

Final Report

Feasibility of Tolling I-95

Prepared for



North Carolina Department of Transportation



October 2003

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Feasibility of Tolling I-95

Finding and Recommendations

1 Statutory Directive

Session Law 2002-180 Part XVII directs the Department of Transportation "to study the feasibility of charging a toll on I-95 (in North Carolina) and directing the use of toll proceeds for expansion and maintenance of I-95." The Department is also directed to report its findings and recommendations to the Joint Legislative Transportation Oversight Committee and to the House of Representatives and Senate Appropriations Subcommittees on Transportation. This document summarizes the Department's investigation.

In responding to this legislative directive, the Department of Transportation focused its efforts on the engineering and funding feasibility of undertaking such an initiative. This report does not seek to address the political feasibility of such action. Further, the analysis, upon which recommendations made herein are based, has been conducted at a preliminary screening level of detail. For this reason, the Department has been consciously conservative in its assessment of probable I-95 improvement costs and of the revenue that might be generated from tolling.

2 I-95 Improvement Needs, Associated Costs, and Anticipated Resources

Interstate 95 traverses North Carolina from South Carolina to Virginia along the divide between the Sandhills and Piedmont regions of the state, a distance of 182 miles. The roadway was initially constructed between 1956 and 1980, and other than the section through Lumberton and the segment where Interstate 40 crosses I-95, it remains basically the same four-lane divided highway as when it was first built, much with 1960's design standards.

Unlike I-85 and I-40, which serve the major urban centers of the state, I-95 appears to serve primarily as a through travel route carrying many motorists who are traveling between origins and destinations to the north and south of North Carolina. "Local traffic," destined to ports, beaches, Fayetteville or the smaller cities along the corridor, is thought to be a less significant portion of I-95 traffic than on NC's other major Interstate routes.

While growth of I-95 traffic has been impacted less by growth of our urban areas than that of other Interstate routes in the state, significant improvements are still warranted. Traffic that includes significant amounts of both interstate and intrastate truck traffic is expected to increase by 2 to 3 percent annually through the year 2030.

The need for improvements to I-95 over the next 25 years is considerable. The graphic to the right indicates when various segments of I-95 can be expected to experience undesirable levels of congestion without significant capacity improvements. Increasing volumes will result in daily peak congestion, growing restriction on travel speeds, and the likelihood of longer, more frequent non-recurring delays due to crashes and other incidents, resulting in lost time and increasing injuries. The NCDOT anticipates that the entire corridor will need to be widened to eight lanes to maintain a desirable level of travel service and improve facility safety. The Department estimates that the probable cost of such an improvement program will be approximately \$3.0 billion in 2003 dollars.

To address ongoing maintenance and improvement needs, NCDOT must presently rely on its traditional federal and state funding sources. Over the past 7 years, the Department has spent \$86 million on I-95, a spending rate only 10% of what is needed to meet the 30-year, \$3.0 billion improvement need. If the entire amount of eligible funds likely to be allocated to NCDOT's Divisions 4 and 6 were spent on I-95 improvements, at the expense of other Division needs, the Department would be able to fund only

55% of I-95 needs. At the current spending rate, the Department will be able to fund neither widening to meet traffic growth nor maintenance needed for an aging facility. In addition, equity requirements and other transportation needs in the divisions would restrict the flow of funds to I-95, creating a decades-long improvement program.

3 Engineering Feasibility and Incremental Cost of Tolling

Many strategies exist for tolling I-95. The tolling strategies range from tolling all users to establishing tolling plans that toll varying percentages of the users based upon targeted segments. Implementation costs and potential revenues would be used to further refine a final strategy.

The Department has used a conservative “barrier system” tolling strategy for testing I-95 tolling feasibility. Barrier system tolling provides toll plazas only on the freeway proper of I-95. A multi-plaza approach was developed, which would provide sufficient spacing for efficient traffic flow yet discourage toll bypass, reasonable toll rates per plaza based on industry per-mile cost averages, and freedom for toll-free movements for many short distance, local trips. Based on field inspection of the corridor with an eye toward placement of toll plazas, it is the Department’s conclusion that the necessary mainline toll plazas could be constructed and operated with no irresolvable issues.

Implementation of a tolling strategy on I-95 will require a substantial capital outlay and operating structure beyond that required for traditional roadway widening. Plazas and “back room” operations centers are required for toll collection and performance of needed accounting functions. Toll collections personnel must also be retained and deployed. Capital cost and recurring Operations and Maintenance (O&M) cost of tolling I-95 are likely to be as follows:

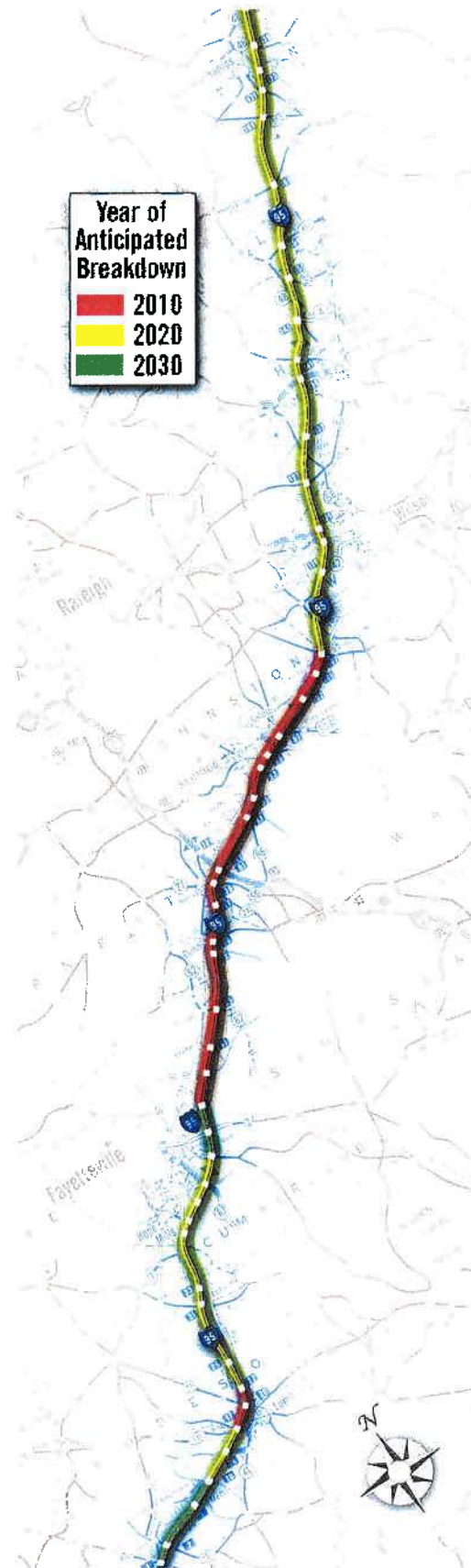


Figure 1
Projected I-95 Congestion

Cost of Tolling	Approximate Total Cost (2003\$)
Mainline Toll Plazas	\$85,000,000
Toll Collection Equipment	\$75,000,000
Annual O&M	\$25,000,000 / per year

4 Potential I-95 Toll Revenue and Toll Finance Feasibility

A preliminary screening analysis was performed to identify the potential for acceptable financial conditions resulting from tolls being collected on I-95. As part of the analysis, the Department examined a range of values for key variables such as toll rates per mile, toll diversion percentages, and present value (or discount) rates representing potential bond market conditions, drawing on the experience of other states and agencies in building new toll roads.

How self-sufficient a toll facility will be over the long term is a function of its ability to pay 1) annual operating and maintenance cost, 2) annual costs to service project debt, and 3) periodic costs of capital improvement and rehabilitation. For preliminary feasibility studies, it is instructive to compare the present value of the project's cash flows to its capital cost. The cash flows in this case refer to the annual stream of toll revenues remaining after paying current operating and maintenance costs. This is commonly referred to as "net revenues." These long-term future cash flows are discounted back to present year so as to allow a correct dollar-to-dollar correlation.

For this study, project feasibility has been portrayed as a "feasibility ratio" which compares the present value of the

project's estimated future cash flows to its estimated project cost. While each individual agency must make its own determination as to the definition of a "feasible project," it is generally accepted that projects in the preliminary screening phase that exhibit feasibility ratios greater than 0.70 are strong candidates for tolls from a financial perspective. For the mid-range condition examined in this study (ten cents per mile toll rate and 30% diversion of traffic from I-95), the feasibility ratio is .81 with a capital cost of \$3 billion and net revenues of \$2.44 billion. The Department's conclusion is that this ratio suggests that I-95 is a very strong candidate for successful toll financing.

It should be noted that, ultimately, the real ability of this toll program to self-finance itself will be determined by future decisions and conditions that include, among other factors, the following:

- The phasing of the program and the determination of how toll revenues from initial phases will help finance latter phases.
- Toll rates and anticipated changes in such rates over time.
- Actual capital or bond market conditions.

5 Interstate Tolling Prohibitions and Initiatives

Currently, neither North Carolina nor federal statutes authorize general tolling of interstate highways. The statute that created the NC Turnpike Authority expressly prohibits tolling of existing highways in the state, and federal law generally prohibits Interstate highway tolling except for construction of bridges and tunnels.

However, Section 1216 of the current federal transportation authorization bill (Transportation Equity Act for the 21st Century, or TEA-21) identifies an Interstate tolling pilot program under which the Federal Highway Administration (FHWA) can authorize up to three Interstate tolling projects. To date, only one project, I-81 in Virginia, has been authorized by FHWA to move into the project development phase. Several other states are reported to be considering applications to FHWA for the other two available slots.

Entry into the pilot program requires application to FHWA, with that application in large part consisting of the same types of analysis prepared in response to this General

Assembly directive. The process is not burdensome, but in light of the apparent growing interest from other states, if there is legislative and administrative agreement that pursuit of one of the available slots is desirable, then such action should commence immediately in close consultation with the federal agency.

Need for Action: If there is a determination that the State should pursue a toll-based finance strategy for an I-95 improvement program, then continued, quick action seems imperative, in order to secure one of the three slots in the federal pilot program. At this time, there is no assurance that Congress will expand the program to open it to all states. Two parallel activities are required:

- The Department of Transportation would be directed to initiate formal entry into the federal pilot Interstate highway tolling program; and
- The General Assembly would rescind current statutory restrictions against tolling of existing NC highways.

6 Advantages and Disadvantages of I-95 Tolling

North Carolina has a tradition of resisting the tolling of its highways. Even with creation of the NC Turnpike Authority, the legislative intent was clearly to preserve the "free" nature of the state's existing highway network, by prohibiting that authority from pursuing projects that would toll existing roadways. However, in the case of I-95, the directive to conduct this feasibility study implies recognition of the inadequate funding stream available for maintenance and improvement. Implementation of tolls on I-95 would have benefits, but there would also be costs, or disbenefits. Following is a listing of what the Department considers the principle advantages and disadvantages of tolling I-95.

I-95 Tolling Advantages:

- Would provide a dedicated revenue source for I-95 improvements adequate to finance improvement costs.

- Would generate revenue from out-of-state travelers who may well travel through the state without paying gas tax/user fees needed to maintain the state's roadways.
- Adds to eastern NC's attractiveness for industrial recruiting/relocation.
- Would allow needed safety improvements to be made in a timely fashion.
- Would relieve the demand for federal and state Highway Fund revenues for this project so that they can be used for other pressing transportation needs in the area.
- Could generate excess revenue that could support other transportation improvement projects. Such "system revenue" potentially could become a revenue source for the new NC Turnpike Authority. (Note: such "cross-subsidy" is not currently allowed under federal Interstate tolling programs, but there is discussion of

easing such restrictions as part of federal transportation program reauthorization.)

Disadvantages:

- Tolls many NC users of I-95 who are also buying gasoline and paying gas tax in NC. Some may see this as a form of "double taxation."
- Lower income North Carolinians may not be able to afford the tolls (however, alternative "free" routes are

available; in addition, electronic tolling techniques could provide mechanisms for lower toll rates for frequent users).

- Traffic diverting from I-95 to avoid tolls may increase congestion along US 301, the principal parallel route to I-95, resulting in the potential need for improvements to US 301.
- Possible negative safety impact, as some travelers leave the safer interstate highway to avoid tolls.

7 Conclusion: Feasibility Findings and Recommendations

In summary, North Carolina faces a growing need for revenue to address costly improvements on I-95. Over the next 30 years, the Department should spend \$3.0 billion to maintain and improve this 182-mile roadway. Given the state's continuing statewide demand for highway system improvements and the failure of traditional highway revenue to keep pace with demand, it is likely that traditional funding approaches could cover no more than 40% of the needed amount.

Based on the analysis described above, the Department offers the following conclusions:

- A long-term toll-financed improvement program could be implemented on I-95, with toll rates comparable to those collected in other states in the eastern US that would have a high likelihood of generating the necessary toll revenue to fully finance improvements to the roadway. Even if the toll revenue generated did not fully cover costs, the incremental amount of traditional, state and federal highway revenue required would be far less than would otherwise be needed, leaving revenue to address other pressing transportation needs

in the state. Alternatively, the schedule of the improvement program could be adjusted to match anticipated revenue.

- Opportunity exists at the federal level to participate in a pilot program that allows the tolling of segments of the Interstate highway system in three states.

Accordingly, it is the recommendation of the Department of Transportation that:

- The Department be directed to prepare the necessary application to the Federal Highway Administration to gain entry into that pilot program.
- In conjunction with entry into the Interstate tolling pilot program, the General Assembly take legislative action to remove the existing prohibition in NC Statute against tolling of existing highways.
- Further, consideration be given to assigning further assessment of the tolling of I-95 to the NC Turnpike Authority, since that agency is responsible for developing a work program of toll projects and will be developing the toll industry skills needed to implement this and other toll road projects in the state.

Final Report

Feasibility of Tolling I-95

1 Overview and Study Process

Session Law 2002-180 (Senate Bill 98) Part XVII directs the North Carolina Department of Transportation (NCDOT) to study "the feasibility of charging a toll on I-95 (in North Carolina) and directing the use of toll proceeds for expansion and maintenance of I-95." To satisfy this directive, the NCDOT initiated the I-95 Toll Feasibility Study. The study had two primary objectives:

1. To conduct a preliminary screening assessment, including a planning-level financial feasibility analysis, of charging a toll on I-95 from the South Carolina border to the Virginia border, and directing the use of toll revenue for I-95 rehabilitation, maintenance, and capacity improvements.
2. To review federal regulations regarding tolling of Interstate highways and assess the legality of tolling I-95, including a review of the requirements of Section 1216(b) of TEA-21 and determination of I-95 eligibility for the Interstate System Reconstruction and Rehabilitation Pilot Program.

A toll feasibility study is not a one-time evaluation, but rather an evolving, progressively more detailed series of assess-

ments. Feasibility studies are intended to determine a project's potential for success as a toll facility, by examining such elements as project need, engineering and environmental features, and cost and revenue estimates. A feasibility study typically involves three phases of analysis as listed below, each with an increasing level of detail.

- Preliminary screening
- Conceptual feasibility analysis
- Investment-grade analysis

In addressing Objective 1, a preliminary screening analysis was conducted. The purpose of preliminary screening is to determine if a potential project meets basic financial toll road viability criteria and to evaluate the engineering and environmental elements for fatal flaws. Preliminary screening is conducted with a minimum investment of resources, using readily available data. This approach is consistent with the preliminary feasibility assessment approach presented in the *NC Toll Road Feasibility Study – Final Report (March 2001)*.

The I-95 toll feasibility study was conducted under the direction of senior managers of the NCDOT. The work was reported, discussed, and confirmed through a series of collaborative working meetings. This report presents the study's methodology and findings.

2 I-95 Improvement Program

For purposes of preliminary screening, a broad improvement program for I-95 from South Carolina to the Virginia was identified. The basis of the program is the required number of "basic lanes" needed to accommodate year 2030 traffic demand. Basic number of lanes is the constant number of lanes assigned to a route, exclusive of auxiliary lanes. Presently, I-95 has four basic lanes, with two lanes serving each direction of travel. No funding for the construction of significant mainline capacity enhancements (i.e., addition of basic lanes) is included in the current State Transportation Improvement Program for I-95. However, a project feasibility study (Tip No. FS-0204A) addressing interstate capacity improvements from I-95

Business (Exit 56) to NC 222 (Exit 107) is presently underway by the NCDOT.

Average Annual Daily Traffic (AADT) from the I-95 mainline count stations, which are monitored by the NCDOT, were reviewed for years 1991 through 2001. Year 2001 AADTs were ultimately excluded from the analysis due to abnormal traffic volumes resulting from the events of 9/11. Base year 2000 volumes were established through linear regression of the historical AADTs (1991 through 2000).

To forecast year 2030 traffic volumes, annual growth rate estimates at the mainline count stations were determined through a review of the following:

- Historical annual growth from 1991 to 2000
- Annual growth rates reported in recent traffic forecast reports prepared by the NCDOT

For purposes of estimating traffic demand for this study, annual growth rates were assumed to remain constant from year 2000 to year 2030. **Appendix A** provides the assumed annual traffic growth rates by count station and demand traffic forecast volumes from year 2003 to 2030.

In assessing the operational performance of I-95, the following assumptions were applied uniformly through the entire I-95 corridor.

- Free Flow Speed: 75 mph
- K-Factor: 0.10
- Direction Distribution: 55/45
- Peak Hour Factor: 0.88
- Peak Hour Percent Trucks: 15% (assumed 60% of daily truck percentage occur in peak two hours of a.m. and p.m. peak periods)
- Terrain: Level

These assumptions were derived from the following sources:

- Recommended planning-level guidelines in the *Highway Capacity Manual (2000)*
- Documentation from recent traffic forecast reports prepared by the NCDOT
- Field data collected by the NCDOT

Figure 1 indicates when segments of I-95 can be expected to experience undesirable levels of congestion (Level-of-Service D or worse) without significant capacity improvements under the growth assumptions used in this study. Increasing volumes will result in growing daily congestion and the likelihood of longer, more frequent non-recurring delays due to crashes and other incidents, resulting in lost time and increasing injuries. As shown in **Figure 1**, the entire corridor by 2030 will be in need of significant capacity improvements (addition of basic lanes) to maintain a desirable level of travel service and improve facility safety. **Appendix A** provides a detailed breakdown of the Level-of-Service estimates.

Based on the operational assessment, the NCDOT anticipates that the entire corridor from South Carolina to Virginia will need to be widened to eight lanes to maintain a desirable level of travel service (Level-of-Service C or better) and improve facility safety.

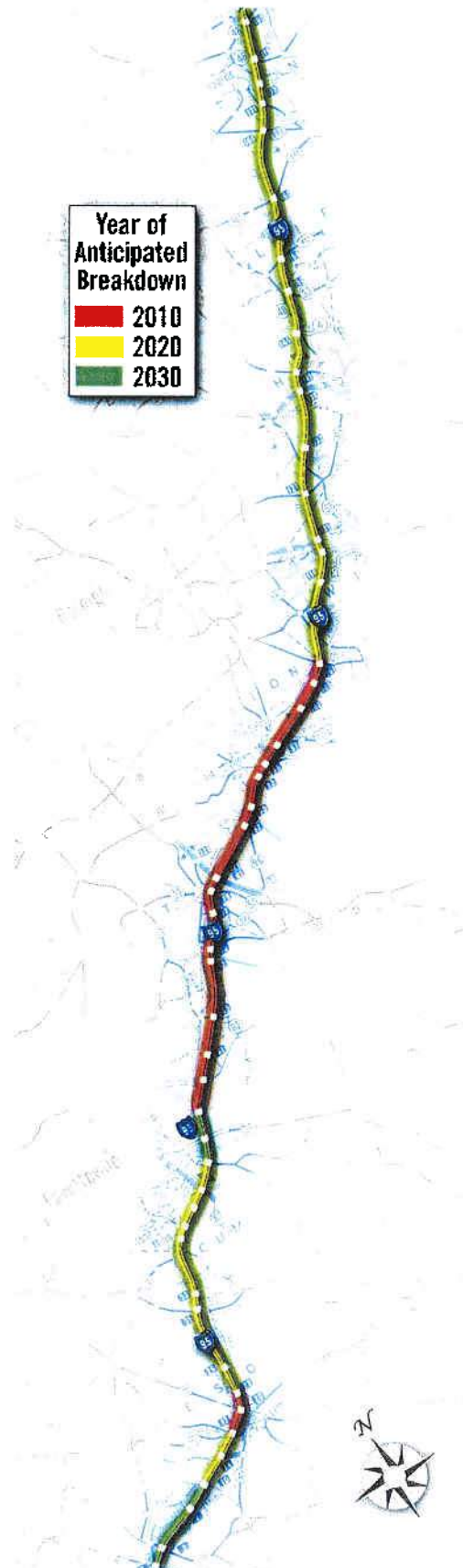


Figure 1
Projected I-95 Congestion

A planning-level estimate of project costs was prepared for an 8-lane improvement program. Potential physical and right-of-way impacts were determined through visual observations from driving the corridor and review of aerial photography. The project cost estimate was based on total reconstruction of I-95 from four lanes to eight lanes with concrete pavement. In addition to the cost of basic roadway improvements, conversion of I-95 to a tolled facility will require construction of toll plazas and accompanying toll equipment. Cost estimates assume provision for six-mainline toll plazas and accompanying toll collection equipment. The project cost estimate is \$2.9 billion in year 2003 dollars (2003\$). Details of the project cost estimate are provided in **Appendix B**.

For purposes of the preliminary screening feasibility study, the project team determined \$3.0 billion (2003\$) to be a reasonable estimate for reconstructing I-95 from four to eight lanes, including provisions for a tolling system.

3 Tolling Strategies

Barrier and closed-system tolling strategies were considered by the project team. Barrier tolling would provide toll plazas only on the freeway proper of I-95. Barrier tolling allows some toll-free movements on I-95, with the degree of toll-free movements being a function of the number and location of the barrier plazas. Closed-system tolling would provide toll plazas at all entrance and exit points to the Interstate, so that any trip using I-95 would be tolled. The primary disadvantage of the closed-system tolling strategy for such a large project as I-95 is the tremendous capital expense in retrofitting and reconstructing all the interchanges with toll plazas. For purposes of the preliminary screening feasibility study, the project team determined the barrier-tolling strategy to be the most acceptable due to lower initial construction cost, lower operational and maintenance costs, and the ability to provide toll-free movements for local trips between plazas.

As a representative barrier tolling strategy, six mainline plazas were assumed on I-95. The plaza locations are shown in **Figure 2**. The number and location of the plazas was determined through the following objectives:

- Provide a reasonable and uniform toll rate per plaza
- Provide efficient movement of traffic on I-95
- Discourage toll bypass

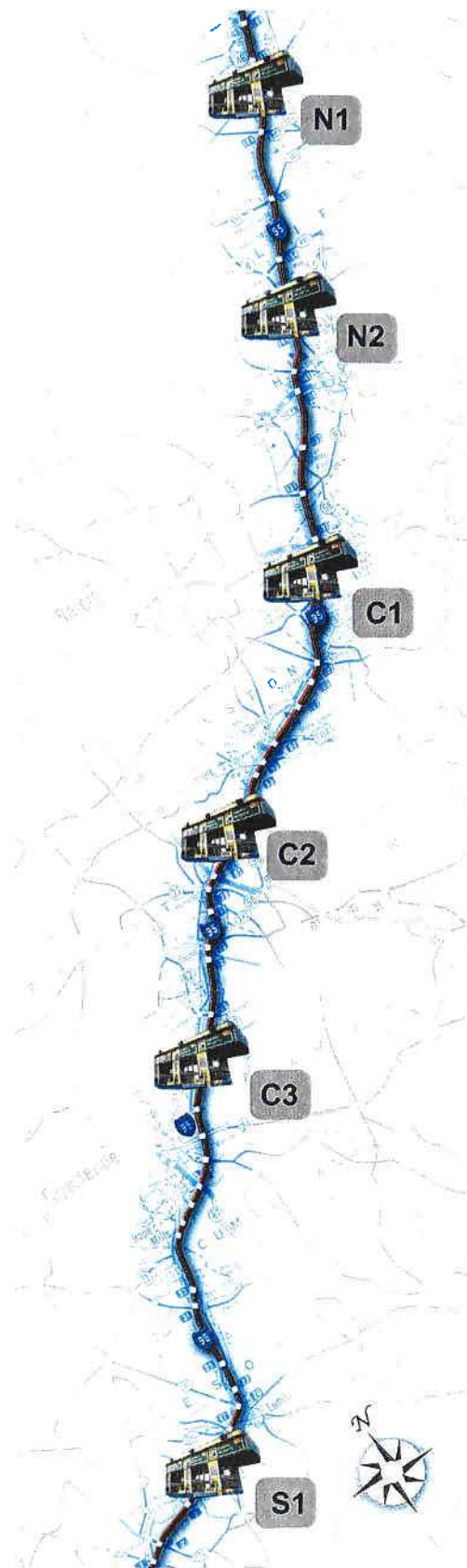


Figure 2
Representative Toll Plaza Locations

- Allow moderate toll-free movements for local trips
- Favorable physical location for construction

4 Revenue Forecast

General assumptions were made with regard to delivery of the improvement program and project financing. These assumptions were deemed reasonable by the project team for purposes of preliminary screening, and are listed below:

- I-95 improvements from South Carolina to Virginia to be delivered as a single project
- Begin collecting tolls in year 2013
- 30-year cash forecast period
- Annual inflation rate of 3%

In contrast to the traditional traffic forecasting practices for determining traffic “demand” for roadway improvements (as discussed in Section 2), traffic forecasting for determining toll revenue is generally very conservative, especially for preliminary screening exercises in which the degree of uncertainty for key variables is great. For the I-95 study, annual growth rates for traffic were established at each toll plaza location with a maximum annual rate of 2% and minimum annual rate of 1%. These growth rates were then reduced in years 2011, 2021, and 2031 by 0.5%.

Per-mile costs on U.S. toll roads range from a low of 2.2 cents per mile to as high as 18.5 cents per mile. Toll rates are a primarily a function of construction cost and traffic available to produce the revenue. Newer toll facilities have higher construction costs and debt payments, compared to the older facilities built in the 1950’s and 1960’s, and thus higher cost per mile. **Table 1** provides a comparison of per-mile costs for representative U.S. toll roads.

A two-plaza barrier strategy was also analyzed as part of this study, with the northern plaza (N-1) and southern plaza (S-1) shown in **Figure 2** utilized as representative toll plaza locations.

For purposes of preliminary screening, a range of toll rates was analyzed from a low of \$0.04 per mile to a high of \$0.12 per mile (2003\$) for both tolling strategies. Higher per-mile rates may be possible, but ultimately it comes down to what customers are willing to pay. This may be determined through a more detailed toll elasticity analysis. Toll rates, as a conservative measure, were assumed to remain constant through the 30-year analysis period.

Toll diversion for barrier tolling is another element of revenue forecasting, accounting for revenue lost due to travelers using alternate routes to bypass the toll plazas. Toll diversion is a function of the number plazas; the toll rate; and accessibility, capacity and condition of alternative routes. For purposes of preliminary feasibility, ranges of toll diversion were assessed for the 6-plaza strategy (10% to 50%) and 2-plaza strategy (30% to 70%). As a conservative measure, the same toll diversion percentage was applied to both trucks and passenger cars. An accurate prediction of such diversion would require a more detailed toll elasticity analysis, which is beyond the scope of a preliminary screening study.

A summary of gross revenue forecasts for each toll strategy under the range of conditions described above is provided in **Appendix C**.

Table 1
Per-Mile Cost Comparison of U.S. Toll Roads

Toll Facility	Full Length Distance (miles)	Passenger Car Toll (Cash)	Per-mile Rate (cents)
Garden State Parkway (NJ)	173	\$3.85	2.2
Maine Turnpike	109	\$3.25	3.0
Florida's Turnpike, Florida City to I-75	312	\$17.15	5.5
New Jersey Turnpike	118	\$6.45	5.5
Bee Line Expressway, Main and Airport Sections, (Orlando, FL)	23	\$1.75	7.6
Veterans Expressway (Tampa, FL)	15	\$1.25	8.3
Hardy Toll Road (Houston, TX)	22	\$2.00	9.1
Dallas North Tollway (TX)	21	\$2.25	10.7
Orlando-Orange Co. East-West Expressway (Orlando, FL)	22	\$2.50	11.4
Chesapeake Expressway (Chesapeake, VA)	16	\$2.00	12.5
Sam Houston Tollway (Houston, TX)	56	\$7.00	12.5
Pocahontas Parkway Connector, Route 895 (Richmond, VA)	9	\$1.50	16.7
Foothill/Eastern Toll Road (Orange Co., CA)	27.5	\$5.00	18.2
E-470 Beltway (Denver, CO)	46	\$8.50	18.5

5 Feasibility Assessment

It is typical for policymakers to ask how self-sufficient a toll facility may be over the long term to pay 1) annual operating and maintenance cost, 2) annual costs to service project debt, and 3) periodic costs of capital maintenance and rehabilitation. The ability to answer this question improves as more detailed cost and revenue studies are completed. For preliminary feasibility studies, it is instructive to compare the present value of the project's cash flow to its capital cost. The cash flow in this case refers to the annual stream of toll revenues remaining after paying current operating and maintenance costs. This is referred to as "net revenue." This long-term future cash flow is discounted back to present year so as to allow a dollar-to-dollar correlation. The present value (or discount) rate is used to simulate the project owner's cost of capital. In the U.S., state and local governments finance capital infrastructure in the tax-exempt, municipal bond market.

The Bond Buyer Revenue Bond index represents the average yields on a select 25 tax-exempt revenue bonds

with 30-year maturities. The Year 2003 high for this index was 5.50% and the Year 2003 low was 4.78%. For this study, present value rates of 5%, 5.5% and 6% were utilized, representing a range of potential bond market conditions.

Project feasibility for this study is portrayed as a "feasibility ratio" which simply compares, for a specific project case or alternative, the present value of its estimated future cash flow to its estimated project cost. The determination as to what is or is not feasible is left to the discretion of the agency conducting the analysis. For some toll agencies, a project with a minimum feasibility ratio of 0.50 is worthy of more detailed analysis. For others, a ratio of 0.70 or higher may be required.

As cited in Section 2, the capital requirement for I-95 improvement was estimated to be \$3 billion (2003\$). Annual gross revenue projections were made utilizing a range of toll rates per mile and a range of toll diversion percent-

ages. Annual net revenues are calculated by subtracting annual operating and maintenance costs from gross revenues. For purposes of preliminary screening, maintenance costs were assumed to include roadway, facilities, ITS, and toll collection equipment. Operational cost element assumptions included toll collection and utilities for ITS, toll, and roadway. Estimates of annual operation and maintenance costs and annual net revenues for each

toll strategy are provided in **Appendix D**. Net revenues in 2003\$ for the range of present value rates are provided in **Appendix E**.

Tables 2 and 3 provide feasibility ratios (capital cost in 2003\$ divided by net revenue in 2003\$) for both tolling strategies for a range of toll rates per mile, diversion percentages, and present value rates.

Table 2
Feasibility Ratios for 6-Plaza Toll Strategy

Toll Rate/mile in 2003\$	Toll Rate/mile in 2013\$	Toll/plaza for 2-axle vehicle (2013\$)	Toll Diversion Percentage				
			50%	40%	30%	20%	10%
5% Present Value Rate							
\$0.04	\$0.05	\$1.50	0.16	0.24	0.31	0.39	0.46
\$0.06	\$0.08	\$2.50	0.44	0.57	0.70	0.83	0.96
\$0.07	\$0.10	\$3.00	0.58	0.74	0.90	1.06	1.22
\$0.09	\$0.12	\$3.75	0.79	0.99	1.19	1.39	1.59
\$0.11	\$0.15	\$4.50	1.00	1.24	1.49	1.73	1.97
5.5% Present Value Rate							
\$0.04	\$0.05	\$1.50	0.15	0.22	0.28	0.35	0.42
\$0.06	\$0.08	\$2.50	0.40	0.52	0.64	0.75	0.87
\$0.07	\$0.10	\$3.00	0.53	0.67	0.81	0.96	1.10
\$0.09	\$0.12	\$3.75	0.72	0.90	1.08	1.26	1.44
\$0.11	\$0.15	\$4.50	0.91	1.12	1.34	1.56	1.78
6% Present Value Rate							
\$0.04	\$0.05	\$1.50	0.14	0.20	0.26	0.32	0.38
\$0.06	\$0.08	\$2.50	0.36	0.47	0.58	0.68	0.79
\$0.07	\$0.10	\$3.00	0.48	0.61	0.74	0.87	0.99
\$0.09	\$0.12	\$3.75	0.65	0.81	0.98	1.14	1.30
\$0.11	\$0.15	\$4.50	0.82	1.02	1.22	1.41	1.61

Analysis Assumptions:

- (1) 8-lane improvement program from VA Line to SC Line
- (2) \$3 Billion (2003\$) Total Capital Requirement
- (3) Toll rate per mile remains constant through the 30-year analysis period beginning year 2013
- (4) Revenue; all trucks assumed to have 5 axles
- (5) Tolling begins in the year 2013

Table 3
Feasibility Ratios for 2-Plaza Toll Strategy

Toll Rate/mile in 2003\$	Toll Rate/mile in 2013\$	Toll/plaza for 2-axle vehicle (2013\$)	Toll Diversion Percentage				
			70%	60%	50%	40%	30%
5% Present Value Rate							
\$0.04	\$0.05	\$4.50	0.04	0.12	0.20	0.28	0.36
\$0.06	\$0.08	\$7.50	0.21	0.34	0.47	0.61	0.74
\$0.07	\$0.10	\$9.00	0.29	0.45	0.59	0.74	0.90
\$0.09	\$0.12	\$11.25	0.41	0.61	0.81	1.02	1.22
\$0.11	\$0.15	\$13.50	0.53	0.78	1.02	1.26	1.50
5.5% Present Value Rate							
\$0.04	\$0.05	\$4.50	0.04	0.11	0.18	0.25	0.32
\$0.06	\$0.08	\$7.50	0.19	0.31	0.43	0.55	0.67
\$0.07	\$0.10	\$9.00	0.26	0.41	0.53	0.68	0.82
\$0.09	\$0.12	\$11.25	0.37	0.55	0.74	0.92	1.10
\$0.11	\$0.15	\$13.50	0.48	0.70	0.92	1.14	1.36
6% Present Value Rate							
\$0.04	\$0.05	\$4.50	0.04	0.10	0.17	0.23	0.29
\$0.06	\$0.08	\$7.50	0.16	0.25	0.35	0.45	0.55
\$0.07	\$0.10	\$9.00	0.24	0.37	0.49	0.61	0.74
\$0.09	\$0.12	\$11.25	0.34	0.50	0.67	0.83	1.00
\$0.11	\$0.15	\$13.50	0.44	0.64	0.83	1.03	1.23

Analysis Assumptions:

- (1) 8-lane improvement program from VA Line to SC Line
- (2) \$3 Billion (2003\$) Total Capital Requirement
- (3) Toll rate per mile remains constant through the 30-year analysis period beginning year 2013
- (4) Revenue; all trucks assumed to have 5 axles
- (5) Tolling begins in the year 2013

6 Opportunities for Interstate Tolling

The Federal-Aid Highway Program has historically operated under the philosophy that tax-supported roads are preferable to toll roads. Since the passage of the 1956 Highway Act, Federal Law has prohibited funding for the construction or reconstruction of any toll highway on the Interstate System. Tolling on the Interstate System is limited to bridges and tunnels that must meet a series of criteria for funding eligibility. However, exceptions do exist. The states of Florida, Kansas, New York, Ohio, Pennsylvania, and West Virginia collect tolls on interstate "highway" segments. In all of these instances, the state toll facilities predated their designation as interstates. Tolling continues on these facilities through individual agreements with FHWA.

It was not until the creation of the Interstate System Rehabilitation and Reconstruction Pilot Program, established under Section 1216(b) of TEA-21 in 1998, that tolling existing Interstate System highway segments was made possible. Section 1216(b) of TEA-21 allows for conversion of a free Interstate highway to a toll facility in conjunction with needed reconstruction or rehabilitation. Eligible Interstate routes under the pilot program are those included in the Interstate system as described in 23 U.S.C. 103(c). These include the originally designated Interstate system, as well as those Interstate additions under former 23 U.S.C. 139(a). I-95 is an eligible route.

The FHWA may select up to three candidate projects to participate in the pilot program. Each project selected must

be in a different state. There is no special Federal funding authorized for this program. Regular Federal-aid highway funds, except for Interstate Maintenance funds, may be used to fund improvements to a designated pilot project, subject to the normal eligibility requirements for these funds. Section 1216(b) specifically prohibits use of Interstate Maintenance funds on the interstate facility covered by the pilot project during the period tolls are collected. Presently, the only active application in the Interstate System Rehabilitation and Reconstruction Pilot Program is from the Virginia Department of Transportation (VDOT). The proposed project is I-81 from Tennessee to West Virginia. VDOT has received a "conditional provisional" acceptance from FHWA. Therefore, one of the three available pilot slots under Section 1216(b) is now reserved for I-81 in Virginia.

The Administration's proposed bill for reauthorization of TEA-21, entitled the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 or SAFETEA, retains the Interstate System Rehabilitation and Reconstruction Pilot Program established under section 1216(b) of TEA-21 with minor modifications. Primary among these is a change in the strict financial analysis requirement. As

7 Conclusion

The question of toll feasibility is multi-faceted with the answer consisting of financial, engineering, and political components. In responding to the legislative directive, the NCDOT focused its efforts on the engineering and financial feasibility of undertaking such an initiative. The Department did not seek to address the political feasibility of such an action.

Toll road feasibility assessments are typically conducted in phases with each progression to the next phase increasing the detail of the analysis. Preliminary screening studies are the first step in assessing the financial feasibility of tolling a new or existing roadway. They are generally conducted using a minimum investment of resources, relying on existing and readily available project information, as well as using reasonable toll industry assumptions for key analysis variables. Project feasibility for this study is represented by the "feasibility ratio," which compares the present value of estimated future cash flow to estimated project cost. Feasibility ratios were calculated for a range

proposed, the requirement by which the state must show that collecting tolls is the only way to improve the facility, is replaced by a requirement that the state must show that financing the improvements to the facility through tolls is the most efficient, economical, or expeditious way to advance the project. Most of the original provisions have been retained, including the number of pilots permitted, the limitation on the use of toll revenues, and the restriction on the use of Interstate Maintenance funds while the facility is being tolled.

A review of the provisions of Section 1216(b) of TEA-21, the assessment of I-95 improvement needs, and the toll feasibility findings from the preliminary screening of I-95, all suggest that I-95 would be an ideal pilot project candidate. However, there is one caveat at the state level. Session Law 2002-133 (House Bill 644), which authorizes public toll roads and bridges in North Carolina and the creation of a Turnpike Authority, prohibits the converting of any segment of the non-tolled State highway system to a toll facility (Chapter 136-89.197). A modification of this legislation would be required to fully meet the requirements of Section 1216(b) of TEA-21.

of key variables (i.e., toll rates, toll diversion percentages, and present value rates) to provide for conditions sensitivity. While each individual agency must make its own determination as to the definition of a "feasible" project, it is generally accepted that projects in the preliminary screening phase that exhibit feasibility ratios greater than 0.70 are strong candidates for toll financing.

