	\$4.73	\$26,514.45
13	5136	7550	7550	6050	6050	6000	50	0	\$5.04	\$30,225.00
14	5311	7807	7807	6307	6307	6000	307	0	\$5.04	\$30,225.00
15	5752	8455	8455	6955	6955	6000	955	0	\$5.04	\$30,225.00
16	5960	8761	8761	7261	7261	6000	1261	0	\$5.04	\$30,225.00
17	5845	8592	8592	7092	7092	6000	1092	0	\$5.04	\$30,225.00
18	4953	7281	7281	5781	5781	5781	0	0	\$4.87	\$28,131.85
19	3117	4582	4582	3082	3082	3082	0	0	\$2.76	\$8,499.53
20	2561	3765	3765	2265	2265	2265	0	0	\$2.12	\$4,799.45
21	3076	4522	4522	3022	3022	3022	0	0	\$2.71	\$8,191.03
22	2162	3178	3178	1678	1678	1678	0	0	\$1.66	\$2,787.47
23	1111	1633	1633	133	133	133	0	0	\$0.45	\$60.46
TOTAL	84132	123674	28044	92102	92102	85830	6272	0		\$387,191.15

**TABLE J-15**  
**1-5-0 CONFIGURATION**  
**I-25 NB AT HAMPDEN – GROWTH FOR 15YRS = 47% IN 2011**

A	B	C	D	E	F	G	H	I	J
	1996	2011	1 FREE LANE VPH/LN	FREE LN VPH/LN OVER 1500	POTEN- TIAL TOLLED VPH	5 HOT LANES CUSTO- MERS SERVED	CUSTO- MERS REFUSED	LIKELY TOLL RATE	LIKELY TOLL REVENUE
HOUR	COUNT	COUNT	VPH/LN						
0	676	875	875	0	0	0	0	\$0.35	\$0.00
1	416	539	539	0	0	0	0	\$0.35	\$0.00
2	313	405	405	0	0	0	0	\$0.35	\$0.00
3	213	276	276	0	0	0	0	\$0.35	\$0.00
4	472	611	611	0	0	0	0	\$0.35	\$0.00
5	1794	2323	2323	823	823	823	0	\$0.86	\$710.96
6	5243	6788	6788	5288	5288	5288	0	\$3.66	\$19,328.42
7	6120	7924	7924	6424	6424	6424	0	\$4.36	\$28,037.11
8	5716	7401	7401	5901	5901	5901	0	\$4.04	\$23,825.15
9	4546	5886	5886	4386	4386	4386	0	\$3.09	\$13,556.51
10	4231	5478	5478	3978	3978	3978	0	\$2.84	\$11,281.94
11	4574	5922	5922	4422	4422	4422	0	\$3.11	\$13,768.75
12	4834	6259	6259	4759	4759	4759	0	\$3.32	\$15,818.05
13	5136	6650	6650	5150	5150	5150	0	\$3.57	\$18,376.21
14	5311	6876	6876	5376	5376	5376	0	\$3.71	\$19,946.03
15	5752	7447	7447	5947	5947	5947	0	\$4.07	\$24,186.60
16	5960	7716	7716	6216	6216	6216	0	\$4.24	\$26,328.11
17	5845	7568	7568	6068	6068	6068	0	\$4.14	\$25,132.89
18	4953	6413	6413	4913	4913	4913	0	\$3.42	\$16,803.25
19	3117	4036	4036	2536	2536	2536	0	\$1.93	\$4,905.68
20	2561	3316	3316	1816	1816	1816	0	\$1.48	\$2,696.04
21	3076	3982	3982	2482	2482	2482	0	\$1.90	\$4,720.62
22	2162	2799	2799	1299	1299	1299	0	\$1.16	\$1,509.55
23	1111	1438	1438	0	0	0	0	\$0.35	\$0.00
<b>TOTAL</b>	<b>84132</b>	<b>108926</b>	<b>28044</b>	<b>77781</b>	<b>77781</b>	<b>77781</b>	<b>0</b>		<b>\$270,931.88</b>

# APPENDIX D

## GLOSSARY OF ACRONYMS

ALEC	American Legislative Exchange Council
CALPOLY	California Polytechnic State University
CALTRANS	California Department of Transportation
CDOT	Colorado Department of Transportation
CPTC	California Private Transportation Company
DEIS	Draft Environmental Impact Statement
DOT	Department of Transportation
DRCOG	Denver Regional Council of Governments
EB	Eastbound
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ETC	Electronic Toll Collection
FARE	Fast, Affordable, Reliable, Efficient
GP	General Purpose
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
LRT	Light Rail Transit
M-PPY	Million People per Year
M-VPY	Million Vehicles per Year
NB	Northbound
NOI	Net Operating Income
OCGJ	Orange County Grand Jury
OCTA	Orange County Transportation Authority
PPY	People per Year
PRT	Personal Rapid Transit
ROW	Right of Way
RTD	Regional Transportation District
SOV	Single Occupancy Vehicle
SB	Southbound
TTI	Texas Transportation Institute
US DOT	U.S. Department of Transportation
VPD	Vehicles per Day
VPH	Vehicles per Hour
VPY	Vehicles per Year
WB	Westbound