For the representative mid-range conditions examined in this study (six plazas, a toll rate of ten cents per mile, and 30% diversion), the feasibility ratio is .81 with a Year 2003 capital cost of \$3 billion and present value net revenues of \$2.44 billion. It is the Department's conclusion is that this ratio suggests that I-95 is a very strong candidate for successful toll financing. In addition, it is the Department's conclusion that mainline toll plazas may be constructed and operated with no irresolvable issues, based on field inspection of the corridor with an eye towards placement of toll plazas.

It should be noted that, ultimately the ability of this toll program to be self-financing will be determined by future decisions and conditions that include, among other factors, the following:

- The phasing of the program and the determination of how toll revenues from initial phases will help finance latter phases.
- Initial toll rate and toll rate increases over time.
- Actual capital or bond market conditions.

With regard to federal law impacts, Section 1216(b) of TEA-21 allows as a "pilot program" for the conversion of a free Interstate highway to a toll facility in conjunction with needed reconstruction or rehabilitation. It is anticipated

that the reauthorization bill for TEA-21 will retain the program with only minor modification. As it presently stands, the program is limited to three projects, with a limit of one project per state. I-81 in Virginia has been granted "conditional provisional" acceptance from FHWA, leaving two remaining opportunities. Through a review of Section 1216(b) criteria, I-95 appears to be a reasonable candidate project, with one exception at the state level. Session Law 2002-133 (House Bill 644), which authorizes public toll roads and bridges in North Carolina and the creation of a Turnpike Authority, prohibits the converting of any segment of the non-tolled State highway system to a toll facility (Chapter 136-89.197). A modification of this State legislation would be required to fully meet the requirements of Section 1216(b) of TEA-21 and allow the federal application process to be completed.

Appendix A

I-95 Traffic Growth and Level of Service Estimates

County	Location	AADT 2000	Historical		Linear Regression		Recent		Operational Assumptions		Truck Adjustment					
			Annual Growth Rates 1991-2000	AADT 2000	Traffic Forecast Growth Rates	Assumed Growth Rates	Free-Flow Speed (mph)	PCRPPL Threshold LOS C	PCRPPL LOS D	PCRPPL LOS E		K-Factor	Directional Distribution	Peak Hour Factor	Percent Trucks	PCE for Terrain
Northampton	FROM EXIT 180 TO VIA LINE	37000	2.56%	38000	2.40%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Northampton	FROM EXIT 176 TO EXIT 180	36000	2.63%	37000	2.40%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Halifax	FROM EXIT 173 TO EXIT 176	40000	2.45%	40000	2.40%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Halifax	FROM EXIT 171 TO EXIT 173	40000	N/A	40000	2.40%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Halifax	FROM EXIT 168 TO EXIT 171	41000	2.22%	40000	2.20%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Halifax	FROM EXIT 160 TO EXIT 168	39000	2.46%	40000	3.20%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Halifax	FROM EXIT 154 TO EXIT 160	38000	2.32%	38000	3.19%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Halifax	FROM EXIT 150 TO EXIT 154	38000	2.39%	38000	3.17%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Nash	FROM EXIT 145 TO EXIT 150	39000	2.27%	39000	3.19%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Nash	FROM EXIT 141 TO EXIT 145	38000	2.57%	39000	3.15%	3.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Nash	FROM EXIT 138 TO EXIT 141	39000	2.67%	40000	1.84%	3.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Nash	FROM EXIT 132 TO EXIT 138	33000	2.72%	36000	3.00%	3.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Nash	FROM EXIT 127 TO EXIT 132	32000	2.69%	35000	2.92%	3.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Nash	FROM EXIT 121 TO EXIT 127	32000	2.69%	35000	2.92%	3.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Wilson	FROM EXIT 119 TO EXIT 121	30000	N/A	30000	2.94%	3.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Wilson	FROM EXIT 116 TO EXIT 119	30000	2.65%	33000	2.88%	3.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Wilson	FROM EXIT 107 TO EXIT 116	30000	2.65%	33000	3.14%	3.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Johnston	FROM EXIT 106 TO EXIT 107	38000	2.87%	40000	3.11%	3.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Johnston	FROM EXIT 105 TO EXIT 106	36000	2.83%	40000	3.15%	3.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Johnston	FROM EXIT 102 TO EXIT 105	36000	2.97%	40000	3.15%	3.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Johnston	FROM EXIT 101 TO EXIT 102	36000	3.00%	41000	3.14%	3.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Johnston	FROM EXIT 98 TO EXIT 101	36000	3.00%	41000	3.14%	3.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Johnston	FROM EXIT 97 TO EXIT 98	36000	3.11%	41000	3.14%	3.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Johnston	FROM EXIT 96 TO EXIT 97	36000	2.90%	40000	3.08%	3.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Johnston	FROM EXIT 93 TO EXIT 96	39000	2.85%	42000	3.05%	3.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Johnston	FROM EXIT 90 TO EXIT 93	40000	2.92%	42000	3.14%	3.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Johnston	FROM EXIT 87 TO EXIT 90	36000	3.01%	39000	3.20%	3.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Johnston	FROM EXIT 81 TO EXIT 87	35000	3.01%	39000	3.20%	3.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Johnston	FROM EXIT 79 TO EXIT 81	50000	3.00%	50000	3.25%	3.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Johnston	FROM EXIT 77 TO EXIT 79	47000	2.87%	47000	3.28%	3.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Hammett	FROM EXIT 76 TO EXIT 77	46000	2.64%	46000	3.29%	3.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Hammett	FROM EXIT 73 TO EXIT 76	45000	2.58%	45000	3.00%	3.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Hammett	FROM EXIT 72 TO EXIT 73	44000	2.35%	45000	3.39%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Hammett	FROM EXIT 71 TO EXIT 72	43000	2.39%	44000	3.42%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Hammett	FROM EXIT 70 TO EXIT 71	42000	2.36%	43000	3.37%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Cumberland	FROM EXIT 66 TO EXIT 70	41000	2.31%	43000	3.37%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Cumberland	FROM EXIT 61 TO EXIT 66	41000	2.37%	43000	3.36%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Cumberland	FROM EXIT 56 TO EXIT 61	42000	2.34%	43000	3.36%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Cumberland	FROM EXIT 52 TO EXIT 56	38000	0.37%	40000	2.35%	2.75%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Cumberland	FROM EXIT 48 TO EXIT 52	28000	0.27%	28000	2.34%	2.50%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Cumberland	FROM EXIT 48 TO EXIT 52	32000	0.51%	29000	2.34%	2.50%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Cumberland	FROM EXIT 48 TO EXIT 49	32000	N/A	32000	2.50%	2.50%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Cumberland	FROM EXIT 44 TO EXIT 48	41000	2.28%	41000	2.50%	2.50%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Cumberland	FROM EXIT 41 TO EXIT 44	39000	2.60%	39000	2.50%	2.50%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Cumberland	FROM EXIT 33 TO EXIT 41	35000	2.32%	36000	3.00%	2.50%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Cumberland	FROM EXIT 40 TO EXIT 41	31000	2.09%	32000	3.00%	2.50%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Robeson	FROM EXIT 31 TO EXIT 33	39000	1.60%	40000	2.25%	2.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Robeson	FROM EXIT 28 TO EXIT 31	39000	1.47%	40000	2.25%	2.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Robeson	FROM EXIT 22 TO EXIT 28	39000	1.50%	41000	2.50%	2.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Robeson	FROM EXIT 20 TO EXIT 22	39000	1.49%	41000	2.80%	2.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Robeson	FROM EXIT 19 TO EXIT 22	43000	1.47%	47000	2.33%	2.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Robeson	FROM EXIT 17 TO EXIT 19	44000	0.97%	47000	2.10%	2.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Robeson	FROM EXIT 14 TO EXIT 17	38000	1.80%	40000	2.45%	2.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Robeson	FROM EXIT 10 TO EXIT 14	34000	2.21%	37000	2.42%	2.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Robeson	FROM EXIT 7 TO EXIT 10	32000	1.12%	35000	2.25%	2.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Robeson	FROM EXIT 2 TO EXIT 7	31000	1.93%	34000	2.25%	2.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Robeson	FROM EXIT 1 TO EXIT 2	31000	1.98%	34000	2.25%	2.25%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Robeson	FROM SC LINE TO EXIT 1	27000	-0.37%	28000	2.00%	2.00%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93
Corridor Average			2.24%	38085		2.50%	75	1830	2170	2400	0.1	0.55	0.88	15%	1.5	0.93

County	Location	Assumed Growth Rates	Linear Regression	Assumed																											
				Adjusted																											
				2000	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Northampton	FROM EXIT 180 TO VAL LINE	2.75%	39000	41222	42356	43520	44717	45947	47210	48509	49843	51213	52622	54089	55566	57084	58653	60280	61924	63627	65378	67174	69021	70920	72870	74874	76933	79048	81222	83465	85781
Northampton	FROM EXIT 176 TO EXIT 180	2.75%	37000	40157	41261	42395	43568	44780	46031	47322	48654	50027	51442	52908	54426	55996	57619	59297	61024	62802	64631	66513	68450	70445	72499	74614	76790	79029	81331	83698	86134
Hallifax	FROM EXIT 173 TO EXIT 176	2.75%	40000	43392	44685	46011	47379	48798	50268	51791	53368	54999	56685	58427	60226	62084	64003	66004	68078	70218	72426	74705	77057	79485	81992	84579	87248	89998	92832	95745	98741
Hallifax	FROM EXIT 171 TO EXIT 173	2.75%	40000	43392	44685	46011	47379	48798	50268	51791	53368	54999	56685	58427	60226	62084	64003	66004	68078	70218	72426	74705	77057	79485	81992	84579	87248	89998	92832	95745	98741
Hallifax	FROM EXIT 168 TO EXIT 169	2.75%	40000	43392	44685	46011	47379	48798	50268	51791	53368	54999	56685	58427	60226	62084	64003	66004	68078	70218	72426	74705	77057	79485	81992	84579	87248	89998	92832	95745	98741
Hallifax	FROM EXIT 150 TO EXIT 150	2.75%	38000	41222	42356	43520	44717	45947	47210	48509	49843	51213	52622	54089	55566	57084	58653	60280	61924	63627	65378	67174	69021	70920	72870	74874	76933	79048	81222	83465	85781
Nash	FROM EXIT 145 TO EXIT 145	3.00%	39000	41222	42356	43520	44717	45947	47210	48509	49843	51213	52622	54089	55566	57084	58653	60280	61924	63627	65378	67174	69021	70920	72870	74874	76933	79048	81222	83465	85781
Nash	FROM EXIT 141 TO EXIT 141	3.00%	39000	41222	42356	43520	44717	45947	47210	48509	49843	51213	52622	54089	55566	57084	58653	60280	61924	63627	65378	67174	69021	70920	72870	74874	76933	79048	81222	83465	85781
Nash	FROM EXIT 139 TO EXIT 141	3.00%	39000	41222	42356	43520	44717	45947	47210	48509	49843	51213	52622	54089	55566	57084	58653	60280	61924	63627	65378	67174	69021	70920	72870	74874	76933	79048	81222	83465	85781
Nash	FROM EXIT 132 TO EXIT 138	3.00%	39000	41222	42356	43520	44717	45947	47210	48509	49843	51213	52622	54089	55566	57084	58653	60280	61924	63627	65378	67174	69021	70920	72870	74874	76933	79048	81222	83465	85781
Nash	FROM EXIT 127 TO EXIT 127	3.00%	35000	38245	39393	40575	41792	43046	44337	45667	47037	48448	49902	51399	52934	54507	56119	57770	59463	61198	62976	64799	66668	68584	70549	72562	74625	76739	78904	81131	83433
Nash	FROM EXIT 127 TO EXIT 132	3.00%	35000	38245	39393	40575	41792	43046	44337	45667	47037	48448	49902	51399	52934	54507	56119	57770	59463	61198	62976	64799	66668	68584	70549	72562	74625	76739	78904	81131	83433
Wilson	FROM EXIT 118 TO EXIT 121	3.00%	30000	32782	33756	34778	35822	36896	38003	39143	40317	41527	42773	44056	45378	46739	48141	49585	51073	52606	54185	55810	57484	59208	60983	62809	64687	66618	68604	70647	72749
Wilson	FROM EXIT 116 TO EXIT 119	3.00%	30000	32782	33756	34778	35822	36896	38003	39143	40317	41527	42773	44056	45378	46739	48141	49585	51073	52606	54185	55810	57484	59208	60983	62809	64687	66618	68604	70647	72749
Wilson	FROM EXIT 106 TO EXIT 106	3.00%	33000	36050	37142	38256	39404	40586	41803	43058	44349	45680	47060	48482	49947	51456	52999	54587	56220	57899	59624	61397	63218	65086	66999	68958	70964	73017	75116	77261	79454
Wilson	FROM EXIT 106 TO EXIT 107	3.00%	33000	36050	37142	38256	39404	40586	41803	43058	44349	45680	47060	48482	49947	51456	52999	54587	56220	57899	59624	61397	63218	65086	66999	68958	70964	73017	75116	77261	79454
Johnston	FROM EXIT 105 TO EXIT 105	3.25%	40000	43709	45020	46379	47782	49234	50734	52284	53886	55542	57255	59026	60857	62749	64704	66726	68818	70983	73224	75544	77948	80439	83019	85691	88448	91306	94270	97345	100536
Johnston	FROM EXIT 102 TO EXIT 105	3.25%	40000	43709	45020	46379	47782	49234	50734	52284	53886	55542	57255	59026	60857	62749	64704	66726	68818	70983	73224	75544	77948	80439	83019	85691	88448	91306	94270	97345	100536
Johnston	FROM EXIT 101 TO EXIT 102	3.25%	40000	43709	45020	46379	47782	49234	50734	52284	53886	55542	57255	59026	60857	62749	64704	66726	68818	70983	73224	75544	77948	80439	83019	85691	88448	91306	94270	97345	100536
Johnston	FROM EXIT 98 TO EXIT 101	3.25%	41000	45129	46586	48110	49703	51368	53109	54929	56831	58818	60886	63029	65252	67559	69954	72441	74914	77478	80137	82884	85724	88661	91599	94642	97685	100832	103925	107049	110208
Johnston	FROM EXIT 97 TO EXIT 98	3.25%	41000	45129	46586	48110	49703	51368	53109	54929	56831	58818	60886	63029	65252	67559	69954	72441	74914	77478	80137	82884	85724	88661	91599	94642	97685	100832	103925	107049	110208
Johnston	FROM EXIT 95 TO EXIT 97	3.25%	41000	45129	46586	48110	49703	51368	53109	54929	56831	58818	60886	63029	65252	67559	69954	72441	74914	77478	80137	82884	85724	88661	91599	94642	97685	100832	103925	107049	110208
Johnston	FROM EXIT 83 TO EXIT 95	3.25%	42000	46230	47732	49283	50885	52539	54246	56009	57830	59719	61666	63680	65762	67913	69979	72161	74374	76619	78898	81214	83568	85962	88400	90877	93396	95951	98546	101182	103949
Johnston	FROM EXIT 81 TO EXIT 89	3.25%	39000	41827	43286	44834	46473	48205	49932	51758	53680	55698	57814	59929	62145	64464	66888	69419	71959	74609	77270	79944	82733	85639	88565	91513	94486	97489	100525	103628	106804
Johnston	FROM EXIT 79 TO EXIT 81	3.25%	50000	53095	54486	56017	57689	59403	61261	63166	65119	67122	69176	71281	73439	75653	77924	80254	82646	85092	87595	89957	92480	94966	97518	100141	102759	105425	108144	110919	113755
Johnston	FROM EXIT 77 TO EXIT 79	3.00%	47000	50358	51773	53237	54752	56319	57939	59612	61341	63177	65020	66971	68931	70991	73161	75342	77534	79738	81955	84187	86435	88699	90980	93281	95604	97951	100325	102729	105165
Hannett	FROM EXIT 73 TO EXIT 75	3.00%	48000	50285	51773	53237	54752	56319	57939	59612	61341	63177	65020	66971	68931	70991	73161	75342	77534	79738	81955	84187	86435	88699	90980	93281	95604	97951	100325	102729	105165
Hannett	FROM EXIT 72 TO EXIT 72	2.75%	44000	48116	50158	51637	53167	54748	56380	58064	60020	62061	64177	66360	68620	70958	73376	75875	78457	81114	83849	86664	89561	92542	95609	98765	101905	105225	108641	112148	115751
Hannett	FROM EXIT 70 TO EXIT 70	2.75%	44000	48116	50158	51637	53167	54748	56380	58064	60020	62061	64177	66360	68620	70958	73376	75875	78457	81114	83849	86664	89561	92542	95609	98765	101905	105225	108641	112148	115751
Cumberland	FROM EXIT 68 TO EXIT 70	2.75%	43000	46646	48247	49907	51630	53425	55294	57238	59259	61358	63537	65797	68140	70568	73083	75687	78382	81169	84051	86920	89878	92927	96069	99207	102444	105933	109480	113091	116762
Cumberland	FROM EXIT 61 TO EXIT 65	2.75%	43000	46646	48247	49907	51630	53425	55294	57238	59259	61358	63537	65797	68140	70568	73083	75687	78382	81169	84051	86920	89878	92927	96069	99207	102444	105933	109480	113091	116762
Cumberland	FROM EXIT 58 TO EXIT 58	2.50%	43000	46546	47929	49298	50765	52330	53992	55754	57617	59582	61650	63823	66103	68491	70987	73592	76308	79136	82078	85136	88313	91611	95032	98579	102245	106031	109940	113976	118143
Cumberland	FROM EXIT 56 TO EXIT 56	2.50%	28000	30153	31879	33201	34622	36141	37760	39480	41303	43231	45266	47410	49664	52029	54506	57097	59804	62629	65574	68640	71829	75144	78588	82161	85865	89702	93676	97790</	

Traffic Demand Forecast (Passenger Cars Per Hour Per Lane)

County	Location	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
Northampton	FROM EXIT 180 TO VALINE	1395	1423	1462	1502	1544	1586	1630	1674	1720	1768	1818	1866	1918	1970	2025	2080	2137	2196	2257	2319	2382	2448	2515	2584	2656	2729	2804	2881	
	FROM EXIT 176 TO EXIT 180	1348	1385	1424	1463	1503	1544	1587	1630	1675	1721	1769	1817	1867	1919	1971	2026	2081	2137	2198	2259	2321	2384	2449	2515	2584	2657	2730	2805	
	FROM EXIT 173 TO EXIT 176	1458	1498	1539	1581	1625	1669	1715	1763	1811	1861	1912	1965	2019	2074	2131	2190	2250	2312	2375	2437	2500	2564	2629	2695	2762	2830	2899	2969	
	FROM EXIT 171 TO EXIT 173	1458	1498	1539	1581	1625	1669	1715	1763	1811	1861	1912	1965	2019	2074	2131	2190	2250	2312	2375	2437	2500	2564	2629	2695	2762	2830	2899	2969	
	FROM EXIT 168 TO EXIT 171	1458	1498	1539	1581	1625	1669	1715	1763	1811	1861	1912	1965	2019	2074	2131	2190	2250	2312	2375	2437	2500	2564	2629	2695	2762	2830	2899	2969	
	FROM EXIT 165 TO EXIT 168	1458	1498	1539	1581	1625	1669	1715	1763	1811	1861	1912	1965	2019	2074	2131	2190	2250	2312	2375	2437	2500	2564	2629	2695	2762	2830	2899	2969	
	FROM EXIT 154 TO EXIT 160	1385	1423	1462	1502	1544	1586	1630	1674	1720	1768	1818	1866	1918	1970	2025	2080	2137	2196	2257	2319	2382	2448	2515	2584	2656	2729	2804	2881	
	FROM EXIT 145 TO EXIT 150	1421	1460	1500	1542	1584	1625	1669	1715	1763	1811	1861	1912	1965	2019	2074	2131	2190	2250	2312	2375	2437	2500	2564	2629	2695	2762	2830	2899	
	FROM EXIT 141 TO EXIT 145	1432	1475	1519	1564	1611	1661	1710	1763	1811	1861	1912	1965	2019	2074	2131	2190	2250	2312	2375	2437	2500	2564	2629	2695	2762	2830	2899	2969	
	FROM EXIT 138 TO EXIT 141	1322	1361	1402	1444	1487	1532	1578	1625	1674	1720	1768	1818	1866	1918	1970	2025	2080	2137	2196	2257	2319	2382	2448	2515	2584	2656	2729	2804	
	FROM EXIT 132 TO EXIT 138	1295	1323	1363	1404	1446	1489	1534	1578	1625	1674	1720	1768	1818	1866	1918	1970	2025	2080	2137	2196	2257	2319	2382	2448	2515	2584	2656	2729	
	FROM EXIT 127 TO EXIT 132	1285	1323	1363	1404	1446	1489	1534	1578	1625	1674	1720	1768	1818	1866	1918	1970	2025	2080	2137	2196	2257	2319	2382	2448	2515	2584	2656	2729	
	FROM EXIT 121 TO EXIT 127	1101	1134	1168	1203	1239	1277	1315	1354	1395	1437	1480	1524	1569	1616	1666	1716	1768	1822	1877	1933	1990	2048	2107	2168	2230	2292	2356	2420	2485
	FROM EXIT 116 TO EXIT 119	1211	1248	1285	1324	1363	1404	1446	1489	1534	1578	1625	1674	1720	1768	1818	1866	1918	1970	2025	2080	2137	2196	2257	2319	2382	2448	2515	2584	
	FROM EXIT 107 TO EXIT 116	1211	1248	1285	1324	1363	1404	1446	1489	1534	1578	1625	1674	1720	1768	1818	1866	1918	1970	2025	2080	2137	2196	2257	2319	2382	2448	2515	2584	
	FROM EXIT 106 TO EXIT 107	1468	1512	1558	1605	1653	1702	1753	1806	1856	1907	1960	2013	2067	2121	2176	2232	2288	2345	2402	2460	2518	2577	2637	2697	2758	2819	2880	2941	
	FROM EXIT 105 TO EXIT 106	1479	1527	1576	1628	1681	1733	1787	1841	1896	1951	2006	2062	2118	2174	2231	2288	2345	2402	2460	2518	2577	2637	2697	2758	2819	2880	2941		
	FROM EXIT 102 TO EXIT 105	1479	1527	1576	1628	1681	1733	1787	1841	1896	1951	2006	2062	2118	2174	2231	2288	2345	2402	2460	2518	2577	2637	2697	2758	2819	2880	2941		
	FROM EXIT 101 TO EXIT 102	1516	1565	1616	1668	1723	1779	1837	1896	1956	2016	2077	2139	2201	2264	2327	2391	2455	2519	2584	2649	2714	2780	2846	2912	2979	3046	3113	3180	
	FROM EXIT 98 TO EXIT 101	1479	1527	1576	1628	1681	1733	1787	1841	1896	1951	2006	2062	2118	2174	2231	2288	2345	2402	2460	2518	2577	2637	2697	2758	2819	2880	2941		
	FROM EXIT 95 TO EXIT 97	1516	1565	1616	1668	1723	1779	1837	1896	1956	2016	2077	2139	2201	2264	2327	2391	2455	2519	2584	2649	2714	2780	2846	2912	2979	3046	3113	3180	
	FROM EXIT 93 TO EXIT 95	1553	1603	1656	1709	1765	1822	1882	1943	2006	2071	2138	2207	2277	2348	2419	2491	2564	2637	2711	2785	2860	2935	3011	3087	3164	3241	3318	3395	
	FROM EXIT 90 TO EXIT 93	1442	1489	1537	1587	1639	1692	1747	1803	1861	1919	1978	2038	2099	2160	2221	2283	2345	2408	2471	2535	2599	2663	2728	2793	2858	2923	2988	3053	
	FROM EXIT 87 TO EXIT 90	1442	1489	1537	1587	1639	1692	1747	1803	1861	1919	1978	2038	2099	2160	2221	2283	2345	2408	2471	2535	2599	2663	2728	2793	2858	2923	2988	3053	
	FROM EXIT 81 TO EXIT 87	1442	1489	1537	1587	1639	1692	1747	1803	1861	1919	1978	2038	2099	2160	2221	2283	2345	2408	2471	2535	2599	2663	2728	2793	2858	2923	2988	3053	
	FROM EXIT 79 TO EXIT 81	1849	1909	1971	2035	2101	2169	2240	2313	2388	2466	2546	2628	2714	2802	2892	2984	3078	3174	3271	3370	3470	3571	3673	3776	3880	3984	4089	4194	
	FROM EXIT 77 TO EXIT 79	1725	1777	1831	1885	1942	2000	2060	2122	2186	2253	2323	2396	2472	2549	2628	2709	2791	2874	2958	3043	3129	3216	3304	3393	3483	3574	3665	3756	
	FROM EXIT 75 TO EXIT 77	1689	1739	1791	1845	1901	1958	2016	2077	2139	2203	2269	2337	2407	2478	2550	2623	2697	2771	2846	2922	2999	3076	3155	3234	3314	3394	3475	3556	
	FROM EXIT 73 TO EXIT 75	1689	1739	1791	1845	1901	1958	2016	2077	2139	2203	2269	2337	2407	2478	2550	2623	2697	2771	2846	2922	2999	3076	3155	3234	3314	3394	3475	3556	
	FROM EXIT 72 TO EXIT 73	1640	1688	1734	1779	1828	1878	1930	1983	2037	2093	2151	2210	2270	2331	2392	2454	2517	2581	2645	2710	2775	2841	2907	2974	3042	3110	3178	3246	
FROM EXIT 71 TO EXIT 72	1603	1648	1693	1739	1787	1836	1887	1939	1992	2047	2103	2160	2218	2276	2335	2394	2454	2514	2574	2635	2696	2757	2818	2880	2941	3003	3065	3127		
FROM EXIT 70 TO EXIT 71	1567	1610	1654	1700	1747	1795	1844	1895	1947	1999	2052	2106	2160	2214	2269	2323	2378	2433	2488	2543	2599	2654	2710	2766	2822	2878	2934	2991		
FROM EXIT 65 TO EXIT 70	1567	1610	1654	1700	1747	1795	1844	1895	1947	1999	2052	2106	2160	2214	2269	2323	2378	2433	2488	2543	2599	2654	2710	2766	2822	2878	2934	2991		
FROM EXIT 61 TO EXIT 65	1567	1610	1654	1700	1747	1795	1844	1895	1947	1999	2052	2106	2160	2214	2269	2323	2378	2433	2488	2543	2599	2654	2710	2766	2822	2878	2934	2991		
FROM EXIT 58 TO EXIT 61	1447	1483	1520	1558	1597	1637	1678	1720	1763	1807	1852	1898	1945	1992	2040	2088	2137	2186	2235	2284	2333	2383	2433	2483	2533	2583	2633	2683		
FROM EXIT 56 TO EXIT 58	1447	1483	1520	1558	1597	1637	1678	1720	1763	1807	1852	1898	1945	1992	2040	2088	2137	2186	2235	2284	2333	2383	2433	2483	2533	2583	2633	2683		
FROM EXIT 55 TO EXIT 56	1013	1038	1064	1091	1118	1146	1175	1204	1234	1264	1295	1326	1358	1391	1424	1457	1490	1524	1558	1592	1626	1660	1694	1728	1762	1796	1830			
FROM EXIT 52 TO EXIT 55	1013	1038	1064	1091	1118	1146	1175	1204	1234	1264	1295	1326	1358	1391	1424	1457	1490	1524	1558	1592	1626	1660	1694	1728	1762	1796	1830			
FROM EXIT 49 TO EXIT 52	1483	1520	1558	1597	1637	1678	1720	1763	1807	1852	1898	1945	1992	2040	2088	2137	2186	2235	2284	2333	2383	2433	2483	2533	2583	2633	2683			
FROM EXIT 46 TO EXIT 49	1411	1446	1482	1519	1557	1596	1636	1677	1719	1761	1802	1844	1886	1929	1972	2														

I-95 Level of Service Assessment

County	Location	2010	2015	2020	2025	2030
Northampton	FROM EXIT 180 TO VA LINE	C	D	E	F	F
Northampton	FROM EXIT 176 TO EXIT 180	C	D	D	F	F
Halifax	FROM EXIT 173 TO EXIT 176	C	D	E	F	F
Halifax	FROM EXIT 171 TO EXIT 173	C	D	E	F	F
Halifax	FROM EXIT 168 TO EXIT 171	C	D	E	F	F
Halifax	FROM EXIT 160 TO EXIT 168	C	D	E	F	F
Halifax	FROM EXIT 154 TO EXIT 160	C	D	E	F	F
Halifax	FROM EXIT 150 TO EXIT 154	C	D	E	F	F
Nash	FROM EXIT 145 TO EXIT 150	C	D	E	F	F
Nash	FROM EXIT 141 TO EXIT 145	C	D	E	F	F
Nash	FROM EXIT 138 TO EXIT 141	C	D	F	F	F
Nash	FROM EXIT 132 TO EXIT 138	C	D	E	F	F
Nash	FROM EXIT 127 TO EXIT 132	C	D	D	F	F
Nash	FROM EXIT 121 TO EXIT 127	C	D	D	F	F
Wilson	FROM EXIT 119 TO EXIT 121	C	C	C	D	F
Wilson	FROM EXIT 116 TO EXIT 119	C	C	D	E	F
Wilson	FROM EXIT 107 TO EXIT 116	C	C	D	E	F
Johnston	FROM EXIT 106 TO EXIT 107	C	D	F	F	F
Johnston	FROM EXIT 105 TO EXIT 106	C	D	F	F	F
Johnston	FROM EXIT 102 TO EXIT 105	D	E	F	F	F
Johnston	FROM EXIT 101 TO EXIT 102	D	E	F	F	F
Johnston	FROM EXIT 98 TO EXIT 101	D	E	F	F	F
Johnston	FROM EXIT 97 TO EXIT 98	D	E	F	F	F
Johnston	FROM EXIT 95 TO EXIT 97	D	E	F	F	F
Johnston	FROM EXIT 93 TO EXIT 95	D	E	F	F	F
Johnston	FROM EXIT 90 TO EXIT 93	D	E	F	F	F
Johnston	FROM EXIT 87 TO EXIT 90	C	D	F	F	F
Johnston	FROM EXIT 81 TO EXIT 87	C	D	F	F	F
Johnston	FROM EXIT 79 TO EXIT 81	E	F	F	F	F
Johnston	FROM EXIT 77 TO EXIT 79	D	F	F	F	F
Harnett	FROM EXIT 75 TO EXIT 77	D	F	F	F	F
Harnett	FROM EXIT 73 TO EXIT 75	D	F	F	F	F
Harnett	FROM EXIT 72 TO EXIT 73	D	E	F	F	F
Harnett	FROM EXIT 71 TO EXIT 72	D	E	F	F	F
Harnett	FROM EXIT 70 TO EXIT 71	D	D	F	F	F
Cumberland	FROM EXIT 65 TO EXIT 70	D	D	F	F	F
Cumberland	FROM EXIT 61 TO EXIT 65	D	D	F	F	F
Cumberland	FROM EXIT 58 TO EXIT 61	D	D	F	F	F
Cumberland	FROM EXIT 56 TO EXIT 58	C	D	E	F	F
Cumberland	FROM EXIT 55 TO EXIT 56	C	C	C	C	D
Cumberland	FROM EXIT 52 TO EXIT 55	C	C	C	C	D
Cumberland	FROM EXIT 49 TO EXIT 52	C	C	C	D	E
Cumberland	FROM EXIT 46 TO EXIT 49	C	D	E	F	F
Cumberland	FROM EXIT 44 TO EXIT 46	C	D	D	F	F
Cumberland	FROM EXIT 41 TO EXIT 44	C	C	D	E	F
Cumberland	FROM EXIT 40 TO EXIT 41	C	C	C	D	E
Robeson	FROM EXIT 33 TO EXIT 40	C	D	D	E	F
Robeson	FROM EXIT 31 TO EXIT 33	C	C	D	E	F
Robeson	FROM EXIT 25 TO EXIT 31	C	D	D	E	F
Robeson	FROM EXIT 22 TO EXIT 25	C	D	D	F	F
Robeson	FROM EXIT 20 TO EXIT 22	C	D	D	F	F
Robeson	FROM EXIT 19 TO EXIT 20	D	E	F	F	F
Robeson	FROM EXIT 17 TO EXIT 19	D	E	F	F	F
Robeson	FROM EXIT 14 TO EXIT 17	C	D	D	E	F
Robeson	FROM EXIT 10 TO EXIT 14	C	C	D	D	F
Robeson	FROM EXIT 7 TO EXIT 10	C	C	D	D	E
Robeson	FROM EXIT 2 TO EXIT 7	C	C	C	D	E
Robeson	FROM EXIT 1 TO EXIT 2	C	C	C	D	E
Robeson	FROM SC LINE TO EXIT 1	C	C	C	C	C
	Corridor Average	C	D	D	F	F

Appendix B

Estimate of Project Cost

ESTIMATED PROBABLE PROJECT COST
RECONSTRUCT 4 LANE I-95 AS 8 LANES (CONCRETE PAVEMENT)

PREPARED BY PBS&J

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
** EXPRESSWAYS **				
6 LANE DIVIDED (OPEN DRAINAGE - 26' MED. W/BARRIER WALL, 300' R/W)	135.511	MI	\$5,002,546	\$677,900,072
8 LANE DIVIDED (CLOSED DRAINAGE - 26' MED. W/BARRIER WALL, 220' R/W)	45.170	MI	\$6,463,915	\$291,975,050
DEMOLISH 4 LANE OPEN DRAINAGE DIVIDED (ASPHALT PAVEMENT)	106.631	MI	\$206,508	\$22,020,155
DEMOLISH 4 LANE OPEN DRAINAGE DIVIDED (CONCRETE PAVEMENT)	74.050	MI	\$347,308	\$26,718,157
** INTERCHANGE RAMPS **				
ONE LANE RAMPS (OPEN DRAINAGE) (500' PER IMPACTED RAMP)	22.349	MI	\$1,005,035	\$22,461,523
DEMOLISH 1 LANE RAMP	22.349	MI	\$58,080	\$1,298,030
TYPICAL 1 LANE ON-RAMP TAPER W/GORE - MAINLINE UNCHANGED	118	EA	\$192,192	\$22,678,609
TYPICAL 1 LANE OFF-RAMP TAPER W/GORE - MAINLINE UNCHANGED	118	EA	\$106,414	\$12,556,840
** BRIDGES **				
WIDEN MAINLINE BRIDGES (ASSUMES 75' OF WIDENED WIDTH @ \$85 / SF)	9,576	LF	\$6,375	\$61,047,000
TYPICAL MAINLINE BRIDGE APPROACH WIDENINGS OVER ROADS	6	EA	\$713,850	\$4,283,102
TYPICAL MAINLINE BRIDGE APPROACH WIDENINGS OVER WATER	38	EA	\$129,882	\$4,935,508
TYPICAL MAINLINE BRIDGE APPROACH WIDENINGS OVER RAILROADS	5	EA	\$1,008,612	\$5,043,058
TYPICAL 2 LANE CROSSROAD OVERPASS REPLACEMENT (INCLUDES BRIDGE REPLACEMENT AND APPROACH ROAD RECONSTRUCTION)	47	EA	\$1,593,062	\$74,873,920
TYPICAL 3 LANE CROSSROAD OVERPASS REPLACEMENT (INCLUDES BRIDGE REPLACEMENT AND APPROACH ROAD RECONSTRUCTION)	2	EA	\$1,947,718	\$3,895,436
TYPICAL 4 LANE CROSSROAD OVERPASS REPLACEMENT (INCLUDES BRIDGE REPLACEMENT AND APPROACH ROAD RECONSTRUCTION)	2	EA	\$3,065,752	\$6,131,505
TYPICAL 6 LANE CROSSROAD OVERPASS REPLACEMENT (INCLUDES BRIDGE REPLACEMENT AND APPROACH ROAD RECONSTRUCTION)	1	EA	\$3,983,311	\$3,983,311
REPLACE I-95 OVER HANNAH CREEK (300 x (75.08 x 2))	45,048	SF	\$65	\$2,928,120
DEMOLISH EXISTING BRIDGE (250' x (32' x 2))	16,000	SF	\$15	\$240,000
EXTRA MATERIAL FOR APPROACH ROADWAY	1	LS	\$228,697	\$228,697
REPLACE I-95 OVER BLACK CREEK (250 x (75.08 x 2))	37,540	SF	\$65	\$2,440,100
DEMOLISH EXISTING BRIDGE (201.75' x (31.5' x 2))	12,710	SF	\$15	\$190,650
EXTRA MATERIAL FOR APPROACH ROADWAY	1	LS	\$228,697	\$228,697
REPLACE I-95 OVER LITTLE RIVER (250 x (75.08 x 2))	37,540	SF	\$65	\$2,440,100
DEMOLISH EXISTING BRIDGE (238' x (31.75' x 2))	15,113	SF	\$15	\$226,695
EXTRA MATERIAL FOR APPROACH ROADWAY	1	LS	\$228,697	\$228,697
REPLACE I-95 OVER CSX RR (250 x (75.08 x 2))	37,540	SF	\$70	\$2,627,800
DEMOLISH EXISTING BRIDGE (210' x (31.5' x 2))	13,230	SF	\$15	\$198,450
EXTRA MATERIAL FOR APPROACH ROADWAY	1	LS	\$815,419	\$815,419
RETAINED EARTH WALL	14,772	SF	\$24	\$354,528
REPLACE I-95 OVER US-301 (250 x (75.08 x 2))	37,540	SF	\$65	\$2,440,100
DEMOLISH EXISTING BRIDGE (233.25' x 108.83')	25,385	SF	\$15	\$380,775
EXTRA MATERIAL FOR APPROACH ROADWAY	1	LS	\$571,504	\$571,504
RETAINED EARTH WALL	10,795	SF	\$24	\$259,080
** ADDITIONAL ITEMS **				
OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 200' SPACING)	22.349	MI	\$117,208	\$2,619,482
OVERHEAD LIGHTING (2 SIDES, 200' SPACING) (10% OF MAINLINE)	18.068	MI	\$234,416	\$4,235,428
OVERHEAD TRUSS SIGNS (BASED ON NCDOT STRUCTURE INVENTORY)	7	EA	\$120,000	\$840,000
OVERHEAD CANTILEVER SIGNS (BASED ON NCDOT STRUCTURE INVENTORY)	2	EA	\$35,000	\$70,000
BRIDGE MOUNTED SIGNS (1 / BRIDGE)	106	EA	\$8,000	\$848,000
TWO POST SIGNS (1 / MILE)	181	EA	\$3,500	\$633,500
LARGE CULVERT / BOX CULVERT CROSSING EXTENSIONS (1 / MILE)	181	EA	\$50,000	\$9,050,000
MUCK REMOVAL / REPLACEMENT (10,000 CY / MI)	180.681	MI	\$110,000	\$19,874,910
RELOCATE UTILITIES	180.681	MI	\$100,000	\$18,068,100
ITS DEPLOYMENT	1	LS	\$36,231,520	\$36,231,520

**** TOLL FACILITIES ****

15 LANE TOLL PLAZAS	6	EA	\$9,593,477	\$57,560,863
SUB-TOTAL EROSION CONTROL / TEMPORARY DRAINAGE (1%)				\$1,407,632,491 \$14,076,325
SUB-TOTAL MAINTENANCE OF TRAFFIC (10%)				\$1,421,708,816 \$142,170,882
SUB-TOTAL MOBILIZATION (10%)				\$1,563,879,697 \$156,387,970
SUB-TOTAL CONTINGENCY (20%)				\$1,720,267,667 \$344,053,533
TOTAL (2003 CONSTRUCTION COST)				\$2,064,321,200
PRELIMINARY ENGINEERING (20%) CONSTRUCTION ENGINEERING & INSPECTION (15%)				\$412,864,240 \$309,648,180
RIGHT - OF - WAY TOLL COLLECTION EQUIPMENT				\$50,000,000 \$75,000,000
GRAND TOTAL (2003 PROJECT COST)				\$2,911,833,620
TOTAL GROSS MILES				182.731
TOTAL COST PER MILE				\$15,935,083

ESTIMATED PROBABLE PROJECT COST

TYPICAL 15 LANE MAINLINE BARRIER TOLL PLAZA (ASPHALT MAINLINE)

PREPARED BY PBS&J

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
** EXPRESSWAYS **				
ADDITIONAL COST FOR TOLL PLAZA APPROACH ROADWAY	1	LS	\$2,705,648	\$2,705,648
** ADDITIONAL ITEMS **				
OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 200' SPACING)	40	EA	\$4,508	\$180,320
OVERHEAD TRUSS SIGNS	4	EA	\$100,000	\$400,000
OVERHEAD CANTILEVER SIGNS	2	EA	\$35,000	\$70,000
TWO POST SIGNS	4	EA	\$3,500	\$14,000
RETENTION POND CONSTRUCTION	2.0	AC	\$89,465	\$178,930
** TOLL FACILITIES **				
ADMINISTRATION BUILDING	1	EA	\$800,000	\$800,000
MAIN TOLL PLAZA LANDSCAPING & IRRIGATION	1	LS	\$50,000	\$50,000
TOLL LANES (INCLUDES CANOPY, ISLANDS)	15	LN	\$250,000	\$3,750,000
PARKING LOT	1	EA	\$50,000	\$50,000
SUB-TOTAL				\$8,198,898

ESTIMATED PROBABLE PROJECT COST

TYPICAL 15 LANE MAINLINE BARRIER TOLL PLAZA (CONCRETE MAINLINE)

PREPARED BY PBS&J

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
** EXPRESSWAYS **				
ADDITIONAL COST FOR TOLL PLAZA APPROACH ROADWAY	1	LS	\$4,100,227	\$4,100,227
** ADDITIONAL ITEMS **				
OVERHEAD LIGHTING (INCLUDES WIRING) (1 SIDE, 200' SPACING)	40	EA	\$4,508	\$180,320
OVERHEAD TRUSS SIGNS	4	EA	\$100,000	\$400,000
OVERHEAD CANTILEVER SIGNS	2	EA	\$35,000	\$70,000
TWO POST SIGNS	4	EA	\$3,500	\$14,000
RETENTION POND CONSTRUCTION	2.0	AC	\$89,465	\$178,930
** TOLL FACILITIES **				
ADMINISTRATION BUILDING	1	EA	\$800,000	\$800,000
MAIN TOLL PLAZA LANDSCAPING & IRRIGATION	1	LS	\$50,000	\$50,000
TOLL LANES (INCLUDES CANOPY, ISLANDS)	15	LN	\$250,000	\$3,750,000
PARKING LOT	1	EA	\$50,000	\$50,000
SUB-TOTAL				\$9,593,477

**ESTIMATED PROBABLE PROJECT COST
TYPICAL 2 LANE OVERPASS RECONSTRUCTION**

PREPARED BY PBS&J

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
** CROSSROADS **				
2 LANE UNDIVIDED (OPEN DRAINAGE)	0.265	MI	\$742,953	\$196,882
** DEMOLITION **				
DEMOLISH 2 LANE OPEN DRAINAGE ARTERIAL	0.272	MI	\$89,172	\$24,255
DEMOLISH BRIDGE (200' x 43')	8,600	SF	\$15	\$129,000
** BRIDGES **				
NEW OVERPASS OVER I-95 (235' x 46.08') (STEEL PLATE GIRDER) (221/2 DE	10,829	SF	\$85	\$920,465
EXTRA MATERIAL FOR APPROACH	1.0	EA	\$196,220	\$196,220
RETAINED EARTH WALL	5,260	SF	\$24	\$126,240

\$1,593,062

SUB-TOTAL

**ESTIMATED PROBABLE PROJECT COST
TYPICAL 3 LANE OVERPASS RECONSTRUCTION**

PREPARED BY PBS&J

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
** CROSSROADS **				
3 LANE UNDIVIDED (OPEN DRAINAGE)	0.265	MI	\$946,354	\$250,784
** DEMOLITION **				
DEMOLISH 3 LANE OPEN DRAINAGE ARTERIAL	0.272	MI	\$124,372	\$33,829
DEMOLISH BRIDGE (200' x 55')	11,000	SF	\$15	\$165,000
** BRIDGES **				
NEW OVERPASS OVER I-95 (235' x 58.08') (STEEL PLATE GIRDER) (221/2 DE	13,649	SF	\$85	\$1,160,165
EXTRA MATERIAL FOR APPROACH	1.0	EA	\$196,220	\$196,220
RETAINED EARTH WALL	5,905	SF	\$24	\$141,720

\$1,947,718

SUB-TOTAL

ESTIMATED PROBABLE PROJECT COST
TYPICAL 4 LANE OVERPASS RECONSTRUCTION

PREPARED BY PBS&J

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
** CROSSROADS **				
4 LANE DIVIDED (OPEN DRAINAGE)	0.265	MI	\$1,894,333	\$501,998
** DEMOLITION **				
DEMOLISH 4 LANE OPEN DRAINAGE ARTERIAL	0.272	MI	\$206,508	\$56,170
DEMOLISH BRIDGE (200' x (43' x 2))	17,200	SF	\$15	\$258,000
** BRIDGES **				
NEW OVERPASS OVER I-95 (235' x (46.08' x 2)) (STEEL PLATE GIRDER) (221	21,658	SF	\$85	\$1,840,930
EXTRA MATERIAL FOR APPROACH	1.0	EA	\$211,494	\$211,494
RETAINED EARTH WALL	8,215	SF	\$24	\$197,160

\$3,065,752

SUB-TOTAL

ESTIMATED PROBABLE PROJECT COST
TYPICAL 6 LANE OVERPASS RECONSTRUCTION

PREPARED BY PBS&J

ITEM	QUANTITY	UNIT	UNIT PRICE	TOTAL
** CROSSROADS **				
6 LANE DIVIDED (OPEN DRAINAGE)	0.265	MI	\$2,780,372	\$736,799
** DEMOLITION **				
DEMOLISH 6 LANE OPEN DRAINAGE ARTERIAL	0.272	MI	\$305,068	\$82,978
DEMOLISH BRIDGE (200' x (55' x 2))	22,000	SF	\$15	\$330,000
** BRIDGES **				
NEW OVERPASS OVER I-95 (235' x (59.08' x 2)) (STEEL PLATE GIRDER) (221	27,768	SF	\$85	\$2,360,280
EXTRA MATERIAL FOR APPROACH	1.0	EA	\$224,494	\$224,494
RETAINED EARTH WALL	10,365	SF	\$24	\$248,760

\$3,983,311

SUB-TOTAL

 THIS IS THE DATA BASE

ITEMS	PRICES UPDATED 5/03
REMOVE FLEX. PAVT.	\$5.00 SY
CLEARING & GRUBBING	\$3,000.00 AC
STRIPPING	\$0.50 SY
BORROW EMBANKMENT	\$6.00 CY
EXCAVATION	\$4.00 CY
TYPE B STABILIZATION	\$2.00 SY
SHOULDER BASE	\$6.00 SY
8" LIMEROCK	\$7.00 SY
ROADWAY BASE	\$12.00 SY
TYPE B FENCE	\$6.00 LF
1" ASPHALT	\$2.75 SY
1 1/4" ASPHALT	\$3.44 SY
1 1/2" ASPHALT	\$4.13 SY
2" ASPHALT	\$5.50 SY
3" ASPHALT	\$8.25 SY
3-1/2" ASPHALT	\$9.63 SY
5" ASPHALT	\$13.75 SY
FC-5	\$2.60 SY
FC-6	\$5.20 SY
SEED & MULCH (INCL. TOPSOIL)	\$0.65 SY
SOD (INCL. TOPSOIL)	\$1.75 SY
SOLID STRIPE	\$2,200.00 NM
SKIP STRIPE	\$600.00 GM
8" SOLID STRIPE	\$0.75 LF
18" SOLID STRIPE	\$1.75 LF
PAVT. MARKERS	\$3.60 EA
GUARDRAIL	\$18.00 LF
BARRIER WALL (MEDIAN)	\$65.00 LF
CURB & GUTTER	\$7.00 LF
SHOULDER GUTTER	\$8.50 LF
4" SIDEWALK	\$18.00 SY
CROSSDRAIN (18")	\$25.00 LF
CROSSDRAIN (30")	\$35.00 LF
COLLECTOR PIPE (36" AVG.)	\$45.00 LF
OUTLET PIPE (42" AVG.)	\$55.00 LF
S INLET	\$2,500.00 EA
CURB INLET (13' TYPE 1)	\$3,000.00 EA
ENDWALLS (42")	\$3,500.00 EA
CMP OUTLET PIPE (18")	\$25.00 LF
MITERED END SECTIONS (42")	\$1,700.00 EA

ASPHALT PRICE PER TON
 \$55.00
 ASSUMES SUPERPAVE

MAINLINE ROADWAY

		OPEN DRAINAGE, 300' R/W, 46' MED., 3.5' FILL	
3 LANE DIVIDED CROSSROAD			
CLEARING & GRUBBING	36.4 AC	\$3,000.00	\$109,200.00
BORROW EMBANKMENT	111564 CY	\$6.00	\$669,384.00
TYPE B STABILIZATION	70400 SY	\$2.00	\$140,800.00
SHOULDER BASE	23467 SY	\$6.00	\$140,802.00
ROADWAY BASE	42827 SY	\$12.00	\$513,924.00
TYPE B FENCE	10560 LF	\$6.00	\$63,360.00
5" ASPHALT	42240 SY	\$13.75	\$580,800.00
1 1/2" ASPHALT	23467 SY	\$4.13	\$96,918.71
FC-5	44587 SY	\$2.60	\$115,926.20
SEED & MULCH	105600 SY	\$0.65	\$68,640.00
SOD	4693 SY	\$1.75	\$8,212.75
6" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP STRIPE	4 GM	\$600.00	\$2,400.00
PAVT. MARKERS	528 EA	\$3.60	\$1,900.80
24" CROSSDRAINS (1 / 500')	1,840 LF	\$30.00	\$55,200.00
24" HEADWALLS (2 / CROSSDRAIN)	20 EA	\$1,700.00	\$34,000.00
DITCH BOTTOM INLETS (1 / CROSSD)	10 EA	\$2,000.00	\$20,000.00
EMBANKMENT FOR BERM (3520 CY /	7,040 CY	\$6.00	\$42,240.00
EXCAVATION FOR DITCH (11,733 CY	23,466 CY	\$4.00	\$93,864.00
SIGNAGE (1 POST ONLY) (2/1000'/DIR	20 AS	\$700.00	\$14,000.00
		TOTAL \$/MI.	\$2,780,372.46

6 LANE DIVIDED MAINLINE C OPEN DRAINAGE, 300' R/W, 26' MED. W/BARRIER WALL, 3.5' FILL

CLEARING & GRUBBING (300' - 76')	27.2 AC	\$3,000.00	\$81,600.00
BORROW EMBANKMENT	16,426 CY	\$6.00	\$98,556.00
EXCAVATION FOR DITCH (11,733 CY	23,466 CY	\$4.00	\$93,864.00
TYPE B STABILIZATION	71,573 SY	\$2.00	\$143,146.00
SHOULDER BASE	28,160 SY	\$6.00	\$168,960.00
2" ASPHALT	28,160 SY	\$5.50	\$154,880.00
ROADWAY BASE	42,240 SY	\$12.00	\$506,880.00
5" ASPHALT	42,240 SY	\$13.75	\$580,800.00
FC-5	44,587 SY	\$2.60	\$115,926.20
SEED & MULCH	102,080 SY	\$0.65	\$66,352.00
SOD	2,347 SY	\$1.75	\$4,107.25
REPLACE FENCE	10,560 LF	\$6.00	\$63,360.00
6" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP STRIPE	4 GM	\$600.00	\$2,400.00
PAVT. MARKERS	528 EA	\$3.60	\$1,900.80
BARRIER WALL INLETS (500' spacing)	11 EA	\$2,500.00	\$27,500.00
24" CROSSDRAINS (1 / 500' x 168')	1,848 LF	\$35.00	\$64,680.00
24" HEADWALLS (2 / CROSSDRAIN)	22 EA	\$1,800.00	\$39,600.00
SIGNAGE (1 POST ONLY) (2/1000'/DIR	22 AS	\$750.00	\$16,500.00
BARRIER WALL (MEDIAN)	5,280 LF	\$65.00	\$343,200.00
		TOTAL \$/MI.	\$2,583,012.25

6 LANE DIVIDED MAINLINE C CLOSED DRAINAGE, 220' R/W, 26' MED. W/BARRIER WALL, 3.5' FILL

CLEARING & GRUBBING (220' - 76')	17.5 AC	\$3,000.00	\$52,500.00
BORROW EMBANKMENT	2053 CY	\$6.00	\$12,318.00
TYPE B STABILIZATION	71573 SY	\$2.00	\$143,146.00
SHOULDER BASE	28160 SY	\$6.00	\$168,960.00
2" ASPHALT	28160 SY	\$5.50	\$154,880.00
ROADWAY BASE	42240 SY	\$12.00	\$506,880.00
5" ASPHALT	42240 SY	\$13.75	\$580,800.00
FC-5	44587 SY	\$2.60	\$115,926.20
SOD	53387 SY	\$1.75	\$93,427.25
REPLACE FENCE	10,560 LF	\$6.00	\$63,360.00
6" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP STRIPE	4 GM	\$600.00	\$2,400.00
PAV'T. MARKERS	528 EA	\$3.60	\$1,900.80
BARRIER WALL INLETS (500' spacing)	11 EA	\$2,500.00	\$27,500.00
BARRIER WALL INLETS (250' spacing)	44 EA	\$2,500.00	\$110,000.00
24" CROSSDRAINS (1 / 500' x 126')	1,386 LF	\$35.00	\$48,510.00
COLLECTOR PIPE (36" RCP)	5280 LF	\$45.00	\$237,600.00
OUTLET PIPE (1 PER 4 S INLETS x 50	550 LF	\$55.00	\$30,250.00
42" MES FOR OUTLETS (1 PER 4 INLE	11 EA	\$1,700.00	\$18,700.00
SIGNAGE (1 POST ONLY) (2/1000'/DIR	22 AS	\$750.00	\$16,500.00
BARRIER WALL (MEDIAN)	5280 LF	\$65.00	\$343,200.00
BARRIER WALL (OUTSIDE - RIDGID R	10560 LF	\$120.00	\$1,267,200.00

TOTAL \$/Mi. \$4,004,758.25

8 LANE DIVIDED MAINLINE C OPEN DRAINAGE, 300' R/W, 26' MED. W/BARRIER WALL, 3.5' FILL

CLEARING & GRUBBING (300' - 76')	27.2 AC	\$3,000.00	\$81,600.00
BORROW EMBANKMENT	32,852 CY	\$6.00	\$197,112.00
EXCAVATION FOR DITCH (11,733 CY	23,466 CY	\$4.00	\$93,864.00
TYPE B STABILIZATION	86,826 SY	\$2.00	\$173,652.00
SHOULDER BASE	28,160 SY	\$6.00	\$168,960.00
2" ASPHALT	28,160 SY	\$5.50	\$154,880.00
ROADWAY BASE	56,320 SY	\$12.00	\$675,840.00
5" ASPHALT	56,320 SY	\$13.75	\$774,400.00
FC-5	58,667 SY	\$2.60	\$152,534.20
SEED & MULCH	88,000 SY	\$0.65	\$57,200.00
SOD	2,347 SY	\$1.75	\$4,107.25
REPLACE FENCE	10,560 LF	\$6.00	\$63,360.00
6" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP STRIPE	6 GM	\$600.00	\$3,600.00
PAV'T. MARKERS	792 EA	\$3.60	\$2,851.20
BARRIER WALL INLETS (500' spacing)	11 EA	\$2,500.00	\$27,500.00
24" CROSSDRAINS (1 / 500' x 192')	2,112 LF	\$35.00	\$73,920.00
24" HEADWALLS (2 / CROSSDRAIN)	22 EA	\$1,800.00	\$39,600.00
SIGNAGE (1 POST ONLY) (2/1000'/DIR	22 AS	\$750.00	\$16,500.00
BARRIER WALL (MEDIAN)	5,280 LF	\$65.00	\$343,200.00

TOTAL \$/Mi. \$3,113,480.65

8 LANE DIVIDED MAINLINE C CLOSED DRAINAGE, 220' R/W, 26' MED. W/BARRIER WALL, 3.5' FILL

CLEARING & GRUBBING (220' - 76')	17.5 AC	\$3,000.00	\$52,500.00
BORROW EMBANKMENT	18479 CY	\$6.00	\$110,874.00
TYPE B STABILIZATION	84480 SY	\$2.00	\$168,960.00
SHOULDER BASE	28160 SY	\$6.00	\$168,960.00
2" ASPHALT	28160 SY	\$5.50	\$154,880.00
ROADWAY BASE	56320 SY	\$12.00	\$675,840.00
5" ASPHALT	56320 SY	\$13.75	\$774,400.00
FC-5	58667 SY	\$2.60	\$152,534.20
SOD	42240 SY	\$1.75	\$73,920.00
REPLACE FENCE	10,560 LF	\$6.00	\$63,360.00
6" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00

3" SKIP STRIPE	6 GM	\$600.00	\$3,600.00
PAVT. MARKERS	792 EA	\$3.60	\$2,851.20
BARRIER WALL INLETS (500' spacing)	11 EA	\$2,500.00	\$27,500.00
BARRIER WALL INLETS (250' spacing)	44 EA	\$2,500.00	\$110,000.00
24" CROSSDRAINS (1 / 500' x 146')	3,212 LF	\$35.00	\$112,420.00
COLLECTOR PIPE (36" RCP)	5280 LF	\$45.00	\$237,600.00
OUTLET PIPE (1 PER 4 S INLETS x 50)	550 LF	\$55.00	\$30,250.00
42" MES FOR OUTLETS (1 PER 4 INLE)	11 EA	\$1,700.00	\$18,700.00
SIGNAGE (1 POST ONLY) (2/1000'/DIR)	22 AS	\$750.00	\$16,500.00
BARRIER WALL (MEDIAN)	5280 LF	\$65.00	\$343,200.00
BARRIER WALL (OUTSIDE - RIDGID R)	10560 LF	\$120.00	\$1,267,200.00

TOTAL \$/Mi. \$4,574,849.40

CONCRETE PAVEMENT

8 LANE DIVIDED MAINLINE C OPEN DRAINAGE, 300' R/W, 26' MED. W/BARRIER WALL, 3.5' FILL

CLEARING & GRUBBING (300' - 76')	27.2 AC	\$3,000.00	\$81,600.00
BORROW EMBANKMENT	32,852 CY	\$6.00	\$197,112.00
EXCAVATION FOR DITCH (11,733 CY)	23,466 CY	\$4.00	\$93,864.00
TYPE B STABILIZATION	86,826 SY	\$2.00	\$173,652.00
SHOULDER BASE	28,160 SY	\$6.00	\$168,960.00
2" ASPHALT	28,160 SY	\$5.50	\$154,880.00
ROADWAY BASE	56,320 SY	\$12.00	\$675,840.00
14" CONCRETE PAVEMENT	56,320 SY	\$50.00	\$2,816,000.00
SEED & MULCH	88,000 SY	\$0.65	\$57,200.00
SOD	2,347 SY	\$1.75	\$4,107.25
REPLACE FENCE	10,560 LF	\$6.00	\$63,360.00
6" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP STRIPE	6 GM	\$600.00	\$3,600.00
PAVT. MARKERS	792 EA	\$3.60	\$2,851.20
BARRIER WALL INLETS (500' spacing)	11 EA	\$2,500.00	\$27,500.00
24" CROSSDRAINS (1 / 500' x 192')	2,112 LF	\$35.00	\$73,920.00
24" HEADWALLS (2 / CROSSDRAIN)	22 EA	\$1,800.00	\$39,600.00
SIGNAGE (1 POST ONLY) (2/1000'/DIR)	22 AS	\$750.00	\$16,500.00
BARRIER WALL (MEDIAN)	5,280 LF	\$65.00	\$343,200.00

TOTAL \$/Mi. \$5,002,546.45

8 LANE DIVIDED MAINLINE C CLOSED DRAINAGE, 220' R/W, 26' MED. W/BARRIER WALL, 3.5' FILL

CLEARING & GRUBBING (220' - 76')	17.5 AC	\$3,000.00	\$52,500.00
BORROW EMBANKMENT	18479 CY	\$6.00	\$110,874.00
TYPE B STABILIZATION	84480 SY	\$2.00	\$168,960.00
SHOULDER BASE	28160 SY	\$6.00	\$168,960.00
2" ASPHALT	28160 SY	\$5.50	\$154,880.00
ROADWAY BASE	56320 SY	\$12.00	\$675,840.00
14" CONCRETE PAVEMENT	56320 SY	\$50.00	\$2,816,000.00
SOD	42240 SY	\$1.75	\$73,920.00
REPLACE FENCE	10,560 LF	\$6.00	\$63,360.00
6" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP STRIPE	6 GM	\$600.00	\$3,600.00
PAVT. MARKERS	792 EA	\$3.60	\$2,851.20
BARRIER WALL INLETS (500' spacing)	11 EA	\$2,500.00	\$27,500.00
BARRIER WALL INLETS (250' spacing)	44 EA	\$2,500.00	\$110,000.00
24" CROSSDRAINS (1 / 500' x 146')	3,212 LF	\$35.00	\$112,420.00
COLLECTOR PIPE (36" RCP)	5280 LF	\$45.00	\$237,600.00
OUTLET PIPE (1 PER 4 S INLETS x 50)	550 LF	\$55.00	\$30,250.00
42" MES FOR OUTLETS (1 PER 4 INLE)	11 EA	\$1,700.00	\$18,700.00
SIGNAGE (1 POST ONLY) (2/1000'/DIR)	22 AS	\$750.00	\$16,500.00
BARRIER WALL (MEDIAN)	5280 LF	\$65.00	\$343,200.00
BARRIER WALL (OUTSIDE - RIDGID R)	10560 LF	\$120.00	\$1,267,200.00

TOTAL \$/Mi. \$6,463,915.20

TOLL APPROACH - 15 LNS.

CLEARING & GRUBBING	57 AC	\$6,000.00	\$342,000.00
BORROW EMBANKMENT (STAB. ARE	100141 CY	\$6.00	\$600,846.00
TYPE B STABILIZATION	85835 SY	\$2.00	\$171,670.00
SHOULDER BASE	19334 SY	\$6.00	\$116,004.00
2" ASPHALT	19334 SY	\$5.50	\$106,337.00
ROADWAY BASE	62634 SY	\$12.00	\$751,608.00
5" ASPHALT	62634 SY	\$13.75	\$861,217.50
FC-5	64718 SY	\$2.60	\$168,266.80
REINFORCED CONCRETE PAVEMEN	9000 SY	\$75.00	\$675,000.00
DRAINAGE (OPEN SYSTEM)	1 LS	\$100,000.00	\$100,000.00
CURB & GUTTER	1200 LF	\$7.00	\$8,400.00
SOD	10000 SY	\$1.75	\$17,500.00
SEED & MULCH	100000 SY	\$0.65	\$65,000.00
6" SOLID STRIPE	2 NM	\$2,200.00	\$4,400.00
6" SKIP STRIPE	2 GM	\$600.00	\$1,200.00
8" SOLID STRIPE	1000 LF	\$0.75	\$750.00
18" SOLID STRIPE	500 LF	\$1.75	\$875.00
REFLECTIVE PAVEMENT MARKERS	300 EA	\$3.60	\$1,080.00
SIGNS	1 LS	\$5,000.00	\$5,000.00
DEDUCT MAINLINE PAVEMENT	-0.5 MI	\$2,583,012.25	(\$1,291,506.13)
TOTAL \$/EA			\$2,705,648.18

CONCRETE PAVEMENT**6 LANE DIVIDED MAINLINE C OPEN DRAINAGE, 300' R/W, 26' MED. W/BARRIER WALL, 3.5' FILL**

CLEARING & GRUBBING (300' - 76')	27.2 AC	\$3,000.00	\$81,600.00
BORROW EMBANKMENT	16,426 CY	\$6.00	\$98,556.00
EXCAVATION FOR DITCH (11,733 CY)	23,466 CY	\$4.00	\$93,864.00
TYPE B STABILIZATION	71,573 SY	\$2.00	\$143,146.00
SHOULDER BASE	28,160 SY	\$6.00	\$168,960.00
2" ASPHALT	28,160 SY	\$5.50	\$154,880.00
ROADWAY BASE	42,240 SY	\$12.00	\$506,880.00
14" CONCRETE PAVEMENT	42,240 SY	\$50.00	\$2,112,000.00
SEED & MULCH	102,080 SY	\$0.65	\$66,352.00
SOD	2,347 SY	\$1.75	\$4,107.25
REPLACE FENCE	10,560 LF	\$6.00	\$63,360.00
3" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
3" SKIP STRIPE	4 GM	\$600.00	\$2,400.00
PAVT. MARKERS	528 EA	\$3.60	\$1,900.80
BARRIER WALL INLETS (500' spacing)	11 EA	\$2,500.00	\$27,500.00
24" CROSSDRAINS (1 / 500' x 168')	1,848 LF	\$35.00	\$64,680.00
24" HEADWALLS (2 / CROSSDRAIN)	22 EA	\$1,800.00	\$39,600.00
SIGNAGE (1 POST ONLY) (2/1000'/DIR)	22 AS	\$750.00	\$16,500.00
BARRIER WALL (MEDIAN)	5,280 LF	\$65.00	\$343,200.00
TOTAL \$/MI.			\$3,998,286.05

6 LANE DIVIDED MAINLINE C CLOSED DRAINAGE, 220' R/W, 26' MED. W/BARRIER WALL, 3.5' FILL

CLEARING & GRUBBING (220' - 76')	17.5 AC	\$3,000.00	\$52,500.00
BORROW EMBANKMENT	2053 CY	\$6.00	\$12,318.00
TYPE B STABILIZATION	71573 SY	\$2.00	\$143,146.00
SHOULDER BASE	28160 SY	\$6.00	\$168,960.00
2" ASPHALT	28160 SY	\$5.50	\$154,880.00
ROADWAY BASE	42240 SY	\$12.00	\$506,880.00
14" CONCRETE PAVEMENT	42240 SY	\$50.00	\$2,112,000.00
SOD	53387 SY	\$1.75	\$93,427.25
REPLACE FENCE	10,560 LF	\$6.00	\$63,360.00
6" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP STRIPE	4 GM	\$600.00	\$2,400.00
PAVT. MARKERS	528 EA	\$3.60	\$1,900.80
BARRIER WALL INLETS (500' spacing)	11 EA	\$2,500.00	\$27,500.00
BARRIER WALL INLETS (250' spacing)	44 EA	\$2,500.00	\$110,000.00
24" CROSSDRAINS (1 / 500' x 126')	1,386 LF	\$35.00	\$48,510.00
COLLECTOR PIPE (36" RCP)	5280 LF	\$45.00	\$237,600.00
OUTLET PIPE (1 PER 4 S INLETS x 50)	550 LF	\$55.00	\$30,250.00
42" MES FOR OUTLETS (1 PER 4 INLE)	11 EA	\$1,700.00	\$18,700.00
SIGNAGE (1 POST ONLY) (2/1000'/DIR)	22 AS	\$750.00	\$16,500.00
BARRIER WALL (MEDIAN)	5280 LF	\$65.00	\$343,200.00
BARRIER WALL (OUTSIDE - RIDGID R)	10560 LF	\$120.00	\$1,267,200.00
TOTAL \$/MI.			\$5,420,032.05

TOLL APPROACH - 15 LNS.

CLEARING & GRUBBING	57 AC	\$6,000.00	\$342,000.00
BORROW EMBANKMENT (STAB. ARE	100141 CY	\$6.00	\$600,846.00
TYPE B STABILIZATION	85835 SY	\$2.00	\$171,670.00
SHOULDER BASE	19334 SY	\$6.00	\$116,004.00
2" ASPHALT	19334 SY	\$5.50	\$106,337.00
ROADWAY BASE	62634 SY	\$12.00	\$751,608.00
14" CONCRETE PAVEMENT	62634 SY	\$50.00	\$3,131,700.00
REINFORCED CONCRETE PAVEMEN	9000 SY	\$75.00	\$675,000.00
DRAINAGE (OPEN SYSTEM)	1 LS	\$100,000.00	\$100,000.00
CURB & GUTTER	1200 LF	\$7.00	\$8,400.00
SOD	10000 SY	\$1.75	\$17,500.00
SEED & MULCH	100000 SY	\$0.65	\$65,000.00
6" SOLID STRIPE	2 NM	\$2,200.00	\$4,400.00
6" SKIP STRIPE	2 GM	\$600.00	\$1,200.00
8" SOLID STRIPE	1000 LF	\$0.75	\$750.00
18" SOLID STRIPE	500 LF	\$1.75	\$875.00
REFLECTIVE PAVEMENT MARKERS	300 EA	\$3.60	\$1,080.00
SIGNS	1 LS	\$5,000.00	\$5,000.00
DEDUCT MAINLINE PAVEMENT	-0.5 MI	\$3,998,286.05	(\$1,999,143.03)
TOTAL \$/EA			\$4,100,226.98

RAMPS

ONE LANE RAMPS	OPEN DRAINAGE, 125' R/W, 3.5' FILL		
CLEARING & GRUBBING	15.2 AC	\$3,000.00	\$45,600.00
BORROW EMBANKMENT	32853 CY	\$6.00	\$197,118.00
TYPE B STABILIZATION	15840 SY	\$2.00	\$31,680.00
SHOULDER BASE	3520 SY	\$6.00	\$21,120.00
ROADWAY BASE	9093 SY	\$12.00	\$109,116.00
3" ASPHALT	8800 SY	\$8.25	\$72,600.00
2" ASPHALT	3520 SY	\$5.50	\$19,360.00
FC-5	9973 SY	\$2.60	\$25,929.80
SOD	2347 SY	\$1.75	\$4,107.25
SEED & MULCH	58667 SY	\$0.65	\$38,133.55
6" SOLID STRIPE	2 NM	\$2,200.00	\$4,400.00
24" CROSSDRAINS (1 / 500')	690 LF	\$30.00	\$20,700.00
24" HEADWALLS (2 / CROSSDRAIN)	20 EA	\$1,700.00	\$34,000.00
EMBANKMENT FOR BERM (3520 CY /	3,520 CY	\$6.00	\$21,120.00
EXCAVATION FOR DITCH (3520 CY /	3,520 CY	\$4.00	\$14,080.00
SIGNAGE (1 POST ONLY) (1/500')	10 AS	\$450.00	\$4,500.00
TOTAL \$/MI.			\$663,564.60

TYPICAL 1 LANE ON-RAMP TAPER W/GORE - LANES REMAIN SAME

BORROW EMBANKMENT	3112 CY	\$6.00	\$18,672.00
TYPE B STABILIZATION	2667 SY	\$2.00	\$5,334.00
ROADWAY BASE	2667 SY	\$12.00	\$32,004.00
5" ASPHALT	2667 SY	\$13.75	\$36,671.25
FC-5	2667 SY	\$2.60	\$6,934.20
6" SOLID STRIPE	0.284 NM	\$2,200.00	\$624.80
6" SKIP STRIPE	0.038 GM	\$600.00	\$22.80
8" STRIPE	1200 LF	\$0.75	\$900.00
18" STRIPE	600 LF	\$1.75	\$1,050.00
PAVT. MARKERS	65 EA	\$3.60	\$234.00
TOTAL \$/EA			\$102,447.05

TYPICAL 1 LANE OFF-RAMP TAPER W/GORE - LANES REMAIN SAME

BORROW EMBANKMENT	1713 CY	\$6.00	\$10,278.00
TYPE B STABILIZATION	1468 SY	\$2.00	\$2,936.00
ROADWAY BASE	1468 SY	\$12.00	\$17,616.00
5" ASPHALT	1468 SY	\$13.75	\$20,185.00
TC-5	1468 SY	\$2.60	\$3,816.80
3" SOLID STRIPE	0.123 NM	\$2,200.00	\$270.60
4" STRIPE	1060 LF	\$0.75	\$795.00
18" STRIPE	530 LF	\$1.75	\$927.50
PAV'T. MARKERS	53 EA	\$3.60	\$190.80
TOTAL \$/EA			\$57,015.70

CONCRETE PAVEMENT

ONE LANE RAMPS

OPEN DRAINAGE, 125' RW, 3.5' FILL

CLEARING & GRUBBING	15.2 AC	\$3,000.00	\$45,600.00
BORROW EMBANKMENT	32853 CY	\$6.00	\$197,118.00
TYPE B STABILIZATION	15840 SY	\$2.00	\$31,680.00
SHOULDER BASE	3520 SY	\$6.00	\$21,120.00
2" ASPHALT	3520 SY	\$5.50	\$19,360.00
ROADWAY BASE	9093 SY	\$12.00	\$109,116.00
14" CONCRETE PAVEMENT	8800 SY	\$50.00	\$440,000.00
SOD	2347 SY	\$1.75	\$4,107.25
SEED & MULCH	58667 SY	\$0.65	\$38,133.55
3" SOLID STRIPE	2 NM	\$2,200.00	\$4,400.00
24" CROSSDRAINS (1 / 500')	690 LF	\$30.00	\$20,700.00
24" HEADWALLS (2 / CROSSDRAIN)	20 EA	\$1,700.00	\$34,000.00
EMBANKMENT FOR BERM (3520 CY /	3,520 CY	\$6.00	\$21,120.00
EXCAVATION FOR DITCH (3520 CY /	3,520 CY	\$4.00	\$14,080.00
SIGNAGE (1 POST ONLY) (1/500')	10 AS	\$450.00	\$4,500.00
TOTAL \$/MI.			\$1,005,034.80

TYPICAL 1 LANE ON-RAMP TAPER W/GORE - LANES REMAIN SAME

BORROW EMBANKMENT	3112 CY	\$6.00	\$18,672.00
TYPE B STABILIZATION	2667 SY	\$2.00	\$5,334.00
ROADWAY BASE	2667 SY	\$12.00	\$32,004.00
14" CONCRETE PAVEMENT	2667 SY	\$50.00	\$133,350.00
6" SOLID STRIPE	0.284 NM	\$2,200.00	\$624.80
6" SKIP STRIPE	0.038 GM	\$600.00	\$22.80
8" STRIPE	1200 LF	\$0.75	\$900.00
18" STRIPE	600 LF	\$1.75	\$1,050.00
PAV'T. MARKERS	65 EA	\$3.60	\$234.00
TOTAL \$/EA			\$192,191.60

TYPICAL 1 LANE OFF-RAMP TAPER W/GORE - LANES REMAIN SAME

BORROW EMBANKMENT	1713 CY	\$6.00	\$10,278.00
TYPE B STABILIZATION	1468 SY	\$2.00	\$2,936.00
ROADWAY BASE	1468 SY	\$12.00	\$17,616.00
14" CONCRETE PAVEMENT	1468 SY	\$50.00	\$73,400.00
6" SOLID STRIPE	0.123 NM	\$2,200.00	\$270.60
6" STRIPE	1060 LF	\$0.75	\$795.00
18" STRIPE	530 LF	\$1.75	\$927.50
PAVT. MARKERS	53 EA	\$3.60	\$190.80
TOTAL \$/EA			\$106,413.90

 ARTERIAL & LOCAL ROADS

OPEN DRAINAGE 2 LANE UNDIVIDED 100' R/W, 2' FILL, 4' SHOULDERS

CLEAR & GRUB (100' - 32')	8.2 AC	\$3,000.00	\$24,600.00
EMBANKMENT	23076 CY	\$6.00	\$138,456.00
EXCAVATION (DITCH)	4302 CY	\$4.00	\$17,208.00
STABILIZED SUBGRADE	23467 SY	\$2.00	\$46,934.00
SHOULDER BASE BASE W/PRIME	4693 SY	\$6.00	\$28,158.00
1-1/4" TYPE S-1 ASPHALT	4693 SY	\$3.44	\$16,143.92
ROADWAY BASE BASE W/PRIME	14080 SY	\$12.00	\$168,960.00
3" TYPE S-1 ASPHALT	14080 SY	\$8.25	\$116,160.00
5/8" ASPH. FRICTION COURSE FC-5	15253 SY	\$2.60	\$39,657.80
6" SOLID TRAFFIC STRIPE	2 NM	\$2,200.00	\$4,400.00
6" SKIP TRAFFIC STRIPE	1 GM	\$600.00	\$600.00
REFLECTIVE PAVEMENT MARKERS	132 EA	\$3.60	\$475.20
SOD	2347 SY	\$1.75	\$4,107.25
SEED & MULCH	34613 SY	\$0.65	\$22,498.45
SIDEWALK	2933 SY	\$18.00	\$52,794.00
24" CROSSDRAINS (1 / 500' x 71')	710 LF	\$30.00	\$21,300.00
24" HEADWALLS (2 / CROSSDRAIN)	20 EA	\$1,800.00	\$36,000.00
SIGNAGE (1 POST ONLY) (1 / 1000' / D	10 AS	\$450.00	\$4,500.00
TOTAL \$/MI.			\$742,952.62

OPEN DRAINAGE 3 LANE UNDIVIDED 100' R/W, 2' FILL, 4' SHOULDERS

CLEAR & GRUB (100' - 44')	6.8 AC	\$3,000.00	\$20,400.00
EMBANKMENT	27769 CY	\$6.00	\$166,614.00
EXCAVATION (DITCH)	4302 CY	\$4.00	\$17,208.00
STABILIZED SUBGRADE	30507 SY	\$2.00	\$61,014.00
SHOULDER BASE BASE W/PRIME	4693 SY	\$6.00	\$28,158.00
1-1/4" TYPE S-1 ASPHALT	4693 SY	\$3.44	\$16,143.92
ROADWAY BASE BASE W/PRIME	21120 SY	\$12.00	\$253,440.00
3" TYPE S-1 ASPHALT	21120 SY	\$8.25	\$174,240.00
5/8" ASPH. FRICTION COURSE FC-5	22293 SY	\$2.60	\$57,961.80
6" SOLID TRAFFIC STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP TRAFFIC STRIPE	2 GM	\$600.00	\$1,200.00
REFLECTIVE PAVEMENT MARKERS	264 EA	\$3.60	\$950.40
SOD	2347 SY	\$1.75	\$4,107.25
SEED & MULCH	27573 SY	\$0.65	\$17,922.45
SIDEWALK	2933 SY	\$18.00	\$52,794.00
24" CROSSDRAINS (1 / 500' x 83')	830 LF	\$30.00	\$24,900.00
24" HEADWALLS (2 / CROSSDRAIN)	20 EA	\$1,800.00	\$36,000.00
SIGNAGE (1 POST ONLY) (1 / 1000' / D	10 AS	\$450.00	\$4,500.00
TOTAL \$/MI.			\$946,353.82

PEN DRAINAGE 4 LANE DIVIDED 150' RW, 24' MED., 3.5' FILL, 4' OUTSIDE SHO.

CLEAR & GRUB	18.2 AC	\$3,000.00	\$54,600.00
EMBANKMENT (ROADWAY)	74604 CY	\$6.00	\$447,624.00
EMBANKMENT (OUTSIDE BERM)	14862 CY	\$6.00	\$89,172.00
STABILIZED SUBGRADE (4")	4294 SY	\$1.25	\$5,367.50
STABILIZED SUBGRADE (12")	36291 SY	\$2.00	\$72,582.00
ROADWAY BASE BASE W/PRIME	32853 SY	\$12.00	\$394,236.00
3" TYPE S-1 ASPHALT	32853 SY	\$8.25	\$271,037.25
5/8" ASPH. FRICTION COURSE FC-5	32853 SY	\$2.60	\$85,417.80
1" SOLID TRAFFIC STRIPE	4 NM	\$2,200.00	\$8,800.00
1" SKIP TRAFFIC STRIPE	2 GM	\$600.00	\$1,200.00
REFL. PAV'T. MARKERS	264 EA	\$3.60	\$950.40
SOD	42240 SY	\$1.75	\$73,920.00
TYPE E CURB	10560 LF	\$7.00	\$73,920.00
1" SIDEWALK	5867 SY	\$18.00	\$105,606.00
DRAINAGE (FROM LRE)	1 LS	\$200,000.00	\$200,000.00
SIGNAGE (1 POST ONLY) (1 / 500' / D)	22 AS	\$450.00	\$9,900.00
TOTAL \$/MI.			\$1,894,332.95

EXPRESSWAY WIDENING

WIDENING - ADD 2 LANES - OUTSIDE (1 EACH SIDE) 3.5' FILL (OP 300' RW)

REMOVE SHOULDER PAVEMENT	14080 SY	\$4.00	\$56,320.00
CLEAR & GRUB (45' / SIDE)	10.9 AC	\$3,000.00	\$32,700.00
BORROW EMBANKMENT	16427 CY	\$6.00	\$98,562.00
TYPE B STABILIZATION	30507 SY	\$2.00	\$61,014.00
SHOULDER BASE	14080 SY	\$7.00	\$98,560.00
2" ASPHALT	14080 SY	\$5.50	\$77,440.00
ROADWAY BASE	14080 SY	\$12.00	\$168,960.00
5" ASPHALT	14080 SY	\$13.75	\$193,600.00
MILL EXISTING ROADWAY PAVEMEN	42240 SY	\$1.75	\$73,920.00
RESURFACE ROADWAY (3-1/2")	42240 SY	\$9.63	\$406,771.20
MILL EXISTING INSIDE SHOULDERS	14080 SY	\$1.25	\$17,600.00
RESURFACE SHOULDERS (1")	14080 SY	\$2.75	\$38,720.00
FC-5	58667 SY	\$2.60	\$152,534.20
SEED & MULCH	88000 SY	\$0.65	\$57,200.00
SOD	2347 SY	\$1.75	\$4,107.25
6" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP STRIPE	6 GM	\$600.00	\$3,600.00
REFLECTIVE PAVEMENT MARKERS	792 EA	\$3.60	\$2,851.20
EXTEND 24" CROSSDRAINS (1 / 500'	264 LF	\$55.00	\$14,520.00
REPLACE 24" HEADWALLS (2 / CROS	22 EA	\$2,300.00	\$50,600.00
SIGNAGE (1 POST ONLY) (1/1000'/DIR	11 AS	\$750.00	\$8,250.00
TOTAL \$/MI.			\$1,626,629.85

WIDENING - ADD 2 LANES - OUTSIDE (1 EACH SIDE) 3.5' FILL (CL 220' R/W)

REMOVE SHOULDER PAVEMENT	14080 SY	\$4.00	\$56,320.00
CLEAR & GRUB (45' / SIDE)	10.9 AC	\$3,000.00	\$32,700.00
BORROW EMBANKMENT	16427 CY	\$6.00	\$98,562.00
TYPE B STABILIZATION	30507 SY	\$2.00	\$61,014.00
SHOULDER BASE	14080 SY	\$7.00	\$98,560.00
2" ASPHALT	14080 SY	\$5.50	\$77,440.00
ROADWAY BASE	14080 SY	\$12.00	\$168,960.00
5" ASPHALT	14080 SY	\$13.75	\$193,600.00
MILL EXISTING ROADWAY PAVEMEN	42240 SY	\$1.75	\$73,920.00
RESURFACE ROADWAY (3-1/2")	42240 SY	\$9.63	\$406,771.20
MILL EXISTING INSIDE SHOULDERS	14080 SY	\$1.25	\$17,600.00
RESURFACE SHOULDERS (1")	14080 SY	\$2.75	\$38,720.00
FC-5	58667 SY	\$2.60	\$152,534.20
SOD	42240 SY	\$1.75	\$73,920.00
6" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP STRIPE	6 GM	\$600.00	\$3,600.00
REFLECTIVE PAVEMENT MARKERS	792 EA	\$3.60	\$2,851.20
EXTEND 24" CROSSDRAINS (1 / 500'	264 LF	\$55.00	\$14,520.00
REMOVE EXISTING BARRIER WALL 1	44 EA	\$500.00	\$22,000.00
BARRIER WALL INLETS (250' spacing)	44 EA	\$2,500.00	\$110,000.00
SIGNAGE (1 POST ONLY) (1/1000'/DIR	11 AS	\$750.00	\$8,250.00
REMOVE EXISTING BARRIER WALL (10560 LF	\$25.00	\$264,000.00
BARRIER WALL (OUTSIDE - RIDGID R	10560 LF	\$120.00	\$1,267,200.00
TOTAL \$/MI.			\$3,251,842.60

CONCRETE PAVEMENT**WIDENING - ADD 2 LANES - OUTSIDE (1 EACH SIDE) 3.5' FILL (OPEN DRAINAGE)**

REMOVE SHOULDER PAVEMENT	14080 SY	\$4.00	\$56,320.00
CLEAR & GRUB (45' / SIDE)	10.9 AC	\$3,000.00	\$32,700.00
BORROW EMBANKMENT	16427 CY	\$6.00	\$98,562.00
TYPE B STABILIZATION	30507 SY	\$2.00	\$61,014.00
SHOULDER BASE	14080 SY	\$7.00	\$98,560.00
2" ASPHALT	14080 SY	\$5.50	\$77,440.00
ROADWAY BASE	14080 SY	\$12.00	\$168,960.00
14" CONCRETE PAVEMENT	14080 SY	\$50.00	\$704,000.00
SEED & MULCH	88000 SY	\$0.65	\$57,200.00
SOD	2347 SY	\$1.75	\$4,107.25
6" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP STRIPE	6 GM	\$600.00	\$3,600.00
REFLECTIVE PAVEMENT MARKERS	792 EA	\$3.60	\$2,851.20
EXTEND 24" CROSSDRAINS (1 / 500'	264 LF	\$55.00	\$14,520.00
REPLACE 24" HEADWALLS (2 / CROS	22 EA	\$2,300.00	\$50,600.00
SIGNAGE (1 POST ONLY) (1/1000'/DIR	11 AS	\$750.00	\$8,250.00
TOTAL \$/MI.			\$1,447,484.45

WIDENING - ADD 2 LANES - OUTSIDE (1 EACH SIDE) 3.5' FILL (CLOSED DRAINAGE)

REMOVE SHOULDER PAVEMENT	14080 SY	\$4.00	\$56,320.00
CLEAR & GRUB (45' / SIDE)	10.9 AC	\$3,000.00	\$32,700.00
ROADWAY EMBANKMENT	16427 CY	\$6.00	\$98,562.00
TYPE B STABILIZATION	30507 SY	\$2.00	\$61,014.00
SHOULDER BASE	14080 SY	\$7.00	\$98,560.00
4" ASPHALT	14080 SY	\$5.50	\$77,440.00
ROADWAY BASE	14080 SY	\$12.00	\$168,960.00
14" CONCRETE PAVEMENT	14080 SY	\$50.00	\$704,000.00
ROAD	42240 SY	\$1.75	\$73,920.00
4" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP STRIPE	6 GM	\$600.00	\$3,600.00
REFLECTIVE PAVEMENT MARKERS	792 EA	\$3.60	\$2,851.20
EXTEND 24" CROSSDRAINS (1 / 500')	264 LF	\$55.00	\$14,520.00
REMOVE EXISTING BARRIER WALL	44 EA	\$500.00	\$22,000.00
BARRIER WALL INLETS (250' spacing)	44 EA	\$2,500.00	\$110,000.00
SIGNAGE (1 POST ONLY) (1/1000'/DIR)	11 AS	\$750.00	\$8,250.00
REMOVE EXISTING BARRIER WALL	10560 LF	\$25.00	\$264,000.00
BARRIER WALL (OUTSIDE - RIGID R	10560 LF	\$120.00	\$1,267,200.00

TOTAL \$/MI. \$3,072,697.20

DEMOLITION

1 LANE RAMP DEMOLITION

REMOVE ROADWAY PAVEMENT & BA	8800 SY	\$5.00	\$44,000.00
REMOVE SHOULDER PAVEMENT & B	3520 SY	\$4.00	\$14,080.00
TOTAL \$/MILE			\$58,080.00

2 LANE RAMP DEMOLITION

REMOVE ROADWAY PAVEMENT & BA	14080 SY	\$5.00	\$70,400.00
REMOVE SHOULDER PAVEMENT & B	7040 SY	\$4.00	\$28,160.00
TOTAL \$/MILE			\$98,560.00

2 LANE ROADWAY DEMOLITION - OPEN DRAINAGE (4' SHOULDERS)

REMOVE ROADWAY PAVEMENT & BA	14080 SY	\$5.00	\$70,400.00
REMOVE SHOULDER PAVEMENT & B	4693 SY	\$4.00	\$18,772.00
TOTAL \$/MILE			\$89,172.00

3 LANE ROADWAY DEMOLITION - OPEN DRAINAGE (4' SHOULDERS)

REMOVE ROADWAY PAVEMENT & BA	21120 SY	\$5.00	\$105,600.00
REMOVE SHOULDER PAVEMENT & B	4693 SY	\$4.00	\$18,772.00
TOTAL \$/MILE			\$124,372.00

4 LANE DIVIDED ROADWAY DEMOLITION - OPEN DRAINAGE, ASPHALT PAVEMENT

REMOVE ROADWAY PAVEMENT & BA	28160 SY	\$5.00	\$140,800.00
REMOVE SHOULDER PAVEMENT & B	16427 SY	\$4.00	\$65,708.00
TOTAL \$/MILE			\$206,508.00

4 LANE DIVIDED ROADWAY DEMOLITION - OPEN DRAINAGE, CONCRETE PAVEMENT

REMOVE ROADWAY PAVEMENT & BA	28160 SY	\$10.00	\$281,600.00
REMOVE SHOULDER PAVEMENT & B	16427 SY	\$4.00	\$65,708.00
TOTAL \$/MILE			\$347,308.00

6 LANE DIVIDED ROADWAY DEMOLITION - OPEN DRAINAGE

REMOVE ROADWAY PAVEMENT & BA	42240 SY	\$5.00	\$211,200.00
REMOVE SHOULDER PAVEMENT & B	23467 SY	\$4.00	\$93,868.00
TOTAL \$/MILE			\$305,068.00

MISCELLANEOUS

TYPICAL 1 ACRE RETENTION POND (1 ACRE AVERAGE POND AREA PLUS BERMS)

CLEAR & GRUB	2.35 AC	\$3,000.00	\$7,050.00
EXCAVATION (5' DEEP)	8067 CY	\$4.00	\$32,268.00
EMBANKMENT (BERM)	2293 CY	\$6.00	\$13,758.00
SOD	7187 SY	\$1.75	\$12,577.25
SEED & MULCH	4169 SY	\$0.65	\$2,709.85
FENCE	1267 LF	\$6.00	\$7,602.00
12' GATE	1 EA	\$500.00	\$500.00
OVERFLOW STRUCTURE	1 EA	\$4,000.00	\$4,000.00
RCP FOR OVERFLOW	100 LF	\$55.00	\$5,500.00
ENDWALL	1 EA	\$3,500.00	\$3,500.00
TOTAL / ACRE			\$89,465.10

ROADWAY LIGHTING - 200' SPACING ON 1 SIDE ONLY

LIGHTING POLES COMPLETE (45')	26 EA	\$1,600.00	\$41,600.00
POLE CABLE DISTRIBUTION SYSTEM	26 EA	\$900.00	\$23,400.00
GROUNDING ELECTRODE (20' / POLE	780 LF	\$6.00	\$4,680.00
CONDUIT	5280 LF	\$3.50	\$18,480.00
CONDUCTOR (INSULATED)	15840 LF	\$0.75	\$11,880.00
CONDUCTOR (BARE GROUND)	5280 LF	\$0.60	\$3,168.00
LOAD CENTER (SECONDARY VOLTA	1 EA	\$7,500.00	\$7,500.00
PULLBOXES	26 EA	\$250.00	\$6,500.00
TOTAL / MI			\$117,208.00
FOR 2 SIDES:			\$234,416.00
COST / POLE			\$4,508.00

RELOCATE ROADWAY LIGHTING - 200' SPACING ON 1 SIDE ONLY

RELOCATE LIGHTING POLES	26 EA	\$600.00	\$15,600.00
GROUNDING ELECTRODE (20' / POLE	780 LF	\$6.00	\$4,680.00
CONDUIT	5280 LF	\$3.50	\$18,480.00
CONDUCTOR (INSULATED)	15840 LF	\$0.75	\$11,880.00
CONDUCTOR (BARE GROUND)	5280 LF	\$0.60	\$3,168.00
PULLBOXES	26 EA	\$250.00	\$6,500.00
TOTAL / MI			\$60,308.00
FOR 2 SIDES:			\$120,616.00
COST / POLE			\$2,320.00

CONCRETE PAVEMENT REHABILITATION

3 LANE DIVIDED MAINLINE COST / MILE

MILL ASPHALT SHOULDER	28,160 SY	\$1.50	\$42,240.00
1" ASPHALT (RESURFACE SHOULDE	28,160 SY	\$2.75	\$77,440.00
GRIND 14" CONCRETE PAVEMENT	56,320 SY	\$2.50	\$140,800.00
REPLACE 1% OF CONCRETE SLABS	563 SY	\$65.00	\$36,608.00
JOINT SEAL	23,232 LF	\$2.00	\$46,464.00
6" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP STRIPE	8 GM	\$600.00	\$3,600.00
PAVT. MARKERS	792 EA	\$3.60	\$2,851.20
TOTAL \$/Mi.			\$358,803.20

CONCRETE PAVEMENT REHABILITATION

6 LANE DIVIDED MAINLINE COST / MILE

MILL ASPHALT SHOULDER	28,160 SY	\$1.50	\$42,240.00
1" ASPHALT (RESURFACE SHOULDE	28,160 SY	\$2.75	\$77,440.00
GRIND 14" CONCRETE PAVEMENT	42,240 SY	\$2.50	\$105,600.00
REPLACE 1% OF CONCRETE SLABS	422 SY	\$65.00	\$27,456.00
JOINT SEAL	23,232 LF	\$2.00	\$46,464.00
6" SOLID STRIPE	4 NM	\$2,200.00	\$8,800.00
6" SKIP STRIPE	4 GM	\$600.00	\$2,400.00
PAVT. MARKERS	528 EA	\$3.80	\$1,990.80
TOTAL \$/Mi.			\$312,300.80

TOLL APPROACH - 15 LNS.

MILL ASPHALT SHOULDER	19334 SY	\$1.50	\$29,001.00
1" ASPHALT (RESURFACE SHOULDE	19334 SY	\$2.75	\$53,168.50
GRIND 14" CONCRETE PAVEMENT	62634 SY	\$2.50	\$156,585.00
REPLACE 1% OF CONCRETE SLABS	626 SY	\$65.00	\$40,712.10
JOINT SEAL	10,000 LF	\$2.00	\$20,000.00
6" SOLID STRIPE	2 NM	\$2,200.00	\$4,400.00
6" SKIP STRIPE	2 GM	\$600.00	\$1,200.00
8" SOLID STRIPE	1000 LF	\$0.75	\$750.00
18" SOLID STRIPE	500 LF	\$1.75	\$875.00
REFLECTIVE PAVEMENT MARKERS	300 EA	\$3.60	\$1,080.00
TOTAL \$/EA			\$307,771.60

TYPICAL 1 LANE ON-RAMP TAPER W/GORE - LANES REMAIN SAME

GRIND 14" CONCRETE PAVEMENT	2667 SY	\$2.50	\$6,667.50
REPLACE 1% OF CONCRETE SLABS	27 SY	\$65.00	\$1,733.55
6" SOLID STRIPE	0.284 NM	\$2,200.00	\$624.80
6" SKIP STRIPE	0.038 GM	\$600.00	\$22.80
8" STRIPE	1200 LF	\$0.75	\$900.00
18" STRIPE	600 LF	\$1.75	\$1,050.00
PAVT. MARKERS	65 EA	\$3.60	\$234.00

TOTAL \$/EA \$11,232.65

TYPICAL 1 LANE OFF-RAMP TAPER W/GORE - LANES REMAIN SAME

GRIND 14" CONCRETE PAVEMENT	1468 SY	\$50.00	\$73,400.00
REPLACE 1% OF CONCRETE SLABS	15 SY	\$65.00	\$954.20
6" SOLID STRIPE	0.123 NM	\$2,200.00	\$270.60
8" STRIPE	1060 LF	\$0.75	\$795.00
18" STRIPE	530 LF	\$1.75	\$927.50
PAVT. MARKERS	53 EA	\$3.60	\$190.80
		TOTAL \$/EA	\$76,538.10

Appendix C

Estimates of Gross Revenue

Gross Revenue Forecasts 6-Plaza Scenario

Gross Revenue Forecast For 6 Plaza Scenario

		This toll is based on 3rd Index applied to 2003 toll rate, rounded to the nearest quarter										See Demand Forecast spreadsheet for these figures					*Standard rate of 25% in 2003, so 15% very conservative for revenue predictions					Low Growth Rates for Revenue - Decrease growth rate 0.5% every 10 yrs (1% min.)																														
County	Location	Toll Plaza	Diversion Factor	Toll Rate (\$2003) per (n-1) mile	Toll Rate (2013\$) per (n-1) mile	Adjusted AADT 2000	Historical Annual Growth Rates 1991-2000	Recent NCDOT Traffic Forecast Growth Rates	% Trucks	Inflation Rate	Assumed Growth Rates 2000-2010	AADT 2010	Revenue (\$ in 2010)	Assumed Growth Rates 2011-2020	AADT 2013	Revenue (\$ in 2013)	AADT 2014	Revenue (\$ in 2014)																																		
County	From Exit 160 to Exit 168 From Exit 150 to Exit 154 From Exit 167 to Exit 116 From Exit 81 to Exit 87 From Exit 56 to Exit 58 From Exit 10 to Exit 14	Plaza	Factor	per (n-1) mile	per (n-1) mile	2000	Annual	Forecast	15%	6%	2.00%	47541	60,386,302	1.50%	49712	63,144,650	50458	84,091,820																																		
																			N1	2.25	\$3.00	39000	2.46%	3.20%	6%	2.00%	47541	67,934,590	1.50%	49712	71,037,731	50458	72,103,297																			
																			N2	2.25	\$3.00	38000	2.39%	3.17%	6%	2.00%	46322	58,837,935	1.50%	48438	61,525,556	49164	62,448,440																			
																			C1	2.25	\$3.00	30000	2.65%	3.14%	6%	2.00%	36570	46,451,001	1.50%	38240	48,572,808	38814	49,301,400																			
																			C2	2.25	\$3.00	36000	3.01%	3.20%	6%	2.50%	46083	58,534,882	2.00%	48904	62,117,473	49882	63,358,822																			
																			C3	2.25	\$3.00	40000	0.37%	2.36%	6%	2.00%	48760	61,934,688	1.50%	50987	64,763,744	51752	65,735,200																			
																			S1	2.25	\$3.00	34000	2.21%	2.42%	6%	1.50%	39458	50,120,045	1.00%	40654	51,636,732	41061	52,155,118																			
																			Total	\$0.07	\$0.10	264734			264734					264734	\$336,264,633			\$351,762,962	281130	\$357,091,800																
																							\$ per mile																													
																			County	From Exit 160 to Exit 168 From Exit 150 to Exit 154 From Exit 107 to Exit 116 From Exit 81 to Exit 87 From Exit 56 to Exit 58 From Exit 10 to Exit 14	Plaza	Factor	per (n-1) mile	per (n-1) mile	2000	Annual	Forecast	15%	6%	2.00%	47541	45,289,728	1.50%	49712	47,358,407	50458	48,068,865															
																																						N1	2.25	\$3.00	39000	2.46%	3.20%	6%	2.00%	47541	37,741,439	1.50%	49712	39,465,406	50458	40,057,367
																																						N2	2.25	\$3.00	38000	2.39%	3.17%	6%	2.00%	46322	36,773,709	1.50%	48438	38,453,473	49164	39,030,275
																																						C1	2.25	\$3.00	30000	2.65%	3.14%	6%	2.00%	36570	29,031,876	1.50%	38240	30,368,005	38814	30,813,315
																																						C2	2.25	\$3.00	36000	3.01%	3.20%	6%	2.00%	46083	36,584,176	2.00%	48904	38,823,420	49882	39,589,889
																																						C3	2.25	\$3.00	40000	0.37%	2.36%	6%	2.00%	48760	38,709,198	1.50%	50987	40,477,340	51752	41,084,500
S1	2.25	\$3.00	34000	2.21%	2.42%	6%	1.50%	39458	31,325,028	1.00%	40654	32,274,297	41061	32,596,950																																						
Total	\$0.07	\$0.10	264734			264734					264734	\$210,165,396			\$219,851,951	281130	\$223,182,575																																			
				\$ per mile																																																
County	From Exit 160 to Exit 168 From Exit 150 to Exit 154 From Exit 107 to Exit 116 From Exit 81 to Exit 87 From Exit 56 to Exit 58 From Exit 10 to Exit 14	Plaza	Factor	per (n-1) mile	per (n-1) mile	2000	Annual	Forecast	15%	6%	2.00%	47541	44,128,451	1.50%	49712	46,144,167	50458	46,336,350																																		
																																						N1	2.25	\$3.00	39000	2.46%	3.20%	6%	2.00%	47541	36,773,709	1.50%	49712	38,453,473	50458	39,030,275
																																						N2	2.25	\$3.00	38000	2.39%	3.17%	6%	2.00%	46322	34,838,251	1.50%	48438	36,429,696	49164	37,676,050
																																						C1	2.25	\$3.00	30000	2.65%	3.14%	6%	2.00%	36570	28,031,876	1.50%	38240	29,589,105	38814	30,519,867
																																						C2	2.25	\$3.00	36000	3.01%	3.20%	6%	2.00%	46083	43,901,011	2.00%	48904	46,598,105	49882	47,519,867
																																						C3	2.25	\$3.00	40000	0.37%	2.36%	6%	2.00%	48760	45,451,011	1.50%	50987	48,572,808	51752	49,301,400
																			S1	2.25	\$3.00	34000	2.21%	2.42%	6%	1.50%	39458	37,500,033	1.00%	40654	38,729,049	41061	39,116,339																			
																			Total	\$0.07	\$0.10	264734			264734					264734	\$252,198,475			\$263,822,222	281130	\$267,818,850																
																							\$ per mile																													
																			County	From Exit 160 to Exit 168 From Exit 150 to Exit 154 From Exit 107 to Exit 116 From Exit 81 to Exit 87 From Exit 56 to Exit 58 From Exit 10 to Exit 14	Plaza	Factor	per (n-1) mile	per (n-1) mile	2000	Annual	Forecast	15%	6%	2.00%	47541	36,773,709	1.50%	49712	38,453,473	50458	39,030,275															
																																						N1	2.25	\$3.00	39000	2.46%	3.20%	6%	2.00%	47541	33,967,296	1.50%	49712	35,518,936	50458	36,051,949
																																						N2	2.25	\$3.00	38000	2.39%	3.17%	6%	2.00%	46322	33,086,338	1.50%	48438	34,608,125	49164	35,127,247
																																						C1	2.25	\$3.00	30000	2.65%	3.14%	6%	2.00%	36570	28,128,688	1.50%	38240	27,322,204	38814	27,732,037
																																						C2	2.25	\$3.00	36000	3.01%	3.20%	6%	2.00%	46083	32,928,789	2.00%	48904	34,941,078	49882	35,639,900
																																						C3	2.25	\$3.00	40000	0.37%	2.36%	6%	2.00%	48760	34,838,251	1.50%	50987	36,429,696	51752	36,976,050
S1	2.25	\$3.00	34000	2.21%	2.42%	6%	1.50%	39458	28,192,525	1.00%	40654	29,046,787	41061	29,337,255																																						
Total	\$0.04	\$0.05	264734			264734					264734	\$189,148,866			\$197,866,666	281130	\$200,864,138																																			
				\$ per mile																																																
County	From Exit 160 to Exit 168 From Exit 150 to Exit 154 From Exit 107 to Exit 116 From Exit 81 to Exit 87 From Exit 56 to Exit 58 From Exit 10 to Exit 14	Plaza	Factor	per (n-1) mile	per (n-1) mile	2000	Annual	Forecast	15%	6%	2.00%	47541	28,128,688	1.50%	49712	29,589,105	50458	30,519,867																																		
																																						N1	2.25	\$3.00	39000	2.46%	3.20%	6%	2.00%	47541	26,418,951	1.50%	49712	27,876,803	50458	28,947,706
																																						N2	2.25	\$3.00	38000	2.39%	3.17%	6%	2.00%	46322	25,538,393	1.50%	48438	26,650,580	49164	27,170,992
																																						C1	2.25	\$3.00	30000	2.65%	3.14%	6%	2.00%	36570	21,688,000	1.50%	38240	22,470,656	38814	23,019,312
																																						C2	2.25	\$3.00	36000	3.01%	3.20%	6%	2.00%	46083	26,384,176	2.00%	48904	28,064,204	49882	28,974,444
																																						C3	2.25	\$3.00	40000	0.37%	2.36%	6%	2.00%	48760	28,709,198	1.50%	50987	30,201,400	51752	30,813,315
																			S1	2.25	\$3.00	34000	2.21%	2.42%	6%	1.50%	39458	23,325,028	1.00%	40654	24,181,881	41061	24,596,950																			
																			Total	\$0.04	\$0.05	264734			264734					264734	\$168,132,317			\$175,881,481	281130	\$178,545,900																
																							\$ per mile																													

Gross Revenue Forecast For 6 Plaza Scenario

				This toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter																
County	Location	Toll Plazas	Diversion Factor	Toll Rate (\$/2003) per (h-1) axle	Toll Rate (2013) per (h-1) axle	2015		2016		2017		2018		2019		2020		Revenue (\$ in 2020)		
						AADT	Revenue (\$ in 2015)	AADT	Revenue (\$ in 2016)	AADT	Revenue (\$ in 2017)	AADT	Revenue (\$ in 2018)	AADT	Revenue (\$ in 2019)	AADT	Revenue (\$ in 2020)			
Hallifax	FROM EXIT 160 TO EXIT 68	N1	10%	2.25	\$3.00	51215	73,184,847	51983	74,282,619	52763	75,396,869	53554	76,527,811	54358	77,675,728	55173	78,840,865	76,819,304		
	FROM EXIT 160 TO EXIT 54	N2	10%	2.25	\$3.00	49902	71,308,312	50650	72,377,937	51410	73,463,606	52181	74,565,980	52964	75,684,043	53768	76,819,304	60,648,819		
	FROM EXIT 107 TO EXIT 118	C1	10%	2.25	\$3.00	39386	58,296,036	39987	59,476,076	40587	60,681,564	41196	61,915,448	41814	63,178,904	42441	64,475,632	80,272,632		
	FROM EXIT 81 TO EXIT 87	C2	10%	2.25	\$3.00	50879	72,705,396	51897	74,158,504	52935	75,642,684	53994	77,155,548	55074	78,698,659	56175	80,282,425	80,862,425		
	FROM EXIT 66 TO EXIT 58	C3	10%	2.25	\$3.00	52528	75,051,261	53316	76,187,302	54116	77,330,111	54928	78,490,063	55751	79,667,414	56588	80,862,425	82,284,174		
Hallifax	FROM EXIT 160 TO EXIT 68	N1	20%	2.25	\$3.00	51215	65,053,197	51983	66,028,995	52763	67,018,430	53554	68,024,721	54358	69,045,092	55173	70,080,768			
	FROM EXIT 160 TO EXIT 54	N2	20%	2.25	\$3.00	49902	63,385,166	50650	64,338,944	51410	65,300,983	52181	66,280,498	52964	67,274,705	53768	68,283,826			
	FROM EXIT 107 TO EXIT 118	C1	20%	2.25	\$3.00	39386	50,040,921	39987	50,791,535	40587	51,563,408	41196	52,326,709	41814	53,111,609	42441	53,908,283			
Hallifax	FROM EXIT 160 TO EXIT 68	N1	20%	2.25	\$3.00	50879	64,627,019	51897	65,919,559	52935	67,237,950	53994	68,582,708	55074	69,954,363	56175	71,353,451			
	FROM EXIT 107 TO EXIT 118	C1	20%	2.25	\$3.00	50879	64,627,019	51897	65,919,559	52935	67,237,950	53994	68,582,708	55074	69,954,363	56175	71,353,451			
	FROM EXIT 81 TO EXIT 87	C2	20%	2.25	\$3.00	52528	66,721,228	53316	67,722,046	54116	68,737,817	54928	69,768,945	55751	70,815,479	56588	71,877,711			
Hallifax	FROM EXIT 160 TO EXIT 68	N1	20%	2.25	\$3.00	41471	\$262,504,201	41886	\$262,504,201	42305	\$262,504,201	42728	\$262,504,201	43155	\$262,504,201	43587	\$262,504,201			
	FROM EXIT 107 TO EXIT 118	C1	20%	2.25	\$3.00	285391	\$368,001,516	289719	\$368,001,516	294115	\$368,001,516	298580	\$368,001,516	303115	\$368,001,516	307721	\$368,001,516			
	FROM EXIT 81 TO EXIT 87	C2	20%	2.25	\$3.00	285391	\$368,001,516	289719	\$368,001,516	294115	\$368,001,516	298580	\$368,001,516	303115	\$368,001,516	307721	\$368,001,516			
Hallifax	FROM EXIT 160 TO EXIT 68	N1	40%	2.25	\$3.00	51215	48,789,898	51983	49,521,746	52763	50,264,572	53554	51,018,541	54358	51,783,819	55173	52,560,576			
	FROM EXIT 160 TO EXIT 54	N2	40%	2.25	\$3.00	49902	47,538,875	50650	48,281,968	51410	49,037,737	52181	49,796,435	52964	50,566,029	53768	51,346,947			
	FROM EXIT 107 TO EXIT 118	C1	40%	2.25	\$3.00	39386	37,530,691	39987	38,093,651	40587	38,666,056	41196	39,248,032	41814	39,833,707	42441	40,431,213			
	FROM EXIT 81 TO EXIT 87	C2	40%	2.25	\$3.00	50879	48,470,264	51897	49,439,668	52935	50,428,463	53994	51,437,032	55074	52,465,773	56175	53,515,088			
	FROM EXIT 66 TO EXIT 58	C3	40%	2.25	\$3.00	52528	50,040,921	53316	50,791,535	54116	51,563,408	54928	52,326,709	55751	53,111,609	56588	53,908,283			
Hallifax	FROM EXIT 160 TO EXIT 68	N1	40%	2.25	\$3.00	41471	\$271,876,151	41886	\$271,876,151	42305	\$271,876,151	42728	\$271,876,151	43155	\$271,876,151	43587	\$271,876,151			
	FROM EXIT 107 TO EXIT 118	C1	40%	2.25	\$3.00	285391	\$368,001,516	289719	\$368,001,516	294115	\$368,001,516	298580	\$368,001,516	303115	\$368,001,516	307721	\$368,001,516			
	FROM EXIT 81 TO EXIT 87	C2	40%	2.25	\$3.00	285391	\$368,001,516	289719	\$368,001,516	294115	\$368,001,516	298580	\$368,001,516	303115	\$368,001,516	307721	\$368,001,516			
	FROM EXIT 107 TO EXIT 118	C1	40%	2.25	\$3.00	285391	\$368,001,516	289719	\$368,001,516	294115	\$368,001,516	298580	\$368,001,516	303115	\$368,001,516	307721	\$368,001,516			
	FROM EXIT 81 TO EXIT 87	C2	40%	2.25	\$3.00	285391	\$368,001,516	289719	\$368,001,516	294115	\$368,001,516	298580	\$368,001,516	303115	\$368,001,516	307721	\$368,001,516			
Hallifax	FROM EXIT 160 TO EXIT 68	N1	50%	2.25	\$3.00	51215	40,658,248	51983	41,288,122	52763	41,937,144	53554	42,515,451	54358	43,153,183	55173	43,800,490			
	FROM EXIT 160 TO EXIT 54	N2	50%	2.25	\$3.00	49902	39,616,729	50650	40,209,966	51410	40,813,114	52181	41,428,311	52964	42,046,691	53768	42,677,391			
	FROM EXIT 107 TO EXIT 118	C1	50%	2.25	\$3.00	39386	31,275,575	39987	31,744,709	40587	32,220,880	41196	32,704,193	41814	33,194,766	42441	33,692,677			
	FROM EXIT 81 TO EXIT 87	C2	50%	2.25	\$3.00	50879	40,391,887	51897	41,199,724	52935	42,023,719	53994	42,864,193	55074	43,721,477	56175	44,595,907			
	FROM EXIT 66 TO EXIT 58	C3	50%	2.25	\$3.00	52528	41,700,787	53316	42,326,279	54116	42,961,173	54928	43,606,581	55751	44,269,674	56588	44,923,570			
Hallifax	FROM EXIT 160 TO EXIT 68	N1	50%	2.25	\$3.00	41471	\$292,919	41886	\$292,919	42305	\$292,919	42728	\$292,919	43155	\$292,919	43587	\$292,919			
	FROM EXIT 107 TO EXIT 118	C1	50%	2.25	\$3.00	285391	\$368,001,516	289719	\$368,001,516	294115	\$368,001,516	298580	\$368,001,516	303115	\$368,001,516	307721	\$368,001,516			
	FROM EXIT 81 TO EXIT 87	C2	50%	2.25	\$3.00	285391	\$368,001,516	289719	\$368,001,516	294115	\$368,001,516	298580	\$368,001,516	303115	\$368,001,516	307721	\$368,001,516			
	FROM EXIT 107 TO EXIT 118	C1	50%	2.25	\$3.00	285391	\$368,001,516	289719	\$368,001,516	294115	\$368,001,516	298580	\$368,001,516	303115	\$368,001,516	307721	\$368,001,516			
	FROM EXIT 81 TO EXIT 87	C2	50%	2.25	\$3.00	285391	\$368,001,516	289719	\$368,001,516	294115	\$368,001,516	298580	\$368,001,516	303115	\$368,001,516	307721	\$368,001,516			
Hallifax	FROM EXIT 160 TO EXIT 68	N1	60%	2.25	\$3.00	51215	32,626,523	51983	33,014,310	52763	33,508,715	53554	34,012,361	54358	34,522,546	55173	35,040,384			
	FROM EXIT 160 TO EXIT 54	N2	60%	1.10	\$1.50	49902	31,692,583	50650	32,167,972	51410	32,660,491	52181	33,140,249	52964	33,637,363	53768	34,141,913			
	FROM EXIT 107 TO EXIT 118	C1	60%	1.10	\$1.50	39386	25,020,460	39987	25,395,767	40587	25,776,704	41196	26,163,354	41814	26,556,805	42441	26,954,142			
	FROM EXIT 81 TO EXIT 87	C2	60%	1.10	\$1.50	50879	32,313,909	51897	32,658,780	52935	33,018,975	53994	33,384,472	55074	33,757,740	56175	34,138,856			
	FROM EXIT 66 TO EXIT 58	C3	60%	1.10	\$1.50	52528	33,360,814	53316	33,661,023	54116	33,966,938	54928	34,284,472	55751	34,607,740	56588	34,938,856			
Hallifax	FROM EXIT 160 TO EXIT 68	N1	60%	1.10	\$1.50	41471	\$181,282,100	41886	\$181,282,100	42305	\$181,282,100	42728	\$181,282,100	43155	\$181,282,100	43587	\$181,282,100			
	FROM EXIT 107 TO EXIT 118	C1	60%	1.10	\$1.50	285391	\$368,001,516	289719	\$368,001,516	294115	\$368,001,516	298580	\$368,001,516	303115	\$368,001,516	307721	\$368,001,516			
	FROM EXIT 81 TO EXIT 87	C2	60%	1.10	\$1.50	285391	\$368,001,516	289719	\$368,001,516	294115	\$368,001,516	298580	\$368,001,516	303115	\$368,001,516	307721	\$368,001,516			

Gross Revenue Forecast For 6 Plaza Scenario

This toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter.

County	Location	Toll Plaza	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	Assumed Growth Rates 2021-2030	AADT 2021	Revenue (\$ in 2021)	AADT 2022	Revenue (\$ in 2022)	AADT 2023	Revenue (\$ in 2023)	AADT 2024	Revenue (\$ in 2024)	AADT 2025	Revenue (\$ in 2025)	AADT 2026	Revenue (\$ in 2026)
Halifax	FROM EXIT 160 TO EXIT 168	N1	10%	2.25	\$3.00	1.00%	55725	79,629,273	56282	80,425,566	56845	81,229,622	57413	82,042,120	57987	82,892,541	58567	83,691,166
	FROM EXIT 150 TO EXIT 154	N2	20%	2.25	\$3.00	1.00%	54296	77,387,287	54839	78,353,372	55387	79,147,006	55941	79,936,476	56501	80,737,860	57066	81,545,239
	FROM EXIT 107 TO EXIT 116	C1	10%	2.25	\$3.00	1.00%	42865	61,253,487	43294	61,865,820	43727	62,484,478	44164	63,109,323	44608	63,740,416	45052	64,377,820
	FROM EXIT 81 TO EXIT 87	C2	10%	2.25	\$3.00	1.50%	57018	81,476,722	57873	82,686,872	58741	83,939,355	59622	85,198,440	60516	86,476,422	61424	87,773,569
	FROM EXIT 56 TO EXIT 58	C3	10%	2.25	\$3.00	1.00%	57154	81,671,049	57725	82,487,760	58302	83,312,638	58885	84,145,764	59474	84,987,222	60069	85,837,094
	FROM EXIT 10 TO EXIT 14	S1	10%	2.25	\$3.00	1.00%	44022	62,907,016	44463	63,536,086	44907	64,171,447	45366	64,813,161	45810	65,461,293	46268	66,115,906
					\$0.07	\$0.10	311080	\$444,524,844	314475	\$449,377,476	317910	\$454,284,745	321382	\$459,247,289	324894	\$464,265,754	328446	\$469,340,794
Halifax	FROM EXIT 160 TO EXIT 168	N1	20%	2.25	\$3.00	1.00%	55725	70,781,576	56282	71,489,392	56845	72,204,286	57413	72,926,329	57987	73,655,592	58567	74,392,148
	FROM EXIT 150 TO EXIT 154	N2	20%	2.25	\$3.00	1.00%	54296	68,966,654	54839	69,656,331	55387	70,352,894	55941	71,056,423	56501	71,766,987	57066	72,484,657
	FROM EXIT 107 TO EXIT 116	C1	20%	2.25	\$3.00	1.00%	42865	54,447,986	43294	54,991,840	43727	55,541,758	44164	56,097,176	44608	56,658,148	45052	57,224,729
	FROM EXIT 81 TO EXIT 87	C2	20%	2.25	\$3.00	1.50%	57018	72,423,752	57873	73,510,109	58741	74,612,760	59622	75,731,952	60516	76,867,831	61424	78,020,950
	FROM EXIT 56 TO EXIT 58	C3	20%	2.25	\$3.00	1.00%	57154	72,596,488	57725	73,322,453	58302	74,055,678	58885	74,796,235	59474	75,544,197	60069	76,299,839
	FROM EXIT 10 TO EXIT 14	S1	20%	2.25	\$3.00	1.00%	44022	55,917,347	44463	56,476,521	44907	57,041,286	45366	57,611,699	45810	58,187,816	46268	58,769,694
					\$0.07	\$0.10	311080	\$389,133,194	314475	\$399,446,645	317910	\$403,898,662	321382	\$408,219,813	324894	\$412,660,670	328446	\$417,191,817
Halifax	FROM EXIT 160 TO EXIT 168	N1	30%	2.25	\$3.00	1.00%	55725	61,933,879	56282	62,555,216	56845	63,178,750	57413	63,810,538	57987	64,446,643	58567	65,093,129
	FROM EXIT 150 TO EXIT 154	N2	30%	2.25	\$3.00	1.00%	54296	60,345,831	54839	60,946,289	55387	61,558,782	55941	62,174,370	56501	62,796,114	57066	63,424,075
	FROM EXIT 107 TO EXIT 116	C1	30%	2.25	\$3.00	1.00%	42865	47,641,446	43294	48,117,860	43727	48,599,039	44164	49,086,029	44608	49,573,879	45052	50,071,638
	FROM EXIT 81 TO EXIT 87	C2	30%	2.25	\$3.00	1.50%	57018	63,370,793	57873	64,321,345	58741	65,286,165	59622	66,265,458	60516	67,259,440	61424	68,268,331
	FROM EXIT 56 TO EXIT 58	C3	30%	2.25	\$3.00	1.00%	57154	63,521,927	57725	64,157,147	58302	64,798,718	58885	65,446,705	59474	66,101,172	60069	66,762,184
	FROM EXIT 10 TO EXIT 14	S1	30%	2.25	\$3.00	1.00%	44022	48,927,679	44463	49,476,956	44907	49,911,125	45366	50,410,238	45810	50,914,339	46268	51,423,482
					\$0.07	\$0.10	311080	\$345,741,545	314475	\$349,515,815	317910	\$353,332,579	321382	\$357,192,336	324894	\$361,095,687	328446	\$365,042,840
Halifax	FROM EXIT 160 TO EXIT 168	N1	40%	2.25	\$3.00	1.00%	55725	53,086,182	56282	53,617,044	56845	54,153,214	57413	54,694,747	57987	55,241,694	58567	55,794,111
	FROM EXIT 150 TO EXIT 154	N2	40%	2.25	\$3.00	1.00%	54296	51,724,998	54839	52,242,248	55387	52,764,670	55941	53,292,317	56501	53,825,240	57066	54,363,493
	FROM EXIT 107 TO EXIT 116	C1	40%	2.25	\$3.00	1.00%	42865	40,835,525	43294	41,243,880	43727	41,659,319	44164	42,072,882	44608	42,493,611	45052	42,918,547
	FROM EXIT 81 TO EXIT 87	C2	40%	2.25	\$3.00	1.50%	57018	54,317,814	57873	55,132,982	58741	55,959,570	59622	56,798,964	60516	57,650,948	61424	58,515,713
	FROM EXIT 56 TO EXIT 58	C3	40%	2.25	\$3.00	1.00%	57154	54,447,366	57725	54,991,840	58302	55,541,758	58885	56,097,176	59474	56,658,148	60069	57,224,729
	FROM EXIT 10 TO EXIT 14	S1	40%	2.25	\$3.00	1.00%	44022	41,998,010	44463	42,357,390	44907	42,780,964	45366	43,208,774	45810	43,640,982	46268	44,077,270
					\$0.07	\$0.10	311080	\$296,349,896	314475	\$299,584,984	317910	\$302,856,497	321382	\$306,164,859	324894	\$309,510,503	328446	\$312,893,963
Halifax	FROM EXIT 160 TO EXIT 168	N1	50%	2.25	\$3.00	1.00%	55725	44,238,485	56282	44,680,870	56845	45,127,679	57413	45,578,955	57987	46,034,745	58567	46,495,092
	FROM EXIT 150 TO EXIT 154	N2	50%	2.25	\$3.00	1.00%	54296	43,104,165	54839	43,535,207	55387	43,970,589	55941	44,410,264	56501	44,854,367	57066	45,302,911
	FROM EXIT 107 TO EXIT 116	C1	50%	2.25	\$3.00	1.00%	42865	34,029,604	43294	34,389,900	43727	34,753,589	44164	35,090,735	44608	35,411,342	45052	35,765,456
	FROM EXIT 81 TO EXIT 87	C2	50%	2.25	\$3.00	1.50%	57018	45,284,845	57873	45,943,818	58741	46,632,975	59622	47,332,470	60516	48,042,487	61424	48,763,084
	FROM EXIT 56 TO EXIT 58	C3	50%	2.25	\$3.00	1.00%	57154	45,372,805	57725	45,826,533	58302	46,284,799	58885	46,747,647	59474	47,215,123	60069	47,687,274
	FROM EXIT 10 TO EXIT 14	S1	50%	2.25	\$3.00	1.00%	44022	34,948,342	44463	35,297,825	44907	35,650,804	45366	36,007,312	45810	36,367,385	46268	36,731,059
					\$0.07	\$0.10	311080	\$246,958,247	314475	\$248,654,153	317910	\$250,380,414	321382	\$252,137,383	324894	\$253,925,419	328446	\$255,744,886
Halifax	FROM EXIT 160 TO EXIT 168	N1	10%	1.10	\$1.50	1.00%	55725	39,814,637	56282	40,212,783	56845	40,614,911	57413	41,021,060	57987	41,431,270	58567	41,845,583
	FROM EXIT 150 TO EXIT 154	N2	10%	1.10	\$1.50	1.00%	54296	38,793,748	54839	39,181,686	55387	39,573,503	55941	39,969,238	56501	40,369,930	57066	40,772,620
	FROM EXIT 107 TO EXIT 116	C1	10%	1.10	\$1.50	1.00%	42865	30,628,644	43294	30,932,910	43727	31,242,239	44164	31,554,861	44608	31,870,208	45052	32,188,910
	FROM EXIT 81 TO EXIT 87	C2	10%	1.10	\$1.50	1.50%	57018	40,736,361	57873	41,349,436	58741	41,969,678	59622	42,599,222	60516	43,236,211	61424	43,886,784
	FROM EXIT 56 TO EXIT 58	C3	10%	1.10	\$1.50	1.00%	57154	40,836,525	57725	41,243,890	58302	41,659,319	58885	42,072,882	59474	42,493,611	60069	42,918,547
	FROM EXIT 10 TO EXIT 14	S1	10%	1.10	\$1.50	1.00%	44022	31,463,608	44463	31,788,043	44907	32,085,723	45366	32,406,581	45810	32,730,649	46268	33,057,953
					\$0.04	\$0.05	311080	\$222,262,422	314475	\$224,668,738	317910	\$227,142,372	321382	\$229,623,645	324894	\$232,132,877	328446	\$234,670,397
Halifax	FROM EXIT 160 TO EXIT 168	N1	20%	1.10	\$1.50	1.00%	55725	35,390,788	56282	35,744,696	56845	36,102,143	57413	36,463,164	57987	36,827,796	58567	37,196,074
	FROM EXIT 150 TO EXIT 154	N2	20%	1.10	\$1.50	1.00%	54296	34,483,332	54839	34,828,165	55387	35,176,447	55941	35,528,211	56501	35,883,494	57066	36,242,328
	FROM EXIT 107 TO EXIT 116	C1	20%	1.10	\$1.50	1.00%	42865	27,223,683	43294	27,495,920	43727	27,770,879	44164	28,048,688	44608	28,329,074	45052	28,612,365
	FROM EXIT 81 TO EXIT 87	C2	20%	1.10	\$1.50	1.50%	57018	36,211,876	57873	36,755,054	58741	37,306,380	59622	37,865,976	60516	38,433,966	61424	39,010,475
	FROM EXIT 56 TO EXIT 58	C3	20%	1.10	\$1.50	1.00%	57154	36,288,244	57725	36,661,227	58302	37,027,839	58885	37,398,117	59474	37,772,038	60069	38,149,819
	FROM EXIT 10 TO EXIT 14	S1	20%	1.10	\$1.50	1.00%	44022	27,958,674	44463	28,238,260	44907	28,520,643	45366	28,805,649	45810	29,093,908	46268	29,384,647
					\$0.04	\$0.05	311080	\$197,566,597	314475	\$199,723,323	317910	\$201,904,331	321382	\$204,109,906	324894	\$206,340,335	328446	\$208,595,908

Gross Revenue Forecast For 6 Plaza Scenario

This toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter.

County	Location	Toll Plazas	Diversion Factor	Toll Rate (\$2003) per (in-1) axle	Toll Rate (2013\$) per (in-1) axle	AAOT 2007	Revenue (\$ in 2007)	AAOT 2008	Revenue (\$ in 2008)	AAOT 2009	Revenue (\$ in 2009)	AAOT 2010	Revenue (\$ in 2010)	AAOT 2011	Revenue (\$ in 2011)	AAOT 2012	Revenue (\$ in 2012)
Hamilton	FROM EXT 160 TO EXT 168	N1	10%	2.25	\$3.00	59153	\$4,528,078	59744	\$5,373,359	60342	\$6,227,092	60945	\$7,089,363	61555	\$7,960,257	62170	\$8,839,880
Hamilton	FROM EXT 150 TO EXT 154	N2	10%	2.25	\$3.00	57636	\$2,380,691	58213	\$3,184,298	58795	\$4,016,141	59383	\$4,856,393	59976	\$5,704,866	60576	\$6,561,914
Hamilton	FROM EXT 107 TO EXT 116	C1	10%	2.25	\$3.00	45502	\$5,021,589	45957	\$6,671,815	46417	\$8,428,533	46881	\$10,303,967	47350	\$12,228,283	47823	\$14,212,324
Hamilton	FROM EXT 81 TO EXT 87	C2	10%	2.25	\$3.00	62346	\$9,080,172	63281	\$11,426,525	64230	\$13,822,923	65193	\$16,275,087	66168	\$18,785,333	67154	\$21,359,432
Hamilton	FROM EXT 56 TO EXT 59	C3	10%	2.25	\$3.00	60670	\$8,655,485	61276	\$10,562,419	61889	\$12,539,044	62506	\$14,583,076	63133	\$16,643,274	63764	\$18,725,457
Hamilton	FROM EXT 10 TO EXT 14	S1	10%	2.25	\$3.00	46731	\$6,777,065	47198	\$7,444,835	47670	\$8,119,284	48147	\$8,800,478	48628	\$9,488,481	49114	\$10,183,866
					\$0.10	332037	\$474,473,070	335689	\$479,663,251	339343	\$484,912,016	343057	\$490,220,051	346488	\$495,122,252	349953	\$500,073,474
Hamilton	FROM EXT 160 TO EXT 168	N1	20%	2.25	\$3.00	59153	\$7,136,089	59744	\$8,397,430	60342	\$9,664,304	60945	\$10,930,516	61555	\$12,196,895	62170	\$13,463,164
Hamilton	FROM EXT 150 TO EXT 154	N2	20%	2.25	\$3.00	57636	\$3,029,504	58213	\$3,941,599	58795	\$4,853,694	59383	\$5,765,789	59976	\$6,677,884	60576	\$7,589,979
Hamilton	FROM EXT 107 TO EXT 116	C1	20%	2.25	\$3.00	45502	\$7,796,976	45957	\$10,374,946	46417	\$12,952,916	46881	\$15,530,886	47350	\$18,108,856	47823	\$20,686,826
Hamilton	FROM EXT 81 TO EXT 87	C2	20%	2.25	\$3.00	62346	\$11,191,264	63281	\$14,033,133	64230	\$16,875,002	65193	\$19,716,871	66168	\$22,558,740	67154	\$25,400,609
Hamilton	FROM EXT 56 TO EXT 59	C3	20%	2.25	\$3.00	60670	\$10,822,635	61276	\$13,110,104	61889	\$15,397,573	62506	\$17,685,042	63133	\$19,972,511	63764	\$22,260,080
Hamilton	FROM EXT 10 TO EXT 14	S1	20%	2.25	\$3.00	46731	\$8,597,391	47198	\$9,360,965	47670	\$10,124,539	48147	\$10,888,113	48628	\$11,651,687	49114	\$12,415,261
					\$0.10	332037	\$121,753,840	335689	\$126,367,334	339343	\$131,032,903	343057	\$135,707,472	346488	\$140,382,041	349953	\$145,056,610
Hamilton	FROM EXT 160 TO EXT 168	N1	30%	2.25	\$3.00	59153	\$10,704,131	59744	\$12,585,645	60342	\$14,467,159	60945	\$16,348,673	61555	\$18,230,187	62170	\$20,111,701
Hamilton	FROM EXT 150 TO EXT 154	N2	30%	2.25	\$3.00	57636	\$4,543,256	58213	\$5,812,398	58795	\$7,081,540	59383	\$8,350,682	59976	\$9,619,824	60576	\$10,888,966
Hamilton	FROM EXT 107 TO EXT 116	C1	30%	2.25	\$3.00	45502	\$11,695,464	45957	\$15,353,816	46417	\$19,012,168	46881	\$22,670,520	47350	\$26,328,872	47823	\$30,000,000
Hamilton	FROM EXT 81 TO EXT 87	C2	30%	2.25	\$3.00	62346	\$16,782,352	63281	\$20,771,264	64230	\$24,760,176	65193	\$28,749,088	66168	\$32,738,000	67154	\$36,726,912
Hamilton	FROM EXT 56 TO EXT 59	C3	30%	2.25	\$3.00	60670	\$15,232,808	61276	\$18,279,160	61889	\$21,325,512	62506	\$24,371,864	63133	\$27,418,216	63764	\$30,464,568
Hamilton	FROM EXT 10 TO EXT 14	S1	30%	2.25	\$3.00	46731	\$12,896,265	47198	\$13,779,640	47670	\$14,663,015	48147	\$15,546,390	48628	\$16,429,765	49114	\$17,313,140
					\$0.10	332037	\$369,034,610	335689	\$373,071,418	339343	\$377,108,226	343057	\$381,145,034	346488	\$385,181,842	349953	\$389,218,650
Hamilton	FROM EXT 160 TO EXT 168	N1	40%	2.25	\$3.00	59153	\$14,272,175	59744	\$16,767,545	60342	\$19,262,915	60945	\$21,758,285	61555	\$24,253,655	62170	\$26,749,025
Hamilton	FROM EXT 150 TO EXT 154	N2	40%	2.25	\$3.00	57636	\$6,057,679	58213	\$7,674,861	58795	\$9,292,043	59383	\$10,909,225	59976	\$12,526,407	60576	\$14,143,589
Hamilton	FROM EXT 107 TO EXT 116	C1	40%	2.25	\$3.00	45502	\$15,595,904	45957	\$20,134,816	46417	\$24,673,728	46881	\$29,212,640	47350	\$33,751,552	47823	\$38,290,464
Hamilton	FROM EXT 81 TO EXT 87	C2	40%	2.25	\$3.00	62346	\$22,376,448	63281	\$27,224,360	64230	\$32,072,272	65193	\$36,920,184	66168	\$41,768,096	67154	\$46,616,008
Hamilton	FROM EXT 56 TO EXT 59	C3	40%	2.25	\$3.00	60670	\$19,624,976	61276	\$23,554,888	61889	\$27,484,800	62506	\$31,414,712	63133	\$35,344,624	63764	\$39,274,448
Hamilton	FROM EXT 10 TO EXT 14	S1	40%	2.25	\$3.00	46731	\$17,172,043	47198	\$17,862,224	47670	\$18,552,405	48147	\$19,242,586	48628	\$19,932,767	49114	\$20,622,948
					\$0.10	332037	\$431,615,380	335689	\$439,775,501	339343	\$447,930,622	343057	\$456,085,743	346488	\$464,240,864	349953	\$472,395,985
Hamilton	FROM EXT 160 TO EXT 168	N1	50%	2.25	\$3.00	59153	\$21,408,262	59744	\$25,151,317	60342	\$28,894,372	60945	\$32,637,427	61555	\$36,380,482	62170	\$40,123,537
Hamilton	FROM EXT 150 TO EXT 154	N2	50%	2.25	\$3.00	57636	\$8,586,519	58213	\$10,763,681	58795	\$12,940,843	59383	\$15,117,005	59976	\$17,294,167	60576	\$19,470,329
Hamilton	FROM EXT 107 TO EXT 116	C1	50%	2.25	\$3.00	45502	\$23,393,360	45957	\$29,742,416	46417	\$36,091,472	46881	\$42,440,528	47350	\$48,789,584	47823	\$55,038,640
Hamilton	FROM EXT 81 TO EXT 87	C2	50%	2.25	\$3.00	62346	\$33,562,896	63281	\$41,451,808	64230	\$49,340,720	65193	\$57,229,632	66168	\$65,118,544	67154	\$73,007,456
Hamilton	FROM EXT 56 TO EXT 59	C3	50%	2.25	\$3.00	60670	\$27,937,952	61276	\$33,524,864	61889	\$39,111,776	62506	\$44,698,688	63133	\$50,285,600	63764	\$55,872,512
Hamilton	FROM EXT 10 TO EXT 14	S1	50%	2.25	\$3.00	46731	\$24,261,043	47198	\$24,962,224	47670	\$25,663,405	48147	\$26,364,586	48628	\$27,065,767	49114	\$27,766,948
					\$0.10	332037	\$593,698,150	335689	\$606,479,584	339343	\$619,260,018	343057	\$632,040,452	346488	\$644,820,886	349953	\$657,601,320
Hamilton	FROM EXT 160 TO EXT 168	N1	60%	2.25	\$3.00	59153	\$32,112,393	59744	\$37,737,984	60342	\$43,363,575	60945	\$48,989,166	61555	\$54,614,757	62170	\$60,240,348
Hamilton	FROM EXT 150 TO EXT 154	N2	60%	2.25	\$3.00	57636	\$12,879,778	58213	\$15,849,960	58795	\$18,820,142	59383	\$21,790,324	59976	\$24,760,506	60576	\$27,730,688
Hamilton	FROM EXT 107 TO EXT 116	C1	60%	2.25	\$3.00	45502	\$35,088,432	45957	\$44,877,488	46417	\$54,666,544	46881	\$64,455,600	47350	\$74,244,656	47823	\$84,033,712
Hamilton	FROM EXT 81 TO EXT 87	C2	60%	2.25	\$3.00	62346	\$49,348,448	63281	\$59,937,360	64230	\$70,526,272	65193	\$81,115,184	66168	\$91,704,096	67154	\$102,293,008
Hamilton	FROM EXT 56 TO EXT 59	C3	60%	2.25	\$3.00	60670	\$41,464,147	61276	\$49,655,789	61889	\$57,846,431	62506	\$66,037,073	63133	\$74,227,715	63764	\$82,418,357
Hamilton	FROM EXT 10 TO EXT 14	S1	60%	2.25	\$3.00	46731	\$36,366,369	47198	\$37,067,550	47670	\$37,768,731	48147	\$38,469,912	48628	\$39,171,093	49114	\$39,872,274
					\$0.10	332037	\$826,698,150	335689	\$849,479,584	339343	\$872,260,018	343057	\$895,040,452	346488	\$917,820,886	349953	\$940,601,320
Hamilton	FROM EXT 160 TO EXT 168	N1	70%	1.10	\$1.50	59153	\$16,284,039	59744	\$18,886,679	60342	\$21,489,319	60945	\$24,091,959	61555	\$26,694,600	62170	\$29,297,240
Hamilton	FROM EXT 150 TO EXT 154	N2	70%	1.10	\$1.50	57636	\$4,180,346	58213	\$5,192,149	58795	\$6,204,952	59383	\$7,216,755	59976	\$8,228,558	60576	\$9,240,361
Hamilton	FROM EXT 107 TO EXT 116	C1	70%	1.10	\$1.50	45502	\$17,510,789	45957	\$22,395,907	46417	\$27,281,025	46881	\$32,166,143	47350	\$37,051,261	47823	\$41,936,379
Hamilton	FROM EXT 81 TO EXT 87	C2	70%	1.10	\$1.50	62346	\$24,545,086	63281	\$29,726,262	64230	\$34,907,438	65193	\$40,088,614	66168	\$45,269,790	67154	\$50,650,966
Hamilton	FROM EXT 56 TO EXT 59	C3	70%	1.10	\$1.50	60670	\$20,347,732	61276	\$24,418,210	61889	\$28,488,688	62506	\$32,659,166	63133	\$36,829,644	63764	\$41,000,122
Hamilton	FROM EXT 10 TO EXT 14	S1	70%	1.10	\$1.50	46731	\$13,386,532	47198	\$13,722,418	47670	\$14,058,304	48147	\$14,394,190	48628	\$14,730,076	49114	\$15,065,962
					\$0.05	332037	\$237,286,535	335689	\$239,631,626	339343	\$242,081,000	343057	\$244,525,374	346488	\$246,969,748	349953	\$249,414,122
Hamilton	FROM EXT 160 TO EXT 168	N1	20%	1.10	\$1.50	59153	\$7,568,035	59744	\$8,943,715	60342	\$10,319,395	60945	\$11,695,075	61555	\$13,070,755	62170	\$14,446,435
Hamilton	FROM EXT 150 TO EXT 154	N2	20%	1.10	\$1.50	57636	\$2,090,504	58213	\$2,511,599	58795	\$2,932,694	59383	\$3,353,789	59976	\$3,774,884	60576	\$4,195,979
Hamilton	FROM EXT 107 TO EXT 116	C1	20%	1.10	\$1.50	45502	\$8,796,976	45957	\$11,374,946	46417	\$13,952,916	46881	\$16,530,886	47350	\$19,108,856	47823	\$21,686,826
Hamilton	FROM EXT 81 TO EXT 87	C2	20%	1.10	\$1.50	62346	\$11,191,264	63281	\$13,771,264	64230	\$16,351,264	65193	\$18,931,264	66168	\$21,511,264	67154	\$24,091,264
Hamilton	FROM EXT 56 TO EXT 59	C3	20%														

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toll Plaza	Diversification Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	2033		2034		2035		2036		2037		2038		2039		
						AADT	Revenue (\$ in 2033)	AADT	Revenue (\$ in 2034)	AADT	Revenue (\$ in 2035)	AADT	Revenue (\$ in 2036)	AADT	Revenue (\$ in 2037)	AADT	Revenue (\$ in 2038)	AADT	Revenue (\$ in 2039)	
Haiter	FROM EXH 160 TO EXH 168	N1	10%	2.25	\$3.00	62792	89,728,258	63420	90,625,541	64054	91,531,796	64695	92,447,114	65342	93,371,585	65995	94,305,301	66655	95,248,354	
	FROM EXH 168 TO EXH 154	N2	10%	2.25	\$3.00	61182	87,427,534	61794	88,301,809	62412	89,184,827	63036	90,076,675	63666	90,977,442	64303	91,887,216	64946	92,806,089	
	FROM EXH 154 TO EXH 116	C1	10%	2.25	\$3.00	48302	69,021,737	48785	69,711,954	49272	70,409,074	49765	71,113,105	50263	71,824,296	50765	72,542,539	51273	73,267,955	
	FROM EXH 116 TO EXH 87	C2	10%	2.25	\$3.00	67169	95,982,498	67840	96,942,323	68519	97,911,746	69204	98,890,863	69896	99,879,772	70585	100,878,570	71301	101,887,355	
	FROM EXH 87 TO EXH 58	C3	10%	2.25	\$3.00	64402	92,028,983	65046	92,949,273	65697	93,878,785	66354	94,817,553	67017	95,765,728	67687	96,723,386	68364	97,690,820	
	FROM EXH 58 TO EXH 14	S1	10%	2.25	\$3.00	49606	70,885,200	50102	71,584,052	50603	72,309,992	51109	73,033,082	51620	73,763,423	52136	74,501,057	52657	75,266,068	
					\$0.07	\$0.10	353452	\$505,074,209	356987	\$510,124,951	360566	\$515,228,201	364162	\$520,378,463	367804	\$525,582,247	371482	\$530,838,070	375197	\$536,146,450
					\$0.04	\$0.05	353452	\$224,477,426	356987	\$226,722,200	360566	\$228,989,422	364162	\$231,279,317	367804	\$233,582,110	371482	\$235,928,031	375197	\$238,287,311
					\$0.07	\$0.10	353452	\$336,716,139	356987	\$340,083,301	360566	\$343,484,134	364162	\$346,918,975	367804	\$350,388,165	371482	\$353,892,046	375197	\$357,430,967
					\$0.07	\$0.10	353452	\$49,849,032	356987	\$50,347,523	360566	\$50,850,998	364162	\$51,359,508	367804	\$51,873,103	371482	\$52,391,834	375197	\$52,915,752
				\$0.07	\$0.10	353452	\$48,570,852	356987	\$49,066,561	360566	\$49,564,726	364162	\$50,062,597	367804	\$50,563,023	371482	\$51,068,454	375197	\$51,578,938	
				\$0.07	\$0.10	353452	\$38,345,409	356987	\$38,726,864	360566	\$39,106,152	364162	\$39,501,411	367804	\$39,902,387	371482	\$40,309,314	375197	\$40,724,028	
				\$0.07	\$0.10	353452	\$53,323,610	356987	\$53,886,846	360566	\$54,399,399	364162	\$54,939,389	367804	\$55,488,782	371482	\$56,043,650	375197	\$56,604,295	
				\$0.07	\$0.10	353452	\$51,127,213	356987	\$51,638,485	360566	\$52,154,870	364162	\$52,678,418	367804	\$53,203,182	371482	\$53,735,214	375197	\$54,272,566	
				\$0.07	\$0.10	353452	\$39,380,687	356987	\$39,774,473	360566	\$40,172,218	364162	\$40,573,940	367804	\$40,979,679	371482	\$41,389,478	375197	\$41,803,371	
				\$0.07	\$0.10	353452	\$280,596,793	356987	\$283,402,751	360566	\$286,236,778	364162	\$289,099,146	367804	\$291,989,137	371482	\$294,910,039	375197	\$297,859,139	
				\$0.07	\$0.10	353452	\$44,864,129	356987	\$45,312,770	360566	\$45,765,898	364162	\$46,223,567	367804	\$46,685,793	371482	\$47,152,651	375197	\$47,624,177	
				\$0.07	\$0.10	353452	\$43,713,767	356987	\$44,150,904	360566	\$44,592,414	364162	\$45,036,338	367804	\$45,488,721	371482	\$45,943,608	375197	\$46,403,044	
				\$0.07	\$0.10	353452	\$34,510,889	356987	\$34,856,977	360566	\$35,204,537	364162	\$35,556,582	367804	\$35,912,148	371482	\$36,271,270	375197	\$36,633,982	
				\$0.07	\$0.10	353452	\$47,991,249	356987	\$48,471,161	360566	\$48,955,873	364162	\$49,445,432	367804	\$49,939,886	371482	\$50,439,285	375197	\$50,943,678	
				\$0.07	\$0.10	353452	\$46,014,491	356987	\$46,474,636	360566	\$46,939,383	364162	\$47,408,776	367804	\$47,882,922	371482	\$48,361,693	375197	\$48,845,310	
				\$0.07	\$0.10	353452	\$35,442,600	356987	\$35,797,026	360566	\$36,154,996	364162	\$36,516,546	367804	\$36,881,172	371482	\$37,250,529	375197	\$37,624,034	
				\$0.07	\$0.10	353452	\$252,537,104	356987	\$255,062,476	360566	\$257,613,100	364162	\$260,189,231	367804	\$262,791,124	371482	\$265,419,035	375197	\$268,073,225	
				\$0.04	\$0.05	353452	\$39,879,226	356987	\$40,278,018	360566	\$40,680,798	364162	\$41,087,606	367804	\$41,488,482	371482	\$41,913,487	375197	\$42,382,602	
				\$0.04	\$0.05	353452	\$38,856,682	356987	\$39,245,248	360566	\$39,637,701	364162	\$40,034,078	367804	\$40,434,419	371482	\$40,838,753	375197	\$41,247,151	
				\$0.04	\$0.05	353452	\$30,676,328	356987	\$30,983,939	360566	\$31,292,922	364162	\$31,605,851	367804	\$31,921,920	371482	\$32,241,129	375197	\$32,563,540	
				\$0.04	\$0.05	353452	\$42,659,888	356987	\$43,065,477	360566	\$43,473,351	364162	\$43,951,485	367804	\$44,391,010	371482	\$44,834,920	375197	\$45,283,289	
				\$0.04	\$0.05	353452	\$40,901,770	356987	\$41,310,788	360566	\$41,723,896	364162	\$42,141,135	367804	\$42,562,516	371482	\$42,988,171	375197	\$43,418,053	
				\$0.04	\$0.05	353452	\$31,504,533	356987	\$31,819,679	360566	\$32,137,774	364162	\$32,459,152	367804	\$32,783,744	371482	\$33,111,551	375197	\$33,442,697	
				\$0.04	\$0.05	353452	\$224,477,426	356987	\$226,722,200	360566	\$228,989,422	364162	\$231,279,317	367804	\$233,582,110	371482	\$235,928,031	375197	\$238,287,311	

The toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter

Gross Revenue Forecast For 6 Plaza Scenario

				This bill is based on 3% Index applied to 2003 toll rate, rounded to the nearest quarter	See Demand Forecast spreadsheet for these #s	Historical Annual Growth Rates 1991-2000	Recent NCDOT Traffic Forecast	2003, so 15% very conservative for revenue predictions	Low Growth Rates for Revenue - Decrease growth rate 0.5% every 10 yrs (1% min.)							
County	Location	Toll Plaza	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Adjusted AADT 2000	Historical Annual Growth Rates 1991-2000	Recent NCDOT Traffic Forecast	% Trucks for revenue predictions	Assumed Growth Rates 2000-2010	AADT 2010	Revenue (\$ in 2010)	Assumed Growth Rates 2011-2020	AADT 2013	Revenue (\$ in 2013)	AADT 2014	Revenue (\$ in 2014)
Halifax	FROM EXIT 160 TO EXIT 168	N1	30%	1.10	39000	2.46%	3.20%	15%	2.00%	47541	18,970,719	1.50%	49712	19,732,703	50458	20,028,694
	FROM EXIT 160 TO EXIT 154	N2	30%	1.10	38000	2.39%	3.17%	15%	2.00%	46322	18,368,855	1.50%	48438	19,226,736	49164	19,515,137
	FROM EXIT 107 TO EXIT 116	C1	30%	1.10	30000	2.65%	3.14%	15%	2.00%	36570	14,515,938	1.50%	38240	15,179,002	38814	15,408,687
	FROM EXIT 61 TO EXIT 67	C2	30%	1.10	36000	3.01%	3.20%	15%	2.00%	46083	18,292,088	2.00%	48904	19,411,710	49882	19,799,944
	FROM EXIT 56 TO EXIT 58	C3	30%	1.10	40000	0.37%	2.36%	15%	2.00%	48780	19,364,584	1.50%	50987	20,238,670	51752	20,542,250
	FROM EXIT 10 TO EXIT 14	S1	30%	1.10	34000	2.21%	2.42%	15%	1.50%	39458	15,662,514	1.00%	40854	16,137,104	41061	16,298,475
				\$0.04				\$ per mile	Total	264734			276935		281130	
Halifax	FROM EXIT 50 TO EXIT 48	N1	40%	1.10	39000	2.46%	3.20%	15%	2.00%	47541	18,970,719	1.50%	49712	19,732,703	50458	20,028,694
	FROM EXIT 50 TO EXIT 54	N2	40%	1.10	39000	2.39%	3.17%	15%	2.00%	46322	18,368,855	1.50%	48438	19,226,736	49164	19,515,137
	FROM EXIT 10 TO EXIT 18	C1	40%	1.10	30000	2.65%	3.14%	15%	2.00%	36570	14,515,938	1.50%	38240	15,179,002	38814	15,408,687
	FROM EXIT 10 TO EXIT 17	C2	40%	1.10	36000	3.01%	3.20%	15%	2.00%	46083	18,292,088	2.00%	48904	19,411,710	49882	19,799,944
	FROM EXIT 50 TO EXIT 58	C3	40%	1.10	40000	0.37%	2.36%	15%	2.00%	48780	19,364,584	1.50%	50987	20,238,670	51752	20,542,250
	FROM EXIT 10 TO EXIT 14	S1	40%	1.10	34000	2.21%	2.42%	15%	1.50%	39458	15,662,514	1.00%	40854	16,137,104	41061	16,298,475
				\$0.04				\$ per mile	Total	264734			276935		281130	
Halifax	FROM EXIT 80 TO EXIT 88	N1	50%	1.10	39000	2.46%	3.20%	15%	2.00%	47541	18,970,719	1.50%	49712	19,732,703	50458	20,028,694
	FROM EXIT 80 TO EXIT 84	N2	50%	1.10	38000	2.39%	3.17%	15%	2.00%	46322	18,368,855	1.50%	48438	19,226,736	49164	19,515,137
	FROM EXIT 10 TO EXIT 18	C1	50%	1.10	30000	2.65%	3.14%	15%	2.00%	36570	14,515,938	1.50%	38240	15,179,002	38814	15,408,687
	FROM EXIT 10 TO EXIT 17	C2	50%	1.10	36000	3.01%	3.20%	15%	2.00%	46083	18,292,088	2.00%	48904	19,411,710	49882	19,799,944
	FROM EXIT 80 TO EXIT 88	C3	50%	1.10	40000	0.37%	2.36%	15%	2.00%	48780	19,364,584	1.50%	50987	20,238,670	51752	20,542,250
	FROM EXIT 10 TO EXIT 14	S1	50%	1.10	34000	2.21%	2.42%	15%	1.50%	39458	15,662,514	1.00%	40854	16,137,104	41061	16,298,475
				\$0.04				\$ per mile	Total	264734			276935		281130	

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Plaza	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	2015		2016		2017		2018		2019		2020	
						ADDT	Revenue (\$ in 2015)	ADDT	Revenue (\$ in 2016)	ADDT	Revenue (\$ in 2017)	ADDT	Revenue (\$ in 2018)	ADDT	Revenue (\$ in 2019)	ADDT	Revenue (\$ in 2020)
Haitax	FROM EXIT 160 TO EXIT 168	N1	30%	1.10	\$1.50	51215	28,480,774	51983	28,887,885	52783	29,321,001	53554	29,760,916	54358	30,207,228	55173	30,660,336
	FROM EXIT 150 TO EXIT 164	N2	30%	1.10	\$1.50	49902	27,731,010	50650	28,146,975	51410	28,569,180	52181	28,997,718	52984	29,432,683	53758	29,874,174
	FROM EXIT 107 TO EXIT 116	C1	30%	1.10	\$1.50	36878	21,892,903	38987	22,121,296	40887	22,554,816	41966	22,892,935	43174	23,236,329	44441	23,584,874
	FROM EXIT 8 TO EXIT 8	C2	30%	1.10	\$1.50	50879	28,274,321	51897	28,839,807	52935	29,416,603	53984	30,004,935	55074	30,605,034	56175	31,217,135
	FROM EXIT 58 TO EXIT 58	C3	30%	1.10	\$1.50	52528	29,190,537	53316	29,629,395	54116	30,072,821	54928	30,523,913	55751	30,981,772	56588	31,448,499
	FROM EXIT 10 TO EXIT 14	S1	30%	1.10	\$1.50	41471	23,046,043	41886	23,276,504	42305	23,508,289	42728	23,744,361	43155	23,981,805	43587	24,221,823
						\$158,595,598		\$161,000,663		\$163,443,490		\$165,924,679		\$168,444,952		\$171,004,640	
				\$0.04	\$0.05	285391		289719		294115		298580		303115		307721	
Haitax	FROM EXIT 160 TO EXIT 168	N1	40%	1.10	\$1.50	51215	24,394,949	51983	24,780,873	52783	25,132,288	53554	25,509,270	54358	25,891,910	55173	26,280,288
	FROM EXIT 150 TO EXIT 164	N2	40%	1.10	\$1.50	49902	23,769,437	50650	24,125,979	51410	24,487,889	52181	24,855,187	52984	25,229,014	53758	25,606,435
	FROM EXIT 107 TO EXIT 116	C1	40%	1.10	\$1.50	39396	18,768,345	39987	19,048,825	40887	19,332,928	41966	19,622,516	43174	19,916,853	44441	20,215,606
	FROM EXIT 8 TO EXIT 8	C2	40%	1.10	\$1.50	50879	24,235,132	51897	24,719,835	52935	25,214,231	53984	25,718,516	55074	26,232,886	56175	26,757,544
Johnson Cumberland	FROM EXIT 58 TO EXIT 58	C3	40%	1.10	\$1.50	52528	25,020,460	53316	25,395,767	54116	25,776,704	54928	26,163,354	55751	26,555,805	56588	26,954,142
	FROM EXIT 10 TO EXIT 14	S1	40%	1.10	\$1.50	41471	19,753,751	41886	19,951,289	42305	20,150,802	42728	20,352,310	43155	20,555,833	43587	20,761,391
							\$135,939,076		\$138,000,568		\$140,094,420		\$142,221,153		\$144,381,301		\$146,575,406
					\$0.04	\$0.05	285391		289719		294115		298580		303115		307721
Haitax	FROM EXIT 160 TO EXIT 168	N1	50%	1.10	\$1.50	51215	20,329,124	51983	20,634,081	52783	20,943,572	53554	21,257,725	54358	21,576,691	55173	21,900,240
	FROM EXIT 150 TO EXIT 164	N2	50%	1.10	\$1.50	49902	19,807,864	50650	20,104,982	51410	20,406,557	52181	20,712,656	52984	21,023,345	53758	21,338,696
	FROM EXIT 107 TO EXIT 116	C1	50%	1.10	\$1.50	39396	15,837,788	39987	16,110,440	40887	16,382,986	41966	16,655,097	43174	16,927,378	44441	17,200,000
	FROM EXIT 8 TO EXIT 8	C2	50%	1.10	\$1.50	50879	20,166,943	51897	20,689,862	52935	21,011,859	53984	21,432,097	55074	21,860,739	56175	22,297,953
	FROM EXIT 58 TO EXIT 58	C3	50%	1.10	\$1.50	52528	20,890,384	53316	21,163,139	54116	21,480,586	54928	21,802,785	55751	22,129,837	56588	22,461,785
	FROM EXIT 10 TO EXIT 14	S1	50%	1.10	\$1.50	41471	16,461,460	41886	16,626,074	42305	16,792,335	42728	16,960,258	43155	17,129,861	43587	17,301,159
				\$0.04	\$0.05	285391		289719		294115		298580		303115		307721	
				\$0.04	\$0.05	285391		289719		294115		298580		303115		307721	

This toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter.

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toll Plazas	Diversion Factor	Toll Rate (\$2003) Per (n-1) axle	Toll Rate (20135) Per (n-1) axle	Assumed Growth Rates 2021-2030	2021		2022		2023		2024		2025		2026	
							ADT	Revenue (\$ in 2021)	ADT	Revenue (\$ in 2022)	ADT	Revenue (\$ in 2023)	ADT	Revenue (\$ in 2024)	ADT	Revenue (\$ in 2025)	ADT	Revenue (\$ in 2026)
Fairfax	FROM EXIT 60 TO EXIT 188	N1	30%	1.10	\$1.50	1.00%	55725	30,966,940	56282	31,276,609	56845	31,589,375	57413	31,905,269	57987	32,224,321	58567	32,548,565
	FROM EXIT 60 TO EXIT 154	N2	30%	1.10	\$1.50	1.00%	54296	30,172,915	54839	30,474,645	55387	30,779,391	55941	31,087,185	56501	31,398,057	57066	31,712,037
	FROM EXIT 107 TO EXIT 116	C1	30%	1.10	\$1.50	1.00%	42885	23,820,723	43294	24,058,930	43727	24,299,519	44164	24,542,514	44606	24,787,940	45052	25,035,819
	FROM EXIT 81 TO EXIT 87	C2	30%	1.10	\$1.50	1.50%	57018	31,685,392	57873	32,160,673	58741	32,643,083	59622	33,132,729	60516	33,629,720	61424	34,134,166
	FROM EXIT 56 TO EXIT 58	C3	30%	1.10	\$1.50	1.00%	57154	31,780,984	57725	32,078,573	58302	32,389,389	58885	32,723,353	59474	33,050,586	60069	33,361,092
	FROM EXIT 10 TO EXIT 14	S1	30%	1.10	\$1.50	1.00%	44022	24,463,839	44463	24,708,478	44907	24,955,563	45355	25,205,118	45810	25,457,169	46268	25,711,741
								\$172,870,773		\$174,767,907		\$176,666,290		\$178,566,188		\$180,547,793		\$182,521,420
					\$0.04	\$0.05		311080		314475		317910		321382		324894		328446
	Falls	FROM EXIT 60 TO EXIT 188	N1	40%	1.10	\$1.50	1.00%	55725	26,543,091	56282	26,808,522	56845	27,076,807	57413	27,347,373	57987	27,620,847	58567
FROM EXIT 60 TO EXIT 154		N2	40%	1.10	\$1.50	1.00%	54296	25,862,499	54839	26,121,724	55387	26,382,335	55941	26,646,159	56501	26,912,620	57066	27,181,746
FROM EXIT 107 TO EXIT 116		C1	40%	1.10	\$1.50	1.00%	42885	20,417,762	43294	20,821,940	43727	20,828,159	44164	21,036,441	44606	21,246,805	45052	21,459,273
FROM EXIT 81 TO EXIT 87		C2	40%	1.10	\$1.50	1.50%	57018	27,168,907	57873	27,566,291	58741	27,979,785	59622	28,399,482	60516	28,825,474	61424	29,257,856
FROM EXIT 56 TO EXIT 58		C3	40%	1.10	\$1.50	1.00%	57154	27,223,683	57725	27,495,920	58302	27,770,879	58885	28,048,588	59474	28,329,074	60069	28,612,385
FROM EXIT 10 TO EXIT 14		S1	40%	1.10	\$1.50	1.00%	44022	20,969,005	44463	21,178,695	44907	21,390,482	45355	21,604,387	45810	21,820,431	46268	22,038,635
								\$148,174,948		\$149,792,492		\$151,428,248		\$153,082,490		\$154,755,251		\$156,446,931
					\$0.04	\$0.05		311080		314475		317910		321382		324894		328446
Wilson		FROM EXIT 60 TO EXIT 188	N1	50%	1.10	\$1.50	1.00%	55725	22,119,243	56282	22,340,435	56845	22,563,839	57413	22,789,478	57987	23,017,372	58567
	FROM EXIT 60 TO EXIT 154	N2	50%	1.10	\$1.50	1.00%	54296	21,562,082	54839	21,767,603	55387	21,965,279	55941	22,205,132	56501	22,427,183	57066	22,651,455
	FROM EXIT 107 TO EXIT 116	C1	50%	1.10	\$1.50	1.00%	42885	17,014,802	43294	17,184,950	43727	17,356,799	44164	17,530,387	44606	17,705,671	45052	17,882,728
	FROM EXIT 81 TO EXIT 87	C2	50%	1.10	\$1.50	1.50%	57018	22,632,423	57873	22,971,909	58741	23,316,488	59622	23,666,235	60516	24,021,228	61424	24,381,547
	FROM EXIT 56 TO EXIT 58	C3	50%	1.10	\$1.50	1.00%	57154	22,686,403	57725	22,913,267	58302	23,142,399	58885	23,373,823	59474	23,607,582	60069	23,843,637
	FROM EXIT 10 TO EXIT 14	S1	50%	1.10	\$1.50	1.00%	44022	17,474,171	44463	17,648,913	44907	17,825,402	45355	18,003,656	45810	18,183,692	46268	18,365,529
								\$123,479,123		\$124,827,077		\$126,180,207		\$127,569,691		\$128,962,710		\$130,372,443
					\$0.04	\$0.05		311080		314475		317910		321382		324894		328446

This toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter

Gross Revenue Forecast For 6 Plaza Scenario

County	Plazas	Location	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	AADT 2027	Revenue (\$ in 2027)	AADT 2028	Revenue (\$ in 2028)	AADT 2029	Revenue (\$ in 2029)	AADT 2030	Revenue (\$ in 2030)	Assumed Growth Rates 2031-2042	AADT 2031	Revenue (\$ in 2031)	AADT 2032	Revenue (\$ in 2032)
Halifax	N1	FROM EXIT 60 TO EXIT 158	30%	1.10	\$1.50	59153	32,872,030	59744	33,200,751	60342	33,532,758	60945	33,868,086	1.00%	61555	34,206,767	62170	34,548,834
	N2	FROM EXIT 150 TO EXIT 154	30%	1.10	\$1.50	57636	32,029,156	58213	32,349,449	58795	32,672,944	59383	32,999,673	1.00%	59976	33,329,670	60576	33,662,967
	C1	FROM EXIT 10 TO EXIT 116	30%	1.10	\$1.50	45502	25,286,177	45957	25,639,039	46417	25,794,429	46881	26,052,374	1.00%	47350	26,312,897	47823	26,576,026
	C2	FROM EXIT 81 TO EXIT 87	30%	1.10	\$1.50	62346	34,646,176	63281	35,165,871	64230	35,693,359	65193	36,228,759	1.00%	65945	36,591,047	66504	36,956,957
	C3	FROM EXIT 11 TO EXIT 59	30%	1.10	\$1.50	60670	33,714,903	61276	34,052,052	61889	34,392,572	62508	34,736,498	1.00%	63133	35,083,883	63764	35,434,702
	S1	FROM EXIT 10 TO EXIT 14	30%	1.10	\$1.50	46731	25,988,858	47198	26,228,547	47670	26,490,833	48147	26,755,741	1.00%	48628	27,023,298	49114	27,293,531
				\$0.04	\$0.05	332037	\$184,517,305	335669	\$186,535,709	339343	\$188,576,895	343057	\$190,641,131		346488	\$192,547,542	349953	\$194,473,018
Halifax	N1	FROM EXIT 160 TO EXIT 166	40%	1.10	\$1.50	58153	28,176,026	59744	28,457,786	60342	28,742,364	60945	28,029,788	1.00%	61555	29,320,086	62170	29,613,287
	N2	FROM EXIT 150 TO EXIT 154	40%	1.10	\$1.50	57636	27,453,564	58213	27,728,089	58795	28,005,390	59383	28,285,434	1.00%	59976	28,568,289	60576	28,853,971
	C1	FROM EXIT 10 TO EXIT 116	40%	1.10	\$1.50	45502	21,673,866	45957	21,890,605	46417	22,109,511	46881	22,330,608	1.00%	47350	22,553,912	47823	22,779,451
	C2	FROM EXIT 81 TO EXIT 87	40%	1.10	\$1.50	62346	29,696,724	63281	30,142,175	64230	30,594,308	65193	31,053,222	1.00%	65945	31,363,754	66504	31,677,392
	C3	FROM EXIT 11 TO EXIT 59	40%	1.10	\$1.50	60670	28,898,488	61276	29,187,473	61889	29,479,348	62508	29,774,141	1.00%	63133	30,071,883	63764	30,372,602
	S1	FROM EXIT 10 TO EXIT 14	40%	1.10	\$1.50	46731	22,259,022	47198	22,481,612	47670	22,706,428	48147	22,933,492	1.00%	48628	23,162,827	49114	23,394,455
				\$0.04	\$0.05	332037	\$158,157,690	335669	\$160,887,750	339343	\$161,637,339	343057	\$163,406,684		346488	\$165,040,751	349953	\$166,691,158
Halifax	N1	FROM EXIT 60 TO EXIT 158	50%	1.10	\$1.50	59153	23,480,022	59744	23,714,822	60342	23,951,970	60945	24,191,490	1.00%	61555	24,433,405	62170	24,677,739
	N2	FROM EXIT 150 TO EXIT 154	50%	1.10	\$1.50	57636	22,877,970	58213	23,106,750	58795	23,337,817	59383	23,571,195	1.00%	59976	23,806,907	60576	24,044,976
	C1	FROM EXIT 10 TO EXIT 116	50%	1.10	\$1.50	45502	18,061,555	45957	18,242,171	46417	18,424,592	46881	18,608,838	1.00%	47350	18,794,927	47823	18,982,876
	C2	FROM EXIT 81 TO EXIT 87	50%	1.10	\$1.50	62346	24,747,270	63281	25,118,479	64230	25,495,256	65193	25,877,885	1.00%	65945	26,136,462	66504	26,397,827
	C3	FROM EXIT 11 TO EXIT 59	50%	1.10	\$1.50	60670	24,082,074	61276	24,322,894	61889	24,566,123	62508	24,811,784	1.00%	63133	25,058,902	63764	25,310,501
	S1	FROM EXIT 10 TO EXIT 14	50%	1.10	\$1.50	46731	18,549,185	47198	18,794,676	47670	18,922,023	48147	19,111,243	1.00%	48628	19,302,356	49114	19,495,379
				\$0.04	\$0.05	332037	\$131,788,075	335669	\$133,239,792	339343	\$134,697,782	343057	\$136,172,236		346488	\$137,533,959	349953	\$138,909,298

This toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter.

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toll Plazas	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013) per (n-1) axle	AADT 2033	Revenue (\$ in 2033)	AADT 2034	Revenue (\$ in 2034)	AADT 2035	Revenue (\$ in 2035)	AADT 2036	Revenue (\$ in 2036)	AADT 2037	Revenue (\$ in 2037)	AADT 2038	Revenue (\$ in 2038)	AADT 2039	Revenue (\$ in 2039)
This toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter																			
Halifax	FROM EXIT 160 TO EXIT 168	N1	30%	1.10	\$1.50	62792	34,894,323	63420	35,243,266	64054	35,595,689	64685	35,951,655	65342	36,311,172	65995	36,674,284	66655	37,041,027
Halifax	FROM EXIT 150 TO EXIT 154	N2	30%	1.10	\$1.50	61182	33,999,596	61794	34,339,592	62412	34,682,988	63036	35,029,818	63666	35,380,116	64303	35,733,918	64946	36,091,257
Wilson	FROM EXIT 107 TO EXIT 116	C1	30%	1.10	\$1.50	48302	26,841,787	48785	27,110,204	49272	27,381,307	49765	27,655,120	50263	27,931,671	50765	28,210,988	51273	28,493,097
Johnston	FROM EXIT 81 TO EXIT 87	C2	30%	1.10	\$1.50	67169	37,326,527	67840	37,699,792	68519	38,076,790	69204	38,457,558	69896	38,842,134	70595	39,230,555	71301	39,622,660
Cumberland	FROM EXIT 56 TO EXIT 58	C3	30%	1.10	\$1.50	64402	35,789,049	65046	36,146,939	65697	36,508,409	66354	36,873,493	67017	37,242,228	67687	37,614,650	68364	37,990,797
Robbinston	FROM EXIT 10 TO EXIT 14	S1	30%	1.10	\$1.50	49606	27,566,467	50102	27,842,131	50603	28,120,553	51109	28,401,758	51620	28,685,776	52136	28,972,633	52657	29,262,360
				\$0.04	\$0.05	353452	\$196,417,748	356987	\$198,381,925	360566	\$200,365,745	364162	\$202,369,402	367804	\$204,393,096	371482	\$206,437,027	375197	\$208,501,397
Halifax	FROM EXIT 160 TO EXIT 168	N1	40%	1.10	\$1.50	62792	29,909,419	63420	30,208,514	64054	30,510,589	64685	30,815,705	65342	31,123,862	65995	31,435,100	66655	31,749,451
Halifax	FROM EXIT 150 TO EXIT 154	N2	40%	1.10	\$1.50	61182	28,142,511	61794	29,433,936	62412	29,728,276	63036	30,025,558	63666	30,325,814	64303	30,628,072	64946	30,935,363
Wilson	FROM EXIT 107 TO EXIT 116	C1	40%	1.10	\$1.50	48302	23,007,246	48785	23,237,318	49272	23,469,691	49765	23,704,388	50263	23,941,432	50765	24,180,846	51273	24,422,655
Johnston	FROM EXIT 81 TO EXIT 87	C2	40%	1.10	\$1.50	67169	31,994,166	67840	32,314,108	68519	32,637,249	69204	32,963,621	69896	33,293,257	70595	33,626,190	71301	33,962,452
Cumberland	FROM EXIT 56 TO EXIT 58	C3	40%	1.10	\$1.50	64402	30,676,328	65046	30,983,091	65697	31,292,922	66354	31,605,851	67017	31,921,909	67687	32,241,129	68364	32,563,540
Robbinston	FROM EXIT 10 TO EXIT 14	S1	40%	1.10	\$1.50	49606	23,628,400	50102	23,884,884	50603	24,103,331	51109	24,344,364	51620	24,587,808	52136	24,833,686	52657	25,082,023
				\$0.04	\$0.05	353452	\$168,358,070	356987	\$170,041,650	360566	\$171,742,067	364162	\$173,459,488	367804	\$175,194,082	371482	\$176,946,023	375197	\$178,715,483
Halifax	FROM EXIT 160 TO EXIT 168	N1	50%	1.10	\$1.50	62792	24,924,516	63420	25,173,761	64054	25,425,499	64685	25,679,754	65342	25,936,551	65995	26,195,917	66655	26,457,876
Halifax	FROM EXIT 150 TO EXIT 154	N2	50%	1.10	\$1.50	61182	24,285,426	61794	24,528,280	62412	24,773,563	63036	25,021,299	63666	25,271,512	64303	25,524,227	64946	25,779,469
Wilson	FROM EXIT 107 TO EXIT 116	C1	50%	1.10	\$1.50	48302	19,172,705	48785	19,364,432	49272	19,558,076	49765	19,753,057	50263	19,951,193	50765	20,150,705	51273	20,352,212
Johnston	FROM EXIT 81 TO EXIT 87	C2	50%	1.10	\$1.50	67169	28,661,805	67840	28,928,423	68519	29,197,707	69204	29,469,684	69896	29,744,381	70595	30,021,825	71301	30,302,043
Cumberland	FROM EXIT 56 TO EXIT 58	C3	50%	1.10	\$1.50	64402	25,563,606	65046	25,819,242	65697	26,077,435	66354	26,338,209	67017	26,601,581	67687	26,867,607	68364	27,136,283
Robbinston	FROM EXIT 10 TO EXIT 14	S1	50%	1.10	\$1.50	49606	19,690,333	50102	19,887,237	50603	20,086,109	51109	20,286,970	51620	20,489,840	52136	20,694,738	52657	20,901,666
				\$0.04	\$0.05	353452	\$140,298,381	356987	\$141,701,375	360566	\$143,118,389	364162	\$144,549,573	367804	\$145,995,069	371482	\$147,455,019	375197	\$148,929,570

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Plazas	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	AADT		Revenue (\$ in 2040)		Revenue (\$ in 2041)		Revenue (\$ in 2042)	
						2040	2041	2040	2041	2041	2042	2041	2042
This toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter													
Halifax	FROM EXIT 160 TO EXIT 68	N1	30%	1.10	\$1.50	67322	67995	37,411,437	37,785,551	36,816,691	37,184,858	66675	38,163,407
Halifax	FROM EXIT 150 TO EXIT 154	N2	30%	1.10	\$1.50	65895	66251	36,452,169	29,065,809	29,065,809	29,356,467	66914	37,184,858
Wilfred	FROM EXIT 107 TO EXIT 116	C1	30%	1.10	\$1.50	51786	52304	28,778,028	29,065,809	29,065,809	29,356,467	52827	29,356,467
Johnston	FROM EXIT 81 TO EXIT 87	C2	30%	1.10	\$1.50	72014	72734	40,019,089	40,419,280	40,419,280	40,823,473	73461	40,823,473
Cumbersland	FROM EXIT 56 TO EXIT 58	C3	30%	1.10	\$1.50	69048	69738	38,370,704	38,754,412	38,754,412	39,141,956	70436	39,141,956
Robbinston	FROM EXIT 10 TO EXIT 14	S1	30%	1.10	\$1.50	53184	53716	29,554,983	29,650,533	29,650,533	30,149,038	54253	30,149,038
				\$0.04	\$0.05	378948	382738	\$210,586,411	\$212,692,275			386565	\$214,619,198
Halifax	FROM EXIT 160 TO EXIT 168	N1	40%	1.10	\$1.50	67322	67995	32,066,946	32,387,615	31,557,164	31,872,735	66675	32,711,491
Halifax	FROM EXIT 150 TO EXIT 154	N2	40%	1.10	\$1.50	65895	66251	31,244,717	24,813,550	24,813,550	25,162,686	66914	31,872,735
Wilfred	FROM EXIT 107 TO EXIT 116	C1	40%	1.10	\$1.50	51786	52304	24,666,881	24,813,550	24,813,550	25,162,686	52827	25,162,686
Johnston	FROM EXIT 81 TO EXIT 87	C2	40%	1.10	\$1.50	72014	72734	34,302,076	34,645,097	34,645,097	34,991,548	73461	34,991,548
Cumbersland	FROM EXIT 56 TO EXIT 58	C3	40%	1.10	\$1.50	69048	69738	32,889,175	33,218,067	33,218,067	33,550,248	70436	33,550,248
Robbinston	FROM EXIT 10 TO EXIT 14	S1	40%	1.10	\$1.50	53184	53716	25,332,843	25,586,171	25,586,171	25,842,033	54253	25,842,033
				\$0.04	\$0.05	378948	382738	\$180,502,638	\$182,307,665			386565	\$184,130,741
Halifax	FROM EXIT 160 TO EXIT 168	N1	50%	1.10	\$1.50	67322	67995	26,722,455	26,989,679	26,989,679	27,259,576	66675	27,259,576
Halifax	FROM EXIT 150 TO EXIT 154	N2	50%	1.10	\$1.50	65895	66251	26,037,264	20,761,292	20,761,292	20,968,905	66914	26,560,813
Wilfred	FROM EXIT 107 TO EXIT 116	C1	50%	1.10	\$1.50	51786	52304	20,556,735	20,761,292	20,761,292	20,968,905	52827	20,968,905
Johnston	FROM EXIT 81 TO EXIT 87	C2	50%	1.10	\$1.50	72014	72734	28,585,064	28,870,914	28,870,914	29,159,623	73461	29,159,623
Cumbersland	FROM EXIT 56 TO EXIT 58	C3	50%	1.10	\$1.50	69048	69738	27,407,646	27,681,723	27,681,723	27,958,540	70436	27,958,540
Robbinston	FROM EXIT 10 TO EXIT 14	S1	50%	1.10	\$1.50	53184	53716	21,110,702	21,321,909	21,321,909	21,535,027	54253	21,535,027
				\$0.04	\$0.05	378948	382738	\$150,418,865	\$151,923,054			386565	\$153,442,284

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toll Plaza	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013) per (n-1) axle	Adjusted AADT For HAM2 2000	Historical Annual Growth Rates 1991-2000	Recent NCDOT Traffic Forecast Growth Rates	Inflation Rate	Assumed Growth Rates 2000-2010	Assumed Growth Rates 2011-2020	Low Growth Rates for Revenue - Decrease growth rate 0.5% every 10 yrs (1% min.)		
												Revenue (\$ in 2010)	Revenue (\$ in 2013)	Revenue (\$ in 2014)
Halifax	FROM EXIT 160 TO EXIT 168	N1	10%	1.86	\$2.50	39000	2.46%	3.20%	6%	2.00%	1.50%	56,612,158	59,198,109	60,086,081
	FROM EXIT 150 TO EXIT 154	N2	10%	1.86	\$2.50	38000	2.39%	3.17%	6%	2.00%	1.50%	55,160,564	57,680,209	58,548,412
	FROM EXIT 107 TO EXIT 116	C1	10%	1.86	\$2.50	30000	2.65%	3.14%	6%	2.00%	1.50%	45,537,007	46,220,062	46,220,062
	FROM EXIT 81 TO EXIT 87	C2	10%	1.86	\$2.50	36000	3.01%	3.20%	6%	2.00%	1.50%	54,876,284	58,235,131	59,389,633
	FROM EXIT 59 TO EXIT 58	C3	10%	1.86	\$2.50	40000	0.37%	2.36%	6%	2.00%	1.50%	58,063,752	60,716,010	61,626,750
	FROM EXIT 10 TO EXIT 14	S1	10%	1.86	\$2.50	34000	2.21%	2.42%	6%	1.50%	1.00%	46,987,542	48,411,311	48,895,424
				\$0.06	\$0.08					Total		\$315,248,094	\$329,777,777	\$334,773,563
Halifax	FROM EXIT 160 TO EXIT 168	N1	20%	1.86	\$2.50	39000	2.46%	3.20%	6%	2.00%	1.50%	50,321,918	52,620,542	53,409,850
	FROM EXIT 150 TO EXIT 154	N2	20%	1.86	\$2.50	38000	2.39%	3.17%	6%	2.00%	1.50%	49,031,613	51,271,297	52,040,366
	FROM EXIT 107 TO EXIT 116	C1	20%	1.86	\$2.50	30000	2.65%	3.14%	6%	2.00%	1.50%	38,709,168	40,477,340	41,084,500
	FROM EXIT 81 TO EXIT 87	C2	20%	1.86	\$2.50	36000	3.01%	3.20%	6%	2.00%	1.50%	48,778,902	51,764,561	52,799,852
	FROM EXIT 59 TO EXIT 58	C3	20%	1.86	\$2.50	40000	0.37%	2.36%	6%	2.00%	1.50%	51,512,224	53,969,786	54,779,333
	FROM EXIT 10 TO EXIT 14	S1	20%	1.86	\$2.50	34000	2.21%	2.42%	6%	1.50%	1.00%	41,766,704	43,032,277	43,462,599
				\$0.06	\$0.08					Total		\$280,220,528	\$293,135,802	\$297,576,500
Halifax	FROM EXIT 160 TO EXIT 168	N1	30%	1.86	\$2.50	39000	2.46%	3.20%	6%	2.00%	1.50%	44,031,678	46,042,974	46,733,619
	FROM EXIT 150 TO EXIT 154	N2	30%	1.86	\$2.50	38000	2.39%	3.17%	6%	2.00%	1.50%	42,902,661	44,862,385	45,535,321
	FROM EXIT 107 TO EXIT 116	C1	30%	1.86	\$2.50	30000	2.65%	3.14%	6%	2.00%	1.50%	33,870,522	35,417,672	36,948,937
	FROM EXIT 81 TO EXIT 87	C2	30%	1.86	\$2.50	36000	3.01%	3.20%	6%	2.00%	1.50%	42,681,539	45,293,991	46,199,870
	FROM EXIT 59 TO EXIT 58	C3	30%	1.86	\$2.50	40000	0.37%	2.36%	6%	2.00%	1.50%	45,160,696	47,223,563	47,931,916
	FROM EXIT 10 TO EXIT 14	S1	30%	1.86	\$2.50	34000	2.21%	2.42%	6%	1.50%	1.00%	36,545,868	37,853,242	38,029,774
				\$0.06	\$0.08					Total		\$245,192,962	\$256,493,827	\$260,379,438
Halifax	FROM EXIT 160 TO EXIT 168	N1	40%	1.86	\$2.50	39000	2.46%	3.20%	6%	2.00%	1.50%	37,741,439	39,465,406	40,057,387
	FROM EXIT 150 TO EXIT 154	N2	40%	1.86	\$2.50	38000	2.39%	3.17%	6%	2.00%	1.50%	36,773,709	38,453,473	39,030,275
	FROM EXIT 107 TO EXIT 116	C1	40%	1.86	\$2.50	30000	2.65%	3.14%	6%	2.00%	1.50%	29,031,876	30,358,005	30,813,376
	FROM EXIT 81 TO EXIT 87	C2	40%	1.86	\$2.50	36000	3.01%	3.20%	6%	2.00%	1.50%	36,584,176	38,823,420	39,589,889
	FROM EXIT 59 TO EXIT 58	C3	40%	1.86	\$2.50	40000	0.37%	2.36%	6%	2.00%	1.50%	38,708,168	40,477,340	41,084,500
	FROM EXIT 10 TO EXIT 14	S1	40%	1.86	\$2.50	34000	2.21%	2.42%	6%	1.50%	1.00%	31,325,028	32,274,207	32,596,950
				\$0.06	\$0.08					Total		\$210,165,396	\$219,851,851	\$223,182,375
Halifax	FROM EXIT 160 TO EXIT 168	N1	50%	1.86	\$2.50	39000	2.46%	3.20%	6%	2.00%	1.50%	31,451,199	32,897,638	33,381,166
	FROM EXIT 150 TO EXIT 154	N2	50%	1.86	\$2.50	38000	2.39%	3.17%	6%	2.00%	1.50%	30,644,758	32,044,561	32,525,229
	FROM EXIT 107 TO EXIT 116	C1	50%	1.86	\$2.50	30000	2.65%	3.14%	6%	2.00%	1.50%	24,193,230	25,298,337	25,677,812
	FROM EXIT 81 TO EXIT 87	C2	50%	1.86	\$2.50	36000	3.01%	3.20%	6%	2.00%	1.50%	30,486,814	32,352,850	32,999,907
	FROM EXIT 59 TO EXIT 58	C3	50%	1.86	\$2.50	40000	0.37%	2.36%	6%	2.00%	1.50%	32,257,640	33,731,118	34,237,083
	FROM EXIT 10 TO EXIT 14	S1	50%	1.86	\$2.50	34000	2.21%	2.42%	6%	1.50%	1.00%	26,104,190	26,895,173	27,164,125
				\$0.06	\$0.08					Total		\$175,137,830	\$183,209,876	\$185,986,313
Halifax	FROM EXIT 160 TO EXIT 168	N1	10%	2.80	\$3.75	39000	2.46%	3.20%	6%	2.00%	1.50%	84,918,237	88,797,164	90,129,121
	FROM EXIT 150 TO EXIT 154	N2	10%	2.80	\$3.75	38000	2.39%	3.17%	6%	2.00%	1.50%	82,740,846	86,520,314	87,818,118
	FROM EXIT 107 TO EXIT 116	C1	10%	2.80	\$3.75	30000	2.65%	3.14%	6%	2.00%	1.50%	65,321,721	68,305,511	69,330,093
	FROM EXIT 81 TO EXIT 87	C2	10%	2.80	\$3.75	36000	3.01%	3.20%	6%	2.00%	1.50%	82,314,397	87,352,896	89,089,750
	FROM EXIT 59 TO EXIT 58	C3	10%	2.80	\$3.75	40000	0.37%	2.36%	6%	2.00%	1.50%	87,095,628	91,074,014	92,440,125
	FROM EXIT 10 TO EXIT 14	S1	10%	2.80	\$3.75	34000	2.21%	2.42%	6%	1.50%	1.00%	70,481,313	72,816,967	73,343,137
				\$0.09	\$0.12					Total		\$472,872,140	\$494,666,665	\$502,160,344
Halifax	FROM EXIT 160 TO EXIT 168	N1	20%	2.80	\$3.75	39000	2.46%	3.20%	6%	2.00%	1.50%	75,482,877	78,930,812	80,114,775
	FROM EXIT 150 TO EXIT 154	N2	20%	2.80	\$3.75	38000	2.39%	3.17%	6%	2.00%	1.50%	73,547,419	76,908,945	78,060,550
	FROM EXIT 107 TO EXIT 116	C1	20%	2.80	\$3.75	30000	2.65%	3.14%	6%	2.00%	1.50%	58,063,752	60,716,010	61,626,750
	FROM EXIT 81 TO EXIT 87	C2	20%	2.80	\$3.75	36000	3.01%	3.20%	6%	2.00%	1.50%	73,166,352	77,946,841	79,199,778
	FROM EXIT 59 TO EXIT 58	C3	20%	2.80	\$3.75	40000	0.37%	2.36%	6%	2.00%	1.50%	80,954,679	84,548,415	85,163,889
	FROM EXIT 10 TO EXIT 14	S1	20%	2.80	\$3.75	34000	2.21%	2.42%	6%	1.50%	1.00%	62,650,066	64,548,415	65,163,889
				\$0.09	\$0.12					Total		\$420,330,791	\$439,703,703	\$446,364,750
				\$0.09	\$0.12					Total		\$264,734	\$276,935	\$281,130

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toll Plazas	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	This toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter												Revenue (\$ in 2019)	AADT 2019	Revenue (\$ in 2019)	AADT 2019	Revenue (\$ in 2020)	AADT 2020
						AADT 2015	Revenue (\$ in 2015)	AADT 2016	Revenue (\$ in 2016)	AADT 2017	Revenue (\$ in 2017)	AADT 2018	Revenue (\$ in 2018)	AADT 2019	Revenue (\$ in 2019)	AADT 2020	Revenue (\$ in 2020)						
Halifax	FROM EXIT 160 TO EXIT 168	N1	10%	1.85	\$2.50	51215	60,987,372	51983	61,902,183	52763	62,830,715	53554	63,773,176	54358	64,729,774	55173	65,700,720						
		N2	10%	1.85	\$2.50	49902	59,423,593	50550	60,314,947	51410	61,219,871	52181	62,137,967	52964	63,070,036	53758	64,016,087						
		C1	10%	1.85	\$2.50	39396	46,511,363	39987	47,617,064	40587	48,331,320	41196	49,056,289	41814	49,792,134	42441	50,539,016						
		C2	10%	1.85	\$2.50	50879	60,587,830	51897	61,799,587	52935	63,035,578	53994	64,296,290	55074	65,582,216	56175	66,893,860						
		C3	10%	1.85	\$2.50	52528	62,551,151	53316	63,489,418	54116	64,441,759	54928	65,408,386	55751	66,389,512	56588	67,385,354						
Robeson	FROM EXIT 16 TO EXIT 14	S1	10%	1.85	\$2.50	41471	49,384,378	41886	49,878,222	42305	50,377,005	42728	50,880,775	43155	51,389,582	43587	51,903,478						
							\$339,847,688		\$345,001,421		\$350,238,049		\$355,552,883		\$360,953,253	\$986,438,515							
				\$0.06	\$0.08	285391		289719	294115	298580	303115	307721											
Halifax	FROM EXIT 160 TO EXIT 168	N1	20%	1.85	\$2.50	51215	54,210,997	51983	55,024,162	52763	55,849,525	53554	56,687,268	54358	57,537,577	55173	58,400,840						
		N2	20%	1.85	\$2.50	49902	52,820,972	50550	53,613,286	51410	54,417,486	52181	55,233,748	52964	56,062,254	53758	56,903,188						
		C1	20%	1.85	\$2.50	39396	41,700,767	39987	42,328,279	40587	42,961,173	41196	43,605,591	41814	44,259,674	42441	44,923,570						
		C2	20%	1.85	\$2.50	50879	53,855,849	51897	54,932,966	52935	55,031,825	53994	57,152,258	55074	58,295,303	56175	59,461,209						
		C3	20%	1.85	\$2.50	52528	55,801,023	53316	56,435,038	54116	57,281,564	54928	58,140,787	55751	59,012,899	56588	59,898,093						
Robeson	FROM EXIT 16 TO EXIT 14	S1	20%	1.85	\$2.50	41471	43,897,225	41886	44,336,188	42305	44,779,660	42728	45,227,355	43155	45,679,629	43587	46,136,425						
							\$302,086,834		\$306,657,930		\$311,320,932		\$316,047,007		\$320,847,336	\$325,723,125							
				\$0.06	\$0.08	285391		289719	294115	298580	303115	307721											
Halifax	FROM EXIT 160 TO EXIT 168	N1	30%	1.85	\$2.50	51215	47,434,623	51983	48,146,142	52763	48,868,334	53554	49,601,359	54358	50,345,390	55173	51,100,560						
		N2	30%	1.85	\$2.50	49902	46,218,330	50550	46,911,626	51410	47,615,300	52181	48,329,530	52964	49,054,472	53758	49,790,290						
		C1	30%	1.85	\$2.50	39396	36,488,171	39987	37,035,494	40587	37,591,026	41196	38,154,892	41814	38,727,215	42441	39,308,123						
		C2	30%	1.85	\$2.50	50879	47,123,868	51897	48,066,345	52935	49,027,672	53994	50,008,225	55074	51,008,390	56175	52,028,558						
		C3	30%	1.85	\$2.50	52528	48,650,895	53316	49,380,650	54116	50,121,368	54928	50,873,189	55751	51,636,287	56588	52,410,831						
Robeson	FROM EXIT 16 TO EXIT 14	S1	30%	1.85	\$2.50	41471	38,410,072	41886	38,794,173	42305	39,182,115	42728	39,573,936	43155	39,969,675	43587	40,369,372						
							\$264,325,980		\$268,334,438		\$272,405,816		\$276,541,131		\$280,741,419	\$285,007,734							
				\$0.06	\$0.08	285391		289719	294115	298580	303115	307721											
Halifax	FROM EXIT 160 TO EXIT 168	N1	40%	1.85	\$2.50	51215	40,658,248	51983	41,268,122	52763	41,887,144	53554	42,515,451	54358	43,153,183	55173	43,800,480						
		N2	40%	1.85	\$2.50	49902	39,615,729	50550	40,209,985	51410	40,813,114	52181	41,425,311	52964	42,046,691	53758	42,677,391						
		C1	40%	1.85	\$2.50	39396	31,275,575	39987	31,744,709	40587	32,220,880	41196	32,704,193	41814	33,194,756	42441	33,692,677						
		C2	40%	1.85	\$2.50	50879	40,381,887	51897	41,169,724	52935	42,023,719	53994	42,864,193	55074	43,721,477	56175	44,595,907						
		C3	40%	1.85	\$2.50	52528	41,700,767	53316	42,326,279	54116	42,961,713	54928	43,605,591	55751	44,259,674	56588	44,923,570						
Robeson	FROM EXIT 16 TO EXIT 14	S1	40%	1.85	\$2.50	41471	32,922,919	41886	33,252,148	42305	33,584,670	42728	33,920,516	43155	34,259,722	43587	34,602,319						
							\$226,565,125		\$230,000,947		\$233,460,889		\$237,035,255		\$240,635,502	\$244,292,344							
				\$0.06	\$0.08	285391		289719	294115	298580	303115	307721											
Halifax	FROM EXIT 160 TO EXIT 168	N1	50%	1.85	\$2.50	51215	33,881,873	51983	34,390,102	52763	34,905,953	53554	35,429,542	54358	35,960,985	55173	36,500,400						
		N2	50%	1.85	\$2.50	49902	33,013,107	50550	33,508,304	51410	34,010,929	52181	34,521,093	52964	35,038,909	53758	35,564,493						
		C1	50%	1.85	\$2.50	39396	26,062,900	39987	26,453,924	40587	26,850,733	41196	27,253,494	41814	27,662,297	42441	28,077,231						
		C2	50%	1.85	\$2.50	50879	33,659,906	51897	34,333,104	52935	35,019,766	53994	35,720,161	55074	36,434,564	56175	37,163,256						
		C3	50%	1.85	\$2.50	52528	34,750,639	53316	35,271,899	54116	35,800,977	54928	36,337,992	55751	36,883,062	56588	37,436,308						
Robeson	FROM EXIT 16 TO EXIT 14	S1	50%	1.85	\$2.50	41471	27,435,766	41886	27,710,124	42305	27,987,225	42728	28,267,087	43155	28,549,768	43587	28,835,266						
							\$188,804,271		\$191,667,456		\$194,575,583		\$197,529,379		\$200,529,585	\$203,576,953							
				\$0.06	\$0.08	285391		289719	294115	298580	303115	307721											
Halifax	FROM EXIT 160 TO EXIT 168	N1	10%	2.80	\$3.75	51215	91,481,058	51983	92,853,274	52763	94,246,073	53554	95,659,764	54358	97,094,661	55173	98,551,081						
		N2	10%	2.80	\$3.75	49902	89,135,390	50550	90,472,421	51410	91,829,507	52181	93,206,990	52964	94,605,094	53758	96,024,130						
		C1	10%	2.80	\$3.75	39396	70,370,045	39987	71,425,595	40587	72,496,979	41196	73,584,434	41814	74,688,201	42441	75,808,524						
		C2	10%	2.80	\$3.75	50879	90,861,745	51897	92,699,380	52935	94,553,368	53994	96,444,435	55074	98,373,324	56175	100,340,790						
		C3	10%	2.80	\$3.75	52528	93,826,726	53316	95,234,127	54116	96,662,639	54928	98,112,579	55751	99,584,267	56588	101,078,031						
Robeson	FROM EXIT 16 TO EXIT 14	S1	10%	2.80	\$3.75	41471	74,076,568	41886	74,817,334	42305	75,565,507	42728	76,321,162	43155	77,084,374	43587	77,855,217						
							\$509,771,532		\$517,502,131		\$525,364,073		\$533,329,324		\$541,429,880	\$549,657,773							
				\$0.12	\$0.12	285391		289719	294115	298580	303115	307721											
Halifax	FROM EXIT 160 TO EXIT 168	N1	20%	2.80	\$3.75	51215	81,316,496	51983	82,538,244	52763	83,774,287	53554	85,030,802	54358	86,306,365	55173	87,600,961						
		N2	20%	2.80	\$3.75	49902	79,231,458	50550	80,419,930	51410	81,626,229	52181	82,850,622	52964	84,093,361	53758	85,354,782						
		C1	20%	2.80	\$3.75	39396	62,551,151	39987	63,489,418	40587	64,441,759	41196	65,408,386	41814	66,389,512	42441	67,385,354						
		C2	20%	2.80	\$3.75	50879	80,763,773	51897	82,399,449	52935	84,047,438	53994	85,728,387	55074	87,442,954	56175	89,191,813						
		C3	20%	2.80	\$3.75	52528	83,401,535	53316	84,652,558	54116	85,922,346	54928	87,211,181	55751	88,519,349	56588	89,847,139						
Robeson	FROM EXIT 16 TO EXIT 14	S1	20%	2.80	\$3.75	41471	65,845,838	41886	66,504,296	42305	67,169,339	42728	67,841,033	43155	68,519,443	43587	69,204,638						
							\$453,130,251		\$460,001,894		\$466,991,399		\$474,070,510		\$481,271,004	\$488,584,687							
				\$0.12	\$0.12	285391		289719	294115	298580	303115	307721											

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toil Plaza	Diversion Factor	Toil Rate (\$2003) per (n-1) axle	Toil Rate (2013\$) per (n-1) axle	Assumed Growth Rates 2021-2030	Revenue (\$ in 2026)										
							AADT 2021	Revenue (\$ in 2021)	AADT 2022	Revenue (\$ in 2022)	AADT 2023	Revenue (\$ in 2023)	AADT 2024	Revenue (\$ in 2024)	AADT 2025	Revenue (\$ in 2025)	AADT 2026
Halifax	FROM EXIT 160 TO EXIT 168	N1	1.86	\$2.50	1.00%	5725	66,357,728	56282	67,021,305	56845	67,691,518	57413	68,368,433	57987	69,052,117	58567	69,742,639
	FROM EXIT 160 TO EXIT 154	N2	1.86	\$2.50	1.00%	54296	64,666,247	54839	65,302,810	55387	65,955,838	55941	66,615,396	56501	67,281,550	57066	67,964,366
	FROM EXIT 107 TO EXIT 116	C1	1.86	\$2.50	1.00%	42865	51,044,406	43294	51,554,850	43727	52,070,398	44164	52,591,102	44606	53,117,013	45052	53,648,184
	FROM EXIT 81 TO EXIT 87	G2	1.86	\$2.50	1.50%	57018	67,897,268	57873	68,915,727	58741	69,949,463	59622	70,988,705	60516	72,033,885	61424	73,144,641
	FROM EXIT 46 TO EXIT 58	C3	1.86	\$2.50	1.00%	57154	68,059,208	57725	68,739,800	58302	69,427,198	58885	70,121,470	59474	70,822,685	60069	71,530,911
	FROM EXIT 10 TO EXIT 14	S1	1.86	\$2.50	1.00%	44022	52,422,513	44463	52,946,738	44907	53,476,205	45356	54,010,968	45810	54,551,077	46268	55,086,588
			\$0.06	\$0.06		311080	\$370,437,370	314475	\$374,481,230	317910	\$378,570,621	321382	\$382,706,074	324894	\$386,888,129		\$391,117,328
Halifax	FROM EXIT 160 TO EXIT 168	N1	1.86	\$2.50	1.00%	5725	59,984,647	56282	59,574,483	56845	60,170,238	57413	60,771,941	57987	61,379,660	58567	61,993,457
	FROM EXIT 160 TO EXIT 154	N2	1.86	\$2.50	1.00%	54296	57,472,220	54839	58,046,942	55387	58,627,412	55941	59,213,686	56501	59,805,823	57066	60,403,881
	FROM EXIT 107 TO EXIT 116	C1	1.86	\$2.50	1.00%	42865	45,372,805	43294	45,826,533	43727	46,284,799	44164	46,747,847	44606	47,215,123	45052	47,687,274
	FROM EXIT 81 TO EXIT 87	G2	1.86	\$2.50	1.50%	57018	60,353,127	57873	61,288,424	58741	62,177,300	59622	63,109,960	60516	64,056,609	61424	65,017,458
	FROM EXIT 46 TO EXIT 58	C3	1.86	\$2.50	1.00%	57154	60,497,074	57725	61,102,444	58302	61,713,065	58885	62,330,195	59474	62,953,487	60069	63,583,032
	FROM EXIT 10 TO EXIT 14	S1	1.86	\$2.50	1.00%	44022	46,597,789	44463	47,063,767	44907	47,534,405	45356	48,009,749	45810	48,489,846	46268	48,974,745
			\$0.06	\$0.06		311080	\$328,277,662	314475	\$332,872,204	317910	\$338,507,218	321382	\$340,183,177	324894	\$343,900,559		\$347,659,847
Halifax	FROM EXIT 160 TO EXIT 168	N1	1.86	\$2.50	1.00%	5725	51,611,566	56282	52,127,682	56845	52,648,998	57413	53,175,448	57987	53,707,202	58567	54,244,275
	FROM EXIT 160 TO EXIT 154	N2	1.86	\$2.50	1.00%	54296	40,288,192	54839	50,791,074	55387	51,298,985	55941	51,811,975	56501	52,330,095	57066	52,853,396
	FROM EXIT 107 TO EXIT 116	C1	1.86	\$2.50	1.00%	42865	39,701,205	43294	40,098,217	43727	40,499,199	44164	40,904,191	44606	41,313,233	45052	41,726,365
	FROM EXIT 81 TO EXIT 87	G2	1.86	\$2.50	1.50%	57018	52,808,966	57873	53,601,121	58741	54,405,138	59622	55,221,215	60516	56,049,553	61424	56,889,276
	FROM EXIT 46 TO EXIT 58	C3	1.86	\$2.50	1.00%	57154	52,934,939	57725	53,464,289	58302	53,998,932	58885	54,538,921	59474	55,084,310	60069	55,635,153
	FROM EXIT 10 TO EXIT 14	S1	1.86	\$2.50	1.00%	44022	40,773,056	44463	41,180,786	44907	41,592,604	45356	42,008,530	45810	42,428,616	46268	42,852,902
			\$0.06	\$0.06		311080	\$288,117,954	314475	\$291,263,179	317910	\$294,443,616	321382	\$297,660,280	324894	\$300,912,989		\$304,202,366
Halifax	FROM EXIT 160 TO EXIT 168	N1	1.86	\$2.50	1.00%	5725	44,238,485	56282	44,680,870	56845	45,127,679	57413	45,578,955	57987	46,034,745	58567	46,495,092
	FROM EXIT 160 TO EXIT 154	N2	1.86	\$2.50	1.00%	54296	43,104,165	54839	43,535,207	55387	43,970,559	55941	44,410,284	56501	44,854,367	57066	45,302,911
	FROM EXIT 107 TO EXIT 116	C1	1.86	\$2.50	1.00%	42865	34,029,604	43294	34,369,900	43727	34,713,599	44164	35,060,735	44606	35,411,342	45052	35,765,456
	FROM EXIT 81 TO EXIT 87	G2	1.86	\$2.50	1.50%	57018	45,264,845	57873	45,943,818	58741	46,632,975	59622	47,332,470	60516	48,042,457	61424	48,763,084
	FROM EXIT 46 TO EXIT 58	C3	1.86	\$2.50	1.00%	57154	45,372,805	57725	45,826,533	58302	46,284,799	58885	46,747,847	59474	47,215,123	60069	47,687,274
	FROM EXIT 10 TO EXIT 14	S1	1.86	\$2.50	1.00%	44022	24,695,627	44463	25,297,825	44907	25,650,804	45356	26,007,312	45810	26,367,385	46268	26,731,059
			\$0.06	\$0.06		311080	\$246,956,247	314475	\$249,654,153	317910	\$252,380,414	321382	\$255,137,383	324894	\$257,925,419		\$260,744,886
Halifax	FROM EXIT 160 TO EXIT 168	N1	1.86	\$2.50	1.00%	5725	36,665,404	56282	37,234,058	56845	37,806,399	57413	38,382,287	57987	38,962,287	58567	39,545,910
	FROM EXIT 160 TO EXIT 154	N2	1.86	\$2.50	1.00%	54296	35,920,137	54839	36,279,339	55387	36,642,132	55941	37,008,564	56501	37,378,639	57066	37,752,425
	FROM EXIT 107 TO EXIT 116	C1	1.86	\$2.50	1.00%	42865	28,358,003	43294	28,641,583	43727	28,927,999	44164	29,217,279	44606	29,509,452	45052	29,804,546
	FROM EXIT 81 TO EXIT 87	G2	1.86	\$2.50	1.50%	57018	37,720,704	57873	38,286,515	58741	38,860,813	59622	39,443,725	60516	40,035,381	61424	40,635,911
	FROM EXIT 46 TO EXIT 58	C3	1.86	\$2.50	1.00%	57154	37,810,671	57725	38,188,778	58302	38,570,666	58885	38,956,372	59474	39,345,935	60069	39,739,395
	FROM EXIT 10 TO EXIT 14	S1	1.86	\$2.50	1.00%	44022	29,123,618	44463	29,414,855	44907	29,709,003	45356	30,006,093	45810	30,306,154	46268	30,609,216
			\$0.06	\$0.06		311080	\$205,798,539	314475	\$208,045,128	317910	\$210,317,012	321382	\$212,614,486	324894	\$214,937,849		\$217,287,405
Halifax	FROM EXIT 160 TO EXIT 168	N1	2.80	\$3.75	1.00%	55725	99,536,591	56282	100,531,957	56845	101,537,277	57413	102,552,650	57987	103,578,176	58567	104,613,858
	FROM EXIT 160 TO EXIT 154	N2	2.80	\$3.75	1.00%	54296	96,984,371	54839	97,954,215	55387	98,933,757	55941	99,923,095	56501	100,922,326	57066	101,931,549
	FROM EXIT 107 TO EXIT 116	C1	2.80	\$3.75	1.00%	42865	76,596,609	43294	77,332,275	43727	78,105,598	44164	78,886,654	44606	79,675,520	45052	80,472,275
	FROM EXIT 81 TO EXIT 87	G2	2.80	\$3.75	1.50%	57018	101,845,902	57873	103,373,590	58741	104,924,194	59622	106,488,057	60516	108,069,528	61424	109,716,961
	FROM EXIT 46 TO EXIT 58	C3	2.80	\$3.75	1.00%	57154	102,089,812	57725	103,109,700	58302	104,140,797	58885	105,182,205	59474	106,234,027	60069	107,296,367
	FROM EXIT 10 TO EXIT 14	S1	2.80	\$3.75	1.00%	44022	78,633,789	44463	79,420,107	44907	80,214,308	45356	81,016,451	45810	81,826,616	46268	82,644,882
			\$0.09	\$0.12		311080	\$555,656,055	314475	\$561,721,845	317910	\$567,855,931	321382	\$574,059,111	324894	\$580,332,193		\$586,675,992
Halifax	FROM EXIT 160 TO EXIT 168	N1	2.80	\$3.75	1.00%	55725	88,476,970	56282	89,361,740	56845	90,255,357	57413	91,157,911	57987	92,069,490	58567	92,990,185
	FROM EXIT 160 TO EXIT 154	N2	2.80	\$3.75	1.00%	54296	86,208,330	54839	87,070,413	55387	87,941,117	55941	88,820,528	56501	89,708,734	57066	90,606,821
	FROM EXIT 107 TO EXIT 116	C1	2.80	\$3.75	1.00%	42865	68,059,208	43294	68,739,800	43727	69,427,198	44164	70,121,470	44606	70,822,685	45052	71,530,911
	FROM EXIT 81 TO EXIT 87	G2	2.80	\$3.75	1.50%	57018	90,529,691	57873	91,867,636	58741	93,268,950	59622	94,664,940	60516	96,084,914	61424	97,526,188
	FROM EXIT 46 TO EXIT 58	C3	2.80	\$3.75	1.00%	57154	90,745,610	57725	91,653,087	58302	92,569,597	58885	93,495,293	59474	94,430,246	60069	95,374,549
	FROM EXIT 10 TO EXIT 14	S1	2.80	\$3.75	1.00%	44022	69,896,684	44463	70,595,651	44907	71,301,607	45356	72,014,623	45810	72,734,770	46268	73,462,117
			\$0.06	\$0.12		311080	\$493,916,493	314475	\$499,308,306	317910	\$504,760,828	321382	\$510,274,766	324894	\$515,850,838		\$521,489,771

Gross Revenue Forecast For 6 Plaza Scenario

		This toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter.																		
County	Toll Plazas	Location	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	AAADT 2027	Revenue (\$ in 2027)	AAADT 2028	Revenue (\$ in 2028)	AAADT 2029	Revenue (\$ in 2029)	AAADT 2030	Revenue (\$ in 2030)	Assumed Growth Rates 2031-2042	AAADT 2031	Revenue (\$ in 2031)	AAADT 2032	Revenue (\$ in 2032)		
Halifax	N1	FROM EXIT 160 TO EXIT 168	10%	1.86	\$2.50	59153	70,440,065	59744	71,144,466	60342	71,855,910	60945	72,574,469	1.00%	61555	73,300,214	62170	74,033,216		
		FROM EXIT 150 TO EXIT 154	10%	1.86	\$2.50	57636	68,633,910	58213	69,320,249	58795	70,013,451	59383	70,713,586	1.00%	59976	71,420,721	60576	72,134,929		
		FROM EXIT 107 TO EXIT 116	10%	1.86	\$2.50	45502	54,184,865	45957	55,273,512	46417	55,826,515	46881	56,326,515	1.00%	47350	56,848,780	47823	57,348,628		
		FROM EXIT 91 TO EXIT 97	10%	1.86	\$2.50	62346	74,241,810	63281	75,355,437	64230	76,485,769	65193	77,633,056	1.00%	65845	78,803,386	66504	79,193,480		
		FROM EXIT 56 TO EXIT 58	10%	1.86	\$2.50	60670	72,246,221	61276	73,968,683	61889	75,763,353	62508	77,633,056	1.00%	63133	79,581,504	63764	81,544,000		
		FROM EXIT 10 TO EXIT 14	10%	1.86	\$2.50	46731	55,647,554	47198	56,204,029	47670	56,766,070	48147	57,333,730	1.00%	48628	57,907,068	49114	58,486,138		
							\$395,394,225		\$404,093,347		\$408,516,709		\$412,601,876		\$416,727,895					
						\$0.06		332037		335669		339343		343057		346488		349953		
						1.86	\$2.50	59153	62,613,391	59744	63,239,525	60342	63,871,820	60945	64,510,640	1.00%	61555	65,156,746	62170	65,807,303
						1.86	\$2.50	57636	61,007,920	58213	61,617,999	58795	62,234,179	59383	62,856,521	1.00%	59976	63,485,086	60576	64,119,937
				1.86	\$2.50	45502	48,164,147	45957	48,545,789	46417	48,932,246	46881	49,324,246	1.00%	47350	50,119,005	47823	50,821,003		
				1.86	\$2.50	62346	65,992,720	63281	66,982,611	64230	67,987,350	65193	69,007,160	1.00%	65845	69,697,232	66504	70,394,204		
				1.86	\$2.50	60670	64,218,863	61276	64,861,051	61889	65,509,662	62508	66,164,758	1.00%	63133	66,826,406	63764	67,494,670		
				1.86	\$2.50	46731	49,464,482	47198	49,959,137	47670	50,458,729	48147	50,963,316	1.00%	48628	51,472,949	49114	51,987,679		
				\$0.06		332037	\$351,461,533		\$355,306,112		\$359,194,096		\$363,125,964		\$366,767,223		\$370,424,796			
				\$0.06		332037		335669		339343		343057		346488		349953				
				1.86	\$2.50	59153	54,766,717	59744	55,334,584	60342	55,887,930	60945	56,446,810	1.00%	61555	57,011,278	62170	57,581,360		
				1.86	\$2.50	57636	53,381,930	58213	53,915,749	58795	54,454,906	59383	54,999,455	1.00%	59976	55,549,450	60576	56,104,945		
				1.86	\$2.50	45502	42,143,629	45957	42,565,095	46417	42,990,716	46881	43,420,623	1.00%	47350	43,854,829	47823	44,293,377		
				1.86	\$2.50	62346	57,743,630	63281	58,609,785	64230	59,488,931	65193	60,381,265	1.00%	65845	61,285,078	66504	62,199,929		
				1.86	\$2.50	60670	56,191,505	61276	56,753,420	61889	57,320,954	62508	57,894,164	1.00%	63133	58,473,106	63764	59,057,836		
				1.86	\$2.50	46731	43,281,431	47198	43,714,245	47670	44,151,388	48147	44,592,901	1.00%	48628	45,038,830	49114	45,489,219		
				\$0.06		332037	\$307,528,841		\$310,892,848		\$314,294,825		\$317,735,218		\$320,912,571		\$324,121,696			
				\$0.06		332037		335669		339343		343057		346488		349953				
				1.86	\$2.50	59153	46,960,043	59744	47,429,644	60342	47,903,940	60945	48,382,980	1.00%	61555	48,866,809	62170	49,355,478		
				1.86	\$2.50	57636	45,755,940	58213	46,213,499	58795	46,675,634	59383	47,142,390	1.00%	59976	47,613,814	60576	48,089,952		
				1.86	\$2.50	45502	36,123,110	45957	36,484,341	46417	36,849,185	46881	37,217,677	1.00%	47350	37,589,853	47823	37,965,752		
				1.86	\$2.50	62346	49,494,540	63281	50,236,968	64230	50,990,513	65193	51,755,370	1.00%	65845	52,527,924	66504	53,295,653		
				1.86	\$2.50	60670	48,164,147	61276	48,645,769	61889	49,132,246	62508	49,623,569	1.00%	63133	50,119,805	63764	50,621,003		
				1.86	\$2.50	46731	37,098,369	47198	37,469,353	47670	37,844,046	48147	38,222,487	1.00%	48628	38,604,712	49114	38,980,759		
				\$0.06		332037	\$263,696,150		\$266,479,584		\$269,395,565		\$272,344,473		\$275,067,918		\$277,818,587			
				\$0.06		332037		335669		339343		343057		346488		349953				
				1.86	\$2.50	59153	39,133,369	59744	39,524,703	60342	39,919,950	60945	40,319,150	1.00%	61555	40,722,341	62170	41,129,585		
				1.86	\$2.50	57636	38,129,950	58213	38,511,249	58795	38,898,362	59383	39,285,325	1.00%	59976	39,678,179	60576	40,074,960		
				1.86	\$2.50	45502	30,102,592	45957	30,403,618	46417	30,707,654	46881	31,014,731	1.00%	47350	31,324,878	47823	31,638,127		
				1.86	\$2.50	62346	41,245,450	63281	41,864,132	64230	42,492,094	65193	43,129,475	1.00%	65845	43,760,770	66504	44,398,378		
				1.86	\$2.50	60670	40,136,789	61276	40,538,157	61889	40,943,539	62508	41,352,974	1.00%	63133	41,766,504	63764	42,184,169		
				1.86	\$2.50	46731	30,915,308	47198	31,224,461	47670	31,536,705	48147	31,852,072	1.00%	48628	32,170,593	49114	32,492,299		
				\$0.06		332037	\$218,663,458		\$222,066,320		\$224,496,304		\$226,953,727		\$229,223,265		\$231,515,497			
				\$0.06		332037		335669		339343		343057		346488		349953				
				2.80	\$3.75	59153	105,660,098	59744	106,716,699	60342	107,783,868	60945	108,861,704	1.00%	61555	109,950,321	62170	111,049,824		
				2.80	\$3.75	57636	102,950,864	58213	103,980,373	58795	105,020,177	59383	106,070,378	1.00%	59976	107,131,082	60576	108,202,393		
				2.80	\$3.75	45502	81,276,998	45957	82,089,768	46417	82,910,686	46881	83,739,772	1.00%	47350	84,577,170	47823	85,422,942		
				2.80	\$3.75	62346	111,362,715	63281	113,033,156	64230	114,728,653	65193	116,449,583	1.00%	65845	117,614,079	66504	118,790,220		
				2.80	\$3.75	60670	108,369,331	61276	109,463,024	61889	110,547,554	62508	111,653,030	1.00%	63133	112,789,560	63764	113,897,256		
				2.80	\$3.75	46731	83,471,331	47198	84,306,044	47670	85,149,108	48147	86,000,596	1.00%	48628	86,860,602	49114	87,729,208		
				\$0.09		332037	\$593,091,337		\$599,579,064		\$606,140,020		\$612,775,084		\$618,902,815		\$625,091,843			
				\$0.12		332037		335669		339343		343057		346488		349953				
				2.80	\$3.75	59153	93,920,087	59744	94,889,288	60342	95,807,880	60945	96,765,959	1.00%	61555	97,733,619	62170	98,710,955		
				2.80	\$3.75	57636	91,511,879	58213	92,426,998	58795	93,351,288	59383	94,284,791	1.00%	59976	95,227,629	60576	96,179,605		
				2.80	\$3.75	45502	72,246,221	45957	72,988,683	46417	73,698,370	46881	74,435,353	1.00%	47350	75,179,707	47823	75,931,504		
				2.80	\$3.75	62346	98,989,080	63281	100,473,917	64230	101,981,025	65193	103,510,741	1.00%	65845	104,545,848	66504	105,591,307		
				2.80	\$3.75	60670	96,328,294	61276	97,291,577	61889	98,264,493	62508	99,247,138	1.00%	63133	100,239,609	63764	101,242,005		
				2.80	\$3.75	46731	74,195,739	47198	74,938,706	47670	75,688,093	48147	76,444,974	1.00%	48628	77,209,424	49114	77,981,518		
				\$0.09		332037	\$527,192,300		\$532,959,168		\$538,791,129		\$544,688,946		\$550,637,194		\$555,637,194			
				\$0.09		332037		335669		339343		343057		346488		349953				

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toll Plaza	Diversion Factor	Toll Rate (\$2003) per (in-1) axle	Toll Rate (2013\$) per (in-1) axle	Adjusted AADT 2000 For HAM2	Historical Annual Growth Rates 1991-2000	Recent NCDOT Traffic Forecast Growth Rates	Inflation Rate	Assumed Growth Rates				Revenue (\$ in 2010)	AADT 2010	Low Growth Rates for Revenue - Decrease growth rate 0.5% every 10 yrs (1% min.)	
										2000-2010	2011-2020	2013	2014			Revenue (\$ in 2013)	AADT 2014
										2.00%	1.50%	49712	69,054,461	50458	69,054,461	50458	70,100,428
Halifax	FROM EXIT 160 TO EXIT 168	N1	30%	2.80	\$3.75	39000	2.46%	3.20%	6%	2.00%	1.50%	48338	67,293,577	49164	67,293,577	49164	68,302,981
Halifax	FROM EXIT 150 TO EXIT 154	N2	30%	2.80	\$3.75	39000	2.39%	3.17%	6%	2.00%	1.50%	38240	53,126,508	38814	53,126,508	38814	53,923,406
Wilson	FROM EXIT 107 TO EXIT 116	C1	30%	2.80	\$3.75	36000	2.65%	3.14%	6%	2.00%	2.00%	48904	67,940,986	49882	67,940,986	49882	69,299,806
Johnston	FROM EXIT 81 TO EXIT 87	C2	30%	2.80	\$3.75	40000	3.01%	3.20%	6%	2.00%	1.50%	50887	70,835,344	51752	71,897,875	51752	71,897,875
Cumberland	FROM EXIT 56 TO EXIT 58	C3	30%	2.80	\$3.75	34000	0.37%	2.36%	6%	1.50%	1.00%	40654	56,479,863	41061	57,044,662	41061	57,044,662
Robeson	FROM EXIT 10 TO EXIT 14	S1	30%	2.80	\$3.75	34000	2.21%	2.42%	6%	1.50%	1.00%	276935	\$384,740,740	276935	\$384,740,740	276935	\$390,569,157
				\$0.09	\$0.12					Total		264734	\$567,789,443	264734	\$567,789,443	264734	\$567,789,443
Halifax	FROM EXIT 160 TO EXIT 168	N1	40%	2.80	\$3.75	39000	2.46%	3.20%	6%	2.00%	1.50%	49712	59,198,109	50458	59,198,109	50458	60,086,081
Halifax	FROM EXIT 150 TO EXIT 154	N2	40%	2.80	\$3.75	39000	2.39%	3.17%	6%	2.00%	1.50%	48338	45,537,007	49164	45,537,007	49164	46,220,062
Wilson	FROM EXIT 107 TO EXIT 116	C1	40%	2.80	\$3.75	36000	2.65%	3.14%	6%	2.00%	2.00%	38240	58,235,131	38814	58,235,131	38814	59,399,833
Johnston	FROM EXIT 81 TO EXIT 87	C2	40%	2.80	\$3.75	40000	3.01%	3.20%	6%	2.00%	1.50%	50887	60,716,010	51752	61,626,750	51752	61,626,750
Cumberland	FROM EXIT 56 TO EXIT 58	C3	40%	2.80	\$3.75	40000	0.37%	2.36%	6%	2.00%	1.00%	40654	48,411,311	41061	48,895,424	41061	48,895,424
Robeson	FROM EXIT 10 TO EXIT 14	S1	40%	2.80	\$3.75	34000	2.21%	2.42%	6%	1.50%	1.00%	276935	\$329,777,777	276935	\$329,777,777	276935	\$334,773,563
				\$0.09	\$0.12					Total		264734	\$315,248,094	264734	\$315,248,094	264734	\$315,248,094
Halifax	FROM EXIT 160 TO EXIT 168	N1	50%	2.80	\$3.75	39000	2.46%	3.20%	6%	2.00%	1.50%	49712	49,331,758	50458	49,331,758	50458	50,071,734
Halifax	FROM EXIT 150 TO EXIT 154	N2	50%	2.80	\$3.75	39000	2.39%	3.17%	6%	2.00%	1.50%	48338	40,086,941	49164	40,086,941	49164	40,787,843
Wilson	FROM EXIT 107 TO EXIT 116	C1	50%	2.80	\$3.75	36000	2.65%	3.14%	6%	2.00%	2.00%	38240	37,947,506	38814	38,516,719	38814	39,167,719
Johnston	FROM EXIT 81 TO EXIT 87	C2	50%	2.80	\$3.75	40000	3.01%	3.20%	6%	2.00%	1.50%	48904	48,529,276	49882	49,499,861	49882	49,499,861
Cumberland	FROM EXIT 56 TO EXIT 58	C3	50%	2.80	\$3.75	40000	0.37%	2.36%	6%	2.00%	1.00%	50887	50,596,675	51752	51,355,625	51752	51,355,625
Robeson	FROM EXIT 10 TO EXIT 14	S1	50%	2.80	\$3.75	34000	2.21%	2.42%	6%	1.50%	1.00%	40654	40,342,759	41061	40,746,187	41061	40,746,187
				\$0.09	\$0.12					Total		264734	\$262,706,745	264734	\$262,706,745	264734	\$262,706,745

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toll Plaza	Diversions Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013) per (n-1) axle	AADT 2015	Revenue (\$ in 2015)	AADT 2016	Revenue (\$ in 2016)	AADT 2017	Revenue (\$ in 2017)	AADT 2018	Revenue (\$ in 2018)	AADT 2019	Revenue (\$ in 2019)	AADT 2020	Revenue (\$ in 2020)
This toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter																	
Hallix	FROM EXIT 160 TO EXIT 168	N1	30%	2.80	\$3.75	51215	71,151,934	51983	72,219,213	52763	73,302,501	53554	74,402,039	54358	75,518,069	55173	76,650,841
Hallix	FROM EXIT 190 TO EXIT 164	N2	30%	2.80	\$3.75	49902	69,327,526	50650	70,367,498	51410	71,422,950	52181	72,494,294	52964	73,581,709	53758	74,685,434
Willson	FROM EXIT 107 TO EXIT 116	C1	30%	2.80	\$3.75	39396	54,732,257	39987	55,553,241	40587	56,386,540	41196	57,232,338	41814	58,090,823	42441	58,962,185
Johnston	FROM EXIT 81 TO EXIT 87	C2	30%	2.80	\$3.75	50879	70,685,802	51897	72,089,518	52935	73,541,508	53994	75,012,338	55074	76,512,585	56175	78,042,837
Cumberland	FROM EXIT 56 TO EXIT 58	C3	30%	2.80	\$3.75	52528	72,976,343	53316	74,070,988	54116	75,182,053	54928	76,308,783	55751	77,454,430	56588	78,616,247
Roberson	FROM EXIT 10 TO EXIT 14	S1	30%	2.80	\$3.75	41471	57,615,108	41886	58,191,269	42305	58,773,172	42728	59,360,904	43155	59,954,513	43587	60,554,058
							\$396,488,970		\$402,501,658		\$408,608,724		\$414,811,696		\$421,112,129		\$427,511,601
				\$0.09	\$0.12	285391		289719		294115		298580		303115		307721	
Hallix	FROM EXIT 160 TO EXIT 168	N1	40%	2.80	\$3.75	51215	60,987,372	51983	61,902,183	52763	62,830,715	53554	63,773,176	54358	64,729,774	55173	65,700,720
Hallix	FROM EXIT 150 TO EXIT 164	N2	40%	2.80	\$3.75	49902	59,423,593	50650	60,314,947	51410	61,219,671	52181	62,137,967	52964	63,070,036	53758	64,016,087
Willson	FROM EXIT 107 TO EXIT 116	C1	40%	2.80	\$3.75	39396	46,913,363	39987	47,617,054	40587	48,331,320	41196	49,056,289	41814	49,792,134	42441	50,539,016
Johnston	FROM EXIT 81 TO EXIT 87	C2	40%	2.80	\$3.75	50879	60,587,530	51897	61,799,587	52935	63,035,578	53994	64,298,290	55074	65,582,216	56175	66,893,860
Cumberland	FROM EXIT 56 TO EXIT 58	C3	40%	2.80	\$3.75	52528	62,551,151	53316	63,489,418	54116	64,441,759	54928	65,408,386	55751	66,389,512	56588	67,386,354
Roberson	FROM EXIT 10 TO EXIT 14	S1	40%	2.80	\$3.75	41471	49,384,379	41886	49,878,222	42305	50,377,005	42728	50,880,775	43155	51,389,582	43587	51,903,478
							\$339,847,668		\$346,001,421		\$350,236,049		\$355,552,863		\$360,953,253		\$366,438,515
				\$0.09	\$0.12	285391		289719		294115		298580		303115		307721	
Hallix	FROM EXIT 160 TO EXIT 168	N1	50%	2.80	\$3.75	51215	50,822,810	51983	51,585,152	52763	52,353,930	53554	53,144,314	54358	53,941,478	55173	54,750,600
Hallix	FROM EXIT 150 TO EXIT 164	N2	50%	2.80	\$3.75	49902	49,519,661	50650	50,262,456	51410	51,016,393	52181	51,781,639	52964	52,558,363	53758	53,346,739
Willson	FROM EXIT 107 TO EXIT 116	C1	50%	2.80	\$3.75	39396	39,094,468	39987	39,680,896	40587	40,276,100	41196	40,880,241	41814	41,493,445	42441	42,115,846
Johnston	FROM EXIT 81 TO EXIT 87	C2	50%	2.80	\$3.75	50879	50,488,858	51897	51,499,656	52935	52,529,649	53994	53,580,242	55074	54,651,846	56175	55,744,883
Cumberland	FROM EXIT 56 TO EXIT 58	C3	50%	2.80	\$3.75	52528	52,125,959	53316	52,807,848	54116	53,701,466	54928	54,506,988	55751	55,324,593	56588	56,154,462
Roberson	FROM EXIT 10 TO EXIT 14	S1	50%	2.80	\$3.75	41471	41,153,649	41886	41,565,185	42305	41,980,837	42728	42,400,646	43155	42,824,652	43587	43,252,899
							\$283,206,407		\$287,501,184		\$291,863,374		\$296,294,069		\$300,794,378		\$305,365,429
				\$0.09	\$0.12	285391		289719		294115		298580		303115		307721	

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toll Plazas	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	Assumed Growth Rates 2021-2030	2021		2022		2023		2024		2025		2026	
							Revenue (\$ in 2021)	AAADT	Revenue (\$ in 2022)	AAADT	Revenue (\$ in 2023)	AAADT	Revenue (\$ in 2024)	AAADT	Revenue (\$ in 2025)	AAADT	Revenue (\$ in 2026)	AAADT
Halifax	FROM EXIT 160 TO EXIT 168	N1	30%	2.80	\$3.75	1.00%	55725	56282	78,191,522	56845	76,973,438	57413	79,763,172	57987	80,560,804	58567	81,366,412	
	FROM EXIT 150 TO EXIT 164	N2	30%	2.80	\$3.75	1.00%	54296	54839	76,186,612	55387	76,948,478	55941	77,717,962	56501	78,495,142	57066	79,280,064	
	FROM EXIT 107 TO EXIT 116	C1	30%	2.80	\$3.75	1.00%	42865	43294	60,147,325	43727	60,748,798	44164	61,356,286	44606	61,969,849	45052	62,589,548	
	FROM EXIT 81 TO EXIT 87	C2	30%	2.80	\$3.75	1.50%	57018	57873	80,401,681	58741	81,607,707	59622	82,831,822	60516	84,074,300	61424	85,335,414	
	FROM EXIT 54 TO EXIT 58	C3	30%	2.80	\$3.75	1.00%	57154	57725	80,196,433	58302	80,998,398	58885	81,808,392	59474	82,626,465	60069	83,452,730	
Robeson	FROM EXIT 10 TO EXIT 14	S1	30%	2.80	\$3.75	1.00%	44022	44463	61,771,194	44907	62,388,906	45356	63,012,765	45810	63,642,923	46268	64,279,353	
				\$0.09	\$0.12		311080	314475	\$436,894,768	317910	\$441,665,724	321382	\$446,490,420	324894	\$451,368,483	328446	\$456,303,550	
Halifax	FROM EXIT 160 TO EXIT 168	N1	40%	2.80	\$3.75	1.00%	55725	56282	67,021,305	56845	67,691,518	57413	68,368,433	57987	69,052,117	58567	69,742,639	
	FROM EXIT 150 TO EXIT 164	N2	40%	2.80	\$3.75	1.00%	54296	54839	65,302,810	55387	65,955,838	55941	66,615,396	56501	67,281,550	57066	67,954,366	
	FROM EXIT 107 TO EXIT 116	C1	40%	2.80	\$3.75	1.00%	42865	43294	51,044,406	43727	52,070,398	44164	52,891,102	44606	53,117,013	45052	53,648,184	
	FROM EXIT 81 TO EXIT 87	C2	40%	2.80	\$3.75	1.50%	57018	57873	68,915,727	58741	69,949,463	59622	70,998,705	60516	72,063,685	61424	73,144,641	
	FROM EXIT 54 TO EXIT 58	C3	40%	2.80	\$3.75	1.00%	57154	57725	68,739,800	58302	69,427,199	58885	70,121,470	59474	70,822,685	60069	71,530,911	
Robeson	FROM EXIT 10 TO EXIT 14	S1	40%	2.80	\$3.75	1.00%	44022	44463	52,946,738	44907	53,476,205	45356	54,010,968	45810	54,551,077	46268	55,096,588	
				\$0.09	\$0.12		311080	314475	\$374,481,230	317910	\$378,570,621	321382	\$382,706,074	324894	\$386,898,129	328446	\$391,117,928	
Halifax	FROM EXIT 160 TO EXIT 168	N1	50%	2.80	\$3.75	1.00%	55725	56282	55,851,087	56845	56,409,598	57413	56,973,694	57987	57,543,431	58567	58,118,866	
	FROM EXIT 150 TO EXIT 164	N2	50%	2.80	\$3.75	1.00%	54296	54839	54,419,008	55387	54,963,199	55941	55,512,830	56501	56,067,959	57066	56,628,636	
	FROM EXIT 107 TO EXIT 116	C1	50%	2.80	\$3.75	1.00%	42865	43294	42,982,375	43727	43,391,969	44164	43,825,919	44606	44,284,178	45052	44,706,820	
	FROM EXIT 81 TO EXIT 87	C2	50%	2.80	\$3.75	1.50%	57018	57873	57,429,772	58741	58,291,219	59622	59,165,587	60516	60,053,071	61424	60,953,867	
	FROM EXIT 54 TO EXIT 58	C3	50%	2.80	\$3.75	1.00%	57154	57725	57,283,167	58302	57,855,998	58885	58,434,568	59474	59,018,904	60069	59,609,093	
Robeson	FROM EXIT 10 TO EXIT 14	S1	50%	2.80	\$3.75	1.00%	44022	44463	44,122,282	44907	44,563,505	45356	45,009,140	45810	45,459,231	46268	45,913,823	
				\$0.09	\$0.12		311080	314475	\$312,067,692	317910	\$315,475,517	321382	\$318,921,729	324894	\$322,406,774	328446	\$325,931,107	

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toll Plazas	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	AADT 2027	Revenue (\$ in 2027)	AADT 2028	Revenue (\$ in 2028)	AADT 2029	Revenue (\$ in 2029)	AADT 2030	Revenue (\$ in 2030)	Assumed Growth Rates 2031-2042	AADT 2031	Revenue (\$ in 2031)	AADT 2032	Revenue (\$ in 2032)
					This toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter													
Halifax	FROM EXIT 160 TO EXIT 168	N1	30%	2.80	\$3.75	59153	82,180,076	59744	83,001,877	60342	83,831,895	60945	84,670,214	1.00%	61555	85,516,917	62170	86,372,086
Halifax	FROM EXIT 150 TO EXIT 154	N2	30%	2.80	\$3.75	57636	80,072,894	58213	80,879,623	58795	81,682,360	59383	82,489,183	1.00%	59976	83,324,175	60576	84,157,417
Wilson	FROM EXIT 107 TO EXIT 116	C1	30%	2.80	\$3.75	46502	63,215,443	45957	63,847,597	46417	64,486,073	46881	65,130,934	1.00%	47350	65,782,243	47823	66,440,068
Johnston	FROM EXIT 81 TO EXIT 87	C2	30%	2.80	\$3.75	62346	86,615,445	63281	87,914,677	64230	89,233,397	65193	90,571,898	1.00%	65845	91,477,617	66504	92,392,393
Cumberland	FROM EXIT 56 TO EXIT 58	C3	30%	2.80	\$3.75	60670	84,287,257	61276	85,130,130	61889	85,981,431	62508	86,841,246	1.00%	63133	87,709,658	63764	88,586,755
Robeson	FROM EXIT 10 TO EXIT 14	S1	30%	2.80	\$3.75	46731	64,922,146	47198	65,571,368	47670	66,227,081	48147	66,889,352	1.00%	48628	67,558,246	49114	68,233,828
					\$461,293,262		\$466,359,272		\$471,442,238		\$476,602,828		\$481,368,856					\$486,182,544
				\$0.09	\$0.12	332037		335669		339343		343057			346488		349953	
Halifax	FROM EXIT 160 TO EXIT 168	N1	40%	2.80	\$3.75	59153	70,440,065	59744	71,144,466	60342	71,855,910	60945	72,574,469	1.00%	61555	73,300,214	62170	74,033,216
Halifax	FROM EXIT 150 TO EXIT 154	N2	40%	2.80	\$3.75	57636	68,633,910	58213	69,320,249	58795	70,013,451	59383	70,713,586	1.00%	59976	71,420,721	60576	72,134,929
Wilson	FROM EXIT 107 TO EXIT 116	C1	40%	2.80	\$3.75	46502	54,184,665	45957	54,726,512	46417	55,273,777	46881	55,826,515	1.00%	47350	56,384,780	47823	56,948,628
Johnston	FROM EXIT 81 TO EXIT 87	C2	40%	2.80	\$3.75	62346	74,241,810	63281	75,355,437	64230	76,485,769	65193	77,633,056	1.00%	65845	78,408,385	66504	79,193,480
Cumberland	FROM EXIT 56 TO EXIT 58	C3	40%	2.80	\$3.75	60670	72,246,221	61276	72,968,683	61889	73,698,370	62508	74,435,353	1.00%	63133	75,179,707	63764	75,931,504
Robeson	FROM EXIT 10 TO EXIT 14	S1	40%	2.80	\$3.75	46731	55,647,554	47198	56,204,029	47670	56,766,070	48147	57,333,730	1.00%	48628	57,907,068	49114	58,486,138
					\$395,394,225		\$399,718,376		\$404,093,347		\$408,516,709		\$412,601,876					\$416,727,895
				\$0.09	\$0.12	332037		335669		339343		343057			346488		349953	
Halifax	FROM EXIT 166 TO EXIT 168	N1	50%	2.80	\$3.75	59153	58,700,054	59744	59,287,055	60342	59,879,925	60945	60,478,725	1.00%	61555	61,083,512	62170	61,694,347
Halifax	FROM EXIT 150 TO EXIT 154	N2	50%	2.80	\$3.75	57636	57,194,925	58213	57,766,874	58795	58,344,543	59383	58,927,988	1.00%	59976	59,517,268	60576	60,112,441
Wilson	FROM EXIT 107 TO EXIT 116	C1	50%	2.80	\$3.75	46502	45,153,888	45957	45,605,427	46417	46,081,481	46881	46,522,096	1.00%	47350	46,987,317	47823	47,457,190
Johnston	FROM EXIT 81 TO EXIT 87	C2	50%	2.80	\$3.75	62346	61,868,175	63281	62,795,198	64230	63,738,141	65193	64,694,213	1.00%	65845	65,341,155	66504	65,994,567
Cumberland	FROM EXIT 56 TO EXIT 58	C3	50%	2.80	\$3.75	60670	60,205,184	61276	60,807,236	61889	61,415,308	62508	62,029,461	1.00%	63133	62,649,756	63764	63,276,253
Robeson	FROM EXIT 10 TO EXIT 14	S1	50%	2.80	\$3.75	46731	46,372,962	47198	46,836,691	47670	47,305,058	48147	47,778,109	1.00%	48628	48,255,890	49114	48,738,449
					\$329,495,187		\$333,099,480		\$336,744,456		\$340,430,591		\$343,834,897					\$347,273,246
				\$0.09	\$0.12	332037		335669		339343		343057			346488		349953	

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toll Plazas	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	AADT 2033	Revenue (\$ in 2033)	AADT 2034	Revenue (\$ in 2034)	AADT 2035	Revenue (\$ in 2035)	AADT 2036	Revenue (\$ in 2036)	AADT 2037	Revenue (\$ in 2037)	AADT 2038	Revenue (\$ in 2038)	AADT 2039	Revenue (\$ in 2039)
Halifax	FROM EXIT 160 TO EXIT 168	N1	30%	2.80	\$3.75	62792	87,235,807	63420	88,108,165	64054	88,989,246	64695	89,879,139	65342	90,777,930	65995	91,685,709	66655	92,602,567
	FROM EXIT 150 TO EXIT 164	N2	30%	2.80	\$3.75	61182	84,998,991	61784	85,848,981	62412	86,707,471	63036	87,574,645	63666	88,450,291	64303	89,334,794	64946	90,228,142
	FROM EXIT 107 TO EXIT 116	C1	30%	2.80	\$3.75	48302	67,104,467	48785	67,775,511	49272	68,453,266	49765	69,137,799	50263	69,829,177	50765	70,527,469	51273	71,232,743
	FROM EXIT 81 TO EXIT 97	C2	30%	2.80	\$3.75	67169	93,316,317	67840	94,249,480	68519	95,191,975	69204	96,143,995	69896	97,105,334	70595	98,076,387	71301	99,057,151
	FROM EXIT 66 TO EXIT 58	C3	30%	2.80	\$3.75	64402	89,472,622	65046	90,367,348	65697	91,271,022	66354	92,183,732	67017	93,105,569	67687	94,036,625	68364	94,976,991
Robberson	FROM EXIT 10 TO EXIT 14	S1	30%	2.80	\$3.75	49606	68,916,166	50102	69,605,328	50603	70,301,381	51109	71,004,395	51620	71,714,439	52136	72,431,584	52657	73,158,899
				\$0.09	\$0.12	353452	\$491,044,370	356987	\$495,954,814	360556	\$500,914,362	364162	\$505,923,505	367804	\$510,982,740	371482	\$516,092,568	375197	\$521,253,493
Halifax	FROM EXIT 160 TO EXIT 168	N1	40%	2.80	\$3.75	62792	74,773,548	63420	75,521,284	64054	76,276,497	64695	77,039,262	65342	77,809,854	65995	78,587,751	66655	79,373,628
	FROM EXIT 150 TO EXIT 164	N2	40%	2.80	\$3.75	61182	72,856,278	61784	73,584,841	62412	74,320,689	63036	75,063,986	63666	75,814,535	64303	76,572,680	64946	77,339,407
	FROM EXIT 107 TO EXIT 116	C1	40%	2.80	\$3.75	48302	57,518,114	48785	58,083,295	49272	58,674,228	49765	59,280,971	50263	59,953,580	50765	60,452,116	51273	61,066,837
	FROM EXIT 81 TO EXIT 97	C2	40%	2.80	\$3.75	67169	78,985,415	67840	80,785,289	68519	81,593,122	69204	82,409,053	69896	83,233,143	70595	84,065,475	71301	84,906,129
	FROM EXIT 66 TO EXIT 58	C3	40%	2.80	\$3.75	64402	76,690,819	65046	77,457,727	65697	78,232,304	66354	79,014,627	67017	79,804,774	67687	80,602,821	68364	81,408,850
Robberson	FROM EXIT 10 TO EXIT 14	S1	40%	2.80	\$3.75	49606	59,071,000	50102	59,661,710	50603	60,268,327	51109	60,880,910	51620	61,469,519	52136	62,084,214	52657	62,705,057
				\$0.09	\$0.12	353452	\$420,895,174	356987	\$425,104,126	360556	\$429,355,167	364162	\$433,648,719	367804	\$437,985,206	371482	\$442,365,958	375197	\$446,788,709
Halifax	FROM EXIT 160 TO EXIT 168	N1	50%	2.80	\$3.75	62792	62,311,260	63420	62,934,403	64054	63,563,747	64695	64,199,385	65342	64,841,379	65995	65,489,792	66655	66,144,890
	FROM EXIT 150 TO EXIT 164	N2	50%	2.80	\$3.75	61182	60,713,565	61784	61,320,701	62412	61,933,908	63036	62,553,247	63666	63,178,779	64303	63,810,567	64946	64,448,673
	FROM EXIT 107 TO EXIT 116	C1	50%	2.80	\$3.75	48302	47,931,762	48785	48,411,079	49272	48,895,190	49765	49,384,142	50263	49,877,984	50765	50,376,763	51273	50,880,531
	FROM EXIT 81 TO EXIT 97	C2	50%	2.80	\$3.75	67169	66,654,512	67840	67,321,057	68519	67,994,268	69204	68,674,211	69896	69,360,953	70595	70,054,562	71301	70,755,108
	FROM EXIT 66 TO EXIT 58	C3	50%	2.80	\$3.75	64402	63,909,016	65046	64,548,106	65697	65,193,587	66354	65,845,523	67017	66,503,978	67687	67,168,018	68364	67,840,708
Robberson	FROM EXIT 10 TO EXIT 14	S1	50%	2.80	\$3.75	49606	49,225,833	50102	49,718,091	50603	50,215,272	51109	50,717,425	51620	51,224,589	52136	51,736,845	52657	52,254,214
				\$0.09	\$0.12	353452	\$350,745,978	356987	\$354,253,438	360556	\$357,795,973	364162	\$361,373,932	367804	\$364,987,672	371482	\$368,637,548	375197	\$372,323,924

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toll Plazas	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	2040		2041		2042	
						AADT	Revenue (\$ in 2040)	AADT	Revenue (\$ in 2041)	AADT	Revenue (\$ in 2042)
Halifax	FROM EXIT 160 TO EXIT 168	N1	30%	2.80	\$3.75	67322	93,528,592	67965	94,483,878	68675	95,408,517
	FROM EXIT 150 TO EXIT 154	N2	30%	2.80	\$3.75	65595	91,130,423	66251	92,041,727	66914	92,962,145
	FROM EXIT 107 TO EXIT 116	C1	30%	2.80	\$3.75	51786	71,945,071	52304	72,664,522	52827	73,391,167
	FROM EXIT 81 TO EXIT 87	C2	30%	2.80	\$3.75	72014	100,047,723	72734	101,048,200	73461	102,056,882
	FROM EXIT 96 TO EXIT 98	C3	30%	2.80	\$3.75	69048	95,926,761	69738	96,888,029	70436	97,854,889
	FROM EXIT 10 TO EXIT 14	S1	30%	2.80	\$3.75	53184	73,987,458	53716	74,626,333	54253	75,372,586
				\$0.09	378948	\$526,466,028	382738	\$531,730,689	386565	\$537,047,995	
Halifax	FROM EXIT 160 TO EXIT 168	N1	40%	2.80	\$3.75	67322	80,167,365	67995	80,969,038	68675	81,778,729
	FROM EXIT 150 TO EXIT 154	N2	40%	2.80	\$3.75	65595	76,111,791	66251	76,892,909	66914	77,681,838
	FROM EXIT 107 TO EXIT 116	C1	40%	2.80	\$3.75	51786	61,667,204	52304	62,283,876	52827	62,906,714
	FROM EXIT 81 TO EXIT 87	C2	40%	2.80	\$3.75	72014	85,755,191	72734	86,612,743	73461	87,478,870
	FROM EXIT 96 TO EXIT 98	C3	40%	2.80	\$3.75	69048	82,222,938	69738	83,045,168	70436	83,875,619
	FROM EXIT 10 TO EXIT 14	S1	40%	2.80	\$3.75	53184	63,332,107	53716	63,965,428	54253	64,605,082
				\$0.09	378948	\$461,256,596	382738	\$455,769,162	386565	\$460,326,853	
Halifax	FROM EXIT 160 TO EXIT 168	N1	50%	2.80	\$3.75	67322	66,806,137	67995	67,474,199	68675	68,148,941
	FROM EXIT 150 TO EXIT 154	N2	50%	2.80	\$3.75	65595	65,093,159	66251	65,744,091	66914	66,401,532
	FROM EXIT 107 TO EXIT 116	C1	50%	2.80	\$3.75	51786	51,389,336	52304	51,903,230	52827	52,422,262
	FROM EXIT 81 TO EXIT 87	C2	50%	2.80	\$3.75	72014	71,462,659	72734	72,177,286	73461	72,899,058
	FROM EXIT 96 TO EXIT 98	C3	50%	2.80	\$3.75	69048	68,519,115	69738	69,204,306	70436	69,896,349
	FROM EXIT 10 TO EXIT 14	S1	50%	2.80	\$3.75	53184	52,776,756	53716	53,304,524	54253	53,837,569
				\$0.09	378948	\$376,047,163	382738	\$379,807,635	386565	\$383,805,711	

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toll Plaza	Diversions Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	Adjusted AADT For HAM2 2000	Historical Annual Growth Rates 1991-2000	Recent NCDOT Traffic Forecast Growth Rates	Inflation Rate	Assumed Growth Rates		Revenue (\$ in 2010)	Revenue (\$ in 2013)	Revenue (\$ in 2014)
										2000-2010	2011-2020			
<p>This toll is based on 3% index applied to 2003 toll rate rounded to the nearest quarter.</p> <p>% Trucks are at about 25% in 2003, so 15% very conservative for revenue predictions. See HAM1</p> <p>Low Growth Rates for Revenue - Decrease growth rate 0.5% every 10 yrs (1% min.)</p>														
Halifax	FROM EXIT 160 TO EXIT 168	N1	10%	3.40	\$4.50	39000	2.46%	3.20%	6%	2.00%	47541	101,901,884	106,556,597	108,154,946
Halifax	FROM EXIT 150 TO EXIT 154	N2	10%	3.40	\$4.50	38000	2.39%	3.17%	6%	2.00%	46322	99,289,015	103,824,376	105,381,742
Wilson	FROM EXIT 107 TO EXIT 116	C1	10%	3.40	\$4.50	30000	2.65%	3.14%	6%	2.00%	36570	78,386,065	81,966,613	83,196,112
Johnston	FROM EXIT 81 TO EXIT 87	C2	10%	3.40	\$4.50	36000	3.01%	3.20%	6%	2.50%	46083	98,777,276	104,823,235	106,919,700
Cumberland	FROM EXIT 58 TO EXIT 59	C3	10%	3.40	\$4.50	40000	0.37%	2.36%	6%	2.00%	48760	104,514,753	109,288,817	110,928,149
Robeson	FROM EXIT 10 TO EXIT 14	S1	10%	3.40	\$4.50	34000	2.21%	2.42%	6%	1.50%	39458	84,577,575	87,140,360	88,011,764
				\$0.11	\$0.15					Total	264734	\$567,446,568	\$593,599,999	\$602,592,413
Halifax	FROM EXIT 160 TO EXIT 168	N1	20%	3.40	\$4.50	39000	2.46%	3.20%	6%	2.00%	47541	90,579,453	94,716,975	96,137,729
Halifax	FROM EXIT 150 TO EXIT 154	N2	20%	3.40	\$4.50	38000	2.39%	3.17%	6%	2.00%	46322	88,256,903	92,288,334	93,672,660
Wilson	FROM EXIT 107 TO EXIT 116	C1	20%	3.40	\$4.50	30000	2.65%	3.14%	6%	2.00%	36570	69,676,502	72,859,211	73,952,100
Johnston	FROM EXIT 81 TO EXIT 87	C2	20%	3.40	\$4.50	36000	3.01%	3.20%	6%	2.50%	46083	87,802,023	93,176,209	95,039,733
Cumberland	FROM EXIT 58 TO EXIT 59	C3	20%	3.40	\$4.50	40000	0.37%	2.36%	6%	2.00%	48760	92,902,003	97,145,615	98,802,799
Robeson	FROM EXIT 10 TO EXIT 14	S1	20%	3.40	\$4.50	34000	2.21%	2.42%	6%	1.50%	39458	75,180,067	77,458,088	78,232,679
				\$0.11	\$0.15					Total	264734	\$504,396,950	\$527,644,443	\$536,637,700
Halifax	FROM EXIT 160 TO EXIT 168	N1	30%	3.40	\$4.50	39000	2.46%	3.20%	6%	2.00%	47541	79,257,021	82,877,353	84,120,513
Halifax	FROM EXIT 150 TO EXIT 154	N2	30%	3.40	\$4.50	38000	2.39%	3.17%	6%	2.00%	46322	77,224,790	80,752,283	81,963,577
Wilson	FROM EXIT 107 TO EXIT 116	C1	30%	3.40	\$4.50	30000	2.65%	3.14%	6%	2.00%	36570	60,966,939	63,751,810	64,798,087
Johnston	FROM EXIT 81 TO EXIT 87	C2	30%	3.40	\$4.50	36000	3.01%	3.20%	6%	2.50%	46083	76,826,770	81,529,183	83,159,767
Cumberland	FROM EXIT 58 TO EXIT 59	C3	30%	3.40	\$4.50	40000	0.37%	2.36%	6%	2.00%	48760	81,289,252	85,002,413	86,277,450
Robeson	FROM EXIT 10 TO EXIT 14	S1	30%	3.40	\$4.50	34000	2.21%	2.42%	6%	1.50%	39458	65,782,558	67,775,836	68,453,594
				\$0.11	\$0.15					Total	264734	\$441,347,331	\$461,688,688	\$468,682,988
Halifax	FROM EXIT 160 TO EXIT 168	N1	40%	3.40	\$4.50	39000	2.46%	3.20%	6%	2.00%	47541	67,934,590	71,037,731	72,103,297
Halifax	FROM EXIT 150 TO EXIT 154	N2	40%	3.40	\$4.50	38000	2.39%	3.17%	6%	2.00%	46322	66,192,677	69,216,251	70,254,495
Wilson	FROM EXIT 107 TO EXIT 116	C1	40%	3.40	\$4.50	30000	2.65%	3.14%	6%	2.00%	36570	52,267,377	54,644,409	55,464,075
Johnston	FROM EXIT 81 TO EXIT 87	C2	40%	3.40	\$4.50	36000	3.01%	3.20%	6%	2.50%	46083	65,851,517	69,882,157	71,278,800
Cumberland	FROM EXIT 58 TO EXIT 59	C3	40%	3.40	\$4.50	40000	0.37%	2.36%	6%	2.00%	48760	69,676,502	72,859,211	73,952,100
Robeson	FROM EXIT 10 TO EXIT 14	S1	40%	3.40	\$4.50	34000	2.21%	2.42%	6%	1.50%	39458	56,385,050	58,093,573	59,674,509
				\$0.11	\$0.15					Total	264734	\$378,287,712	\$395,733,332	\$401,728,275
Halifax	FROM EXIT 160 TO EXIT 168	N1	50%	3.40	\$4.50	39000	2.46%	3.20%	6%	2.00%	47541	56,612,158	59,198,109	60,086,081
Halifax	FROM EXIT 150 TO EXIT 154	N2	50%	3.40	\$4.50	38000	2.39%	3.17%	6%	2.00%	46322	55,160,584	57,680,209	58,545,412
Wilson	FROM EXIT 107 TO EXIT 116	C1	50%	3.40	\$4.50	30000	2.65%	3.14%	6%	2.00%	36570	43,547,814	45,537,007	46,220,062
Johnston	FROM EXIT 81 TO EXIT 87	C2	50%	3.40	\$4.50	36000	3.01%	3.20%	6%	2.50%	46083	54,876,284	58,235,131	59,399,833
Cumberland	FROM EXIT 58 TO EXIT 59	C3	50%	3.40	\$4.50	40000	0.37%	2.36%	6%	2.00%	48760	58,063,752	60,716,010	61,626,750
Robeson	FROM EXIT 10 TO EXIT 14	S1	50%	3.40	\$4.50	34000	2.21%	2.42%	6%	1.50%	39458	46,987,542	48,411,311	48,895,424
				\$0.11	\$0.15					Total	264734	\$315,248,094	\$329,177,777	\$334,773,563

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Toll Plazas	Diversions Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	This toll is based on 3% index applied to 2003 toll rate, rounded to the nearest quarter											
						AADT 2015	Revenue (\$ in 2015)	AADT 2016	Revenue (\$ in 2016)	AADT 2017	Revenue (\$ in 2017)	AADT 2018	Revenue (\$ in 2018)	AADT 2019	Revenue (\$ in 2019)	AADT 2020	Revenue (\$ in 2020)
Halifax	FROM EXIT 160 TO EXIT 168	N1	10%	3.40	\$4.50	51215	109,777,270	51983	111,423,929	52763	113,095,288	53554	114,791,717	54358	116,513,593	55173	118,261,297
	FROM EXIT 150 TO EXIT 154	N2	10%	3.40	\$4.50	49902	106,962,468	50650	108,566,905	51410	110,195,409	52181	111,848,340	52964	113,526,065	53758	115,228,966
	FROM EXIT 107 TO EXIT 116	C1	10%	3.40	\$4.50	39396	84,444,054	39987	85,710,715	40587	86,936,375	41196	88,301,321	41814	89,625,841	42441	90,970,228
	FROM EXIT 81 TO EXIT 87	C2	10%	3.40	\$4.50	50679	109,058,064	51897	111,238,256	52935	113,464,041	53994	115,733,322	55074	118,047,988	56175	120,408,948
	FROM EXIT 66 TO EXIT 58	C3	10%	3.40	\$4.50	52528	112,592,072	53316	114,280,953	54116	115,995,187	54928	117,735,095	55751	119,501,121	56588	121,293,638
Robeson	FROM EXIT 10 TO EXIT 14	S1	10%	3.40	\$4.50	41471	88,891,881	41886	89,780,800	42305	90,678,808	42728	91,585,394	43155	92,501,248	43587	93,426,261
							\$611,725,839		\$621,002,557		\$630,424,888		\$639,995,189		\$649,715,856		\$659,589,328
				\$0.15	\$0.15	285391		289719	294115	298580	303115	307721	312281	316996	321766	326591	331466
Halifax	FROM EXIT 160 TO EXIT 168	N1	20%	3.40	\$4.50	51215	97,579,795	51983	99,043,492	52763	100,529,145	53554	102,037,082	54358	103,567,636	55173	105,121,153
	FROM EXIT 150 TO EXIT 154	N2	20%	3.40	\$4.50	49902	95,077,749	50650	96,503,916	51410	97,951,474	52181	99,420,746	52964	100,912,058	53758	102,425,739
	FROM EXIT 107 TO EXIT 116	C1	20%	3.40	\$4.50	39396	75,061,381	39987	76,187,302	40587	77,330,111	41196	78,490,063	41814	79,667,414	42441	80,862,425
	FROM EXIT 81 TO EXIT 87	C2	20%	3.40	\$4.50	50679	96,940,528	51897	98,879,339	52935	100,856,925	53994	102,874,064	55074	104,931,545	56175	107,030,176
	FROM EXIT 66 TO EXIT 58	C3	20%	3.40	\$4.50	52528	100,081,841	53316	101,583,069	54116	103,106,815	54928	104,653,417	55751	106,223,219	56588	107,816,567
Robeson	FROM EXIT 10 TO EXIT 14	S1	20%	3.40	\$4.50	41471	79,015,006	41886	79,805,156	42305	80,603,207	42728	81,408,239	43155	82,223,332	43587	83,045,565
							\$543,756,301		\$552,002,273		\$560,377,678		\$568,884,612		\$577,525,205		\$586,301,825
				\$0.15	\$0.15	285391		289719	294115	298580	303115	307721	312281	316996	321766	326591	331466
Halifax	FROM EXIT 160 TO EXIT 168	N1	30%	3.40	\$4.50	51215	85,382,321	51983	86,663,056	52763	87,963,002	53554	89,282,447	54358	90,621,883	55173	91,981,009
	FROM EXIT 150 TO EXIT 154	N2	30%	3.40	\$4.50	49902	83,193,031	50650	84,440,926	51410	85,707,540	52181	86,993,153	52964	88,298,050	53758	89,622,521
	FROM EXIT 107 TO EXIT 116	C1	30%	3.40	\$4.50	39396	65,878,708	39987	66,683,889	40587	67,563,847	41196	68,478,805	41814	69,408,987	42441	70,354,622
	FROM EXIT 81 TO EXIT 87	C2	30%	3.40	\$4.50	50679	84,822,962	51897	86,519,421	52935	88,249,810	53994	90,014,808	55074	91,815,102	56175	93,651,404
	FROM EXIT 66 TO EXIT 58	C3	30%	3.40	\$4.50	52528	87,571,811	53316	88,885,185	54116	90,218,463	54928	91,571,740	55751	92,945,316	56588	94,339,496
Robeson	FROM EXIT 10 TO EXIT 14	S1	30%	3.40	\$4.50	41471	69,138,130	41886	69,829,511	42305	70,527,806	42728	71,233,084	43155	71,945,415	43587	72,664,869
							\$475,786,764		\$483,001,989		\$490,330,489		\$497,774,036		\$505,334,555		\$513,013,921
				\$0.15	\$0.15	285391		289719	294115	298580	303115	307721	312281	316996	321766	326591	331466
Halifax	FROM EXIT 160 TO EXIT 168	N1	40%	3.40	\$4.50	51215	73,184,847	51983	74,282,619	52763	75,396,859	53554	76,527,811	54358	77,675,728	55173	78,840,865
	FROM EXIT 150 TO EXIT 154	N2	40%	3.40	\$4.50	49902	71,308,312	50650	72,377,937	51410	73,463,606	52181	74,585,560	52964	75,684,043	53758	76,819,304
	FROM EXIT 107 TO EXIT 116	C1	40%	3.40	\$4.50	39396	56,296,036	39987	57,140,476	40587	57,987,584	41196	58,867,547	41814	59,750,560	42441	60,646,819
	FROM EXIT 81 TO EXIT 87	C2	40%	3.40	\$4.50	50679	72,705,396	51897	74,159,504	52935	75,642,684	53994	77,155,848	55074	78,698,059	56175	80,272,632
	FROM EXIT 66 TO EXIT 58	C3	40%	3.40	\$4.50	52528	75,061,381	53316	76,187,302	54116	77,330,111	54928	78,490,063	55751	79,667,414	56588	80,862,425
Robeson	FROM EXIT 10 TO EXIT 14	S1	40%	3.40	\$4.50	41471	59,261,254	41886	59,853,867	42305	60,452,406	42728	61,056,930	43155	61,667,499	43587	62,284,174
							\$407,817,226		\$414,001,705		\$420,283,259		\$428,663,459		\$433,143,904		\$439,726,218
				\$0.15	\$0.15	285391		289719	294115	298580	303115	307721	312281	316996	321766	326591	331466
Halifax	FROM EXIT 160 TO EXIT 168	N1	50%	3.40	\$4.50	51215	60,987,372	51983	61,902,183	52763	62,830,715	53554	63,773,176	54358	64,729,774	55173	65,700,720
	FROM EXIT 150 TO EXIT 154	N2	50%	3.40	\$4.50	49902	59,423,583	50650	60,314,947	51410	61,219,671	52181	62,137,957	52964	63,070,036	53758	64,016,087
	FROM EXIT 107 TO EXIT 116	C1	50%	3.40	\$4.50	39396	46,913,363	39987	47,617,084	40587	48,331,320	41196	49,056,289	41814	49,792,134	42441	50,539,016
	FROM EXIT 81 TO EXIT 87	C2	50%	3.40	\$4.50	50679	60,587,830	51897	61,799,587	52935	63,035,578	53994	64,296,290	55074	65,582,216	56175	66,893,860
	FROM EXIT 66 TO EXIT 58	C3	50%	3.40	\$4.50	52528	62,551,151	53316	63,489,418	54116	64,441,759	54928	65,408,396	55751	66,389,512	56588	67,385,354
Robeson	FROM EXIT 10 TO EXIT 14	S1	50%	3.40	\$4.50	41471	49,394,379	41886	49,876,222	42305	50,377,005	42728	50,880,775	43155	51,389,582	43587	51,903,478
							\$339,847,688		\$345,001,421		\$350,236,049		\$355,552,883		\$360,953,253		\$366,438,515
				\$0.15	\$0.15	285391		289719	294115	298580	303115	307721	312281	316996	321766	326591	331466

Gross Revenue Forecast For 6 Plaza Scenario

Table with columns: County, Location, Toll Plazas, Diversion Factor, Toll Rate (\$2003) per (n-1) axle, Toll Rate (2013\$) per (n-1) axle, Assumed Growth Rates 2021-2030, AADT 2021, Revenue (\$ in 2021), AADT 2022, Revenue (\$ in 2022), AADT 2023, Revenue (\$ in 2023), AADT 2024, Revenue (\$ in 2024), AADT 2025, Revenue (\$ in 2025), AADT 2026, Revenue (\$ in 2026)

Gross Revenue Forecast For 6 Plaza Scenario

		This toll is based on 3% index applied to 2003 toll rates, rounded to the nearest quarter																			
County	Location	Toll	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013) per (n-1) axle	Revenue (\$ in 2027)	AAAD 2027	Revenue (\$ in 2028)	AAAD 2028	Revenue (\$ in 2029)	AAAD 2029	Revenue (\$ in 2030)	AAAD 2030	Revenue (\$ in 2031)	AAAD 2031	Revenue (\$ in 2032)	AAAD 2032	Revenue (\$ in 2033)			
				\$0.15	\$0.15	\$711,709,605	46731	\$719,494,877	47198	\$727,368,025	48147	\$735,330,077	48628	\$742,683,378	49114	\$750,110,211	49695	\$757,542,610	50276		
Hallifax	FROM EXIT 160 TO EXIT 168	N1	10%	3.40	\$4.50	59153	60342	129,340,639	60945	130,634,045	61555	131,940,385	62170	133,259,789	62795	134,589,193	63420	135,928,597	64045	137,268,001	
Hallifax	FROM EXIT 150 TO EXIT 154	N2	10%	3.40	\$4.50	57636	58795	124,776,448	59383	127,284,454	59976	129,792,460	60569	132,300,466	61162	134,808,472	61755	137,326,478	62348	139,844,484	
Wilson	FROM EXIT 107 TO EXIT 116	G1	10%	3.40	\$4.50	45502	46417	98,507,722	46881	100,487,727	47350	102,467,732	47819	104,447,737	48288	106,427,742	48757	108,407,747	49226	110,387,752	
Johnston	FROM EXIT 81 TO EXIT 87	G2	10%	3.40	\$4.50	62346	63281	135,639,787	65193	139,739,500	68004	143,839,213	70815	147,938,926	73626	152,038,639	76437	156,138,352	79248	160,238,065	
Cumberland	FROM EXIT 56 TO EXIT 58	C3	10%	3.40	\$4.50	60670	61889	132,657,065	62508	134,983,636	63133	137,310,207	63758	139,636,778	64383	141,963,349	64998	144,219,920	65623	146,477,481	
Robeson	FROM EXIT 10 TO EXIT 14	S1	10%	3.40	\$4.50	46731	47670	101,167,263	48147	103,200,715	48628	105,234,167	49114	107,267,619	49595	109,301,071	50076	111,334,523	50557	113,368,075	
				\$0.11	\$0.15	\$332,037	332037	\$339,343	339343	\$346,648	346488	\$353,953	353953	\$361,258	361458	\$368,563	368953	\$375,868	375953	\$383,173	383953
Hallifax	FROM EXIT 160 TO EXIT 168	N1	20%	3.40	\$4.50	59153	60342	113,831,145	60945	116,119,151	61555	118,407,157	62170	120,695,163	62795	122,983,169	63420	125,271,175	64045	127,559,181	
Hallifax	FROM EXIT 150 TO EXIT 154	N2	20%	3.40	\$4.50	57636	58795	110,912,398	59383	113,141,737	59976	115,371,076	60569	117,600,415	61162	119,829,754	61755	122,059,093	62348	124,288,432	
Wilson	FROM EXIT 107 TO EXIT 116	G1	20%	3.40	\$4.50	45502	46417	87,562,419	46881	89,322,424	47350	91,082,429	47819	92,842,434	48288	94,602,439	48757	96,362,444	49226	98,122,449	
Johnston	FROM EXIT 81 TO EXIT 87	G2	20%	3.40	\$4.50	62346	63281	120,568,700	65193	124,212,889	68004	127,857,078	70815	131,501,267	73626	135,145,456	76437	138,789,645	79248	142,433,834	
Cumberland	FROM EXIT 56 TO EXIT 58	C3	20%	3.40	\$4.50	60670	61889	116,749,892	62508	119,086,565	63133	121,423,238	63758	123,759,911	64383	126,096,584	64998	128,433,257	65623	130,769,910	
Robeson	FROM EXIT 10 TO EXIT 14	S1	20%	3.40	\$4.50	46731	47670	89,926,447	48147	91,733,989	48628	93,541,531	49114	95,349,073	49595	97,156,615	50076	98,964,157	50557	100,771,699	
				\$0.11	\$0.15	\$332,037	332037	\$339,343	339343	\$346,648	346488	\$353,953	353953	\$361,258	361458	\$368,563	368953	\$375,868	375953	\$383,173	383953
Hallifax	FROM EXIT 160 TO EXIT 168	N1	30%	3.40	\$4.50	59153	60342	99,602,262	60945	101,604,257	61555	103,606,252	62170	105,608,247	62795	107,610,242	63420	109,612,237	64045	111,614,232	
Hallifax	FROM EXIT 150 TO EXIT 154	N2	30%	3.40	\$4.50	57636	58795	97,048,348	59383	99,999,020	59976	102,949,692	60569	105,900,364	61162	108,851,036	61755	111,801,708	62348	114,752,380	
Wilson	FROM EXIT 107 TO EXIT 116	G1	30%	3.40	\$4.50	45502	46417	76,617,117	46881	78,157,121	47350	79,697,125	47819	81,237,129	48288	82,777,133	48757	84,317,137	49226	85,857,141	
Johnston	FROM EXIT 81 TO EXIT 87	G2	30%	3.40	\$4.50	62346	63281	103,938,534	65193	108,686,278	68004	113,434,022	70815	118,179,766	73626	122,925,510	76437	127,671,254	79248	132,417,098	
Cumberland	FROM EXIT 56 TO EXIT 58	C3	30%	3.40	\$4.50	60670	61889	102,156,166	62508	104,209,495	63133	106,262,824	63758	108,316,153	64383	110,369,482	64998	112,422,811	65623	114,476,140	
Robeson	FROM EXIT 10 TO EXIT 14	S1	30%	3.40	\$4.50	46731	47670	78,665,641	48147	80,267,223	48628	81,868,805	49114	83,470,387	49595	85,071,969	50076	86,673,551	50557	88,275,133	
				\$0.11	\$0.15	\$332,037	332037	\$339,343	339343	\$346,648	346488	\$353,953	353953	\$361,258	361458	\$368,563	368953	\$375,868	375953	\$383,173	383953
Hallifax	FROM EXIT 160 TO EXIT 168	N1	40%	3.40	\$4.50	59153	60342	85,373,359	60945	87,089,363	61555	88,805,367	62170	90,521,371	62795	92,237,375	63420	93,953,379	64045	95,669,383	
Hallifax	FROM EXIT 150 TO EXIT 154	N2	40%	3.40	\$4.50	57636	58795	83,184,298	59383	84,856,303	59976	86,528,307	60569	88,200,311	61162	89,872,315	61755	91,534,319	62348	93,200,323	
Wilson	FROM EXIT 107 TO EXIT 116	G1	40%	3.40	\$4.50	45502	46417	65,671,815	46881	66,981,818	47350	68,291,821	47819	69,601,824	48288	70,911,827	48757	72,221,830	49226	73,531,833	
Johnston	FROM EXIT 81 TO EXIT 87	G2	40%	3.40	\$4.50	62346	63281	90,426,525	65193	93,159,667	68004	95,892,809	70815	98,625,951	73626	101,359,093	76437	104,092,235	79248	106,825,377	
Cumberland	FROM EXIT 56 TO EXIT 58	C3	40%	3.40	\$4.50	60670	61889	87,562,419	62508	89,322,424	63133	91,082,429	63758	92,842,434	64383	94,602,439	64998	96,362,444	65623	98,122,449	
Robeson	FROM EXIT 10 TO EXIT 14	S1	40%	3.40	\$4.50	46731	47670	67,444,835	48147	68,800,476	48628	70,156,117	49114	71,511,758	49595	72,867,399	50076	74,223,040	50557	75,578,681	
				\$0.11	\$0.15	\$332,037	332037	\$339,343	339343	\$346,648	346488	\$353,953	353953	\$361,258	361458	\$368,563	368953	\$375,868	375953	\$383,173	383953
Hallifax	FROM EXIT 160 TO EXIT 168	N1	50%	3.40	\$4.50	59153	60342	71,144,466	60945	72,574,469	61555	74,004,472	62170	75,434,475	62795	76,864,478	63420	78,294,481	64045	79,724,484	
Hallifax	FROM EXIT 150 TO EXIT 154	N2	50%	3.40	\$4.50	57636	58795	69,320,249	59383	70,713,586	59976	72,106,923	60569	73,500,260	61162	74,893,597	61755	76,286,934	62348	77,680,271	
Wilson	FROM EXIT 107 TO EXIT 116	G1	50%	3.40	\$4.50	45502	46417	54,726,512	46881	55,273,777	47350	55,821,042	47819	56,368,307	48288	56,915,572	48757	57,462,837	49226	57,950,102	
Johnston	FROM EXIT 81 TO EXIT 87	G2	50%	3.40	\$4.50	62346	63281	74,241,810	65193	77,633,056	68004	81,024,302	70815	84,415,548	73626	87,806,794	76437	91,198,040	79248	94,589,286	
Cumberland	FROM EXIT 56 TO EXIT 58	C3	50%	3.40	\$4.50	60670	61889	72,968,683	62508	74,435,353	63133	75,902,023	63758	77,368,693	64383	78,835,363	64998	80,302,033	65623	81,768,703	
Robeson	FROM EXIT 10 TO EXIT 14	S1	50%	3.40	\$4.50	46731	47670	56,204,029	48147	57,333,730	48628	58,463,431	49114	59,593,132	49595	60,722,833	50076	61,852,534	50557	62,982,235	
				\$0.11	\$0.15	\$332,037	332037	\$339,343	339343	\$346,648	346488	\$353,953	353953	\$361,258	361458	\$368,563	368953	\$375,868	375953	\$383,173	383953

Gross Revenue Forecast For 6 Plaza Scenario

County	Toll Plaza	Location	Diversions Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	AADT 2033	Revenue (\$ in 2033)	AADT 2034	Revenue (\$ in 2034)	AADT 2035	Revenue (\$ in 2035)	AADT 2036	Revenue (\$ in 2036)	AADT 2037	Revenue (\$ in 2037)	AADT 2038	Revenue (\$ in 2038)	AADT 2039	Revenue (\$ in 2039)
Halifax	N1	FROM EXIT 160 TO EXIT 166	10%	3.40	\$4.50	62792	134,592,387	63420	135,938,311	64054	137,297,694	64695	138,670,671	65342	140,057,378	65995	141,457,952	66655	142,872,531
	N2	FROM EXIT 160 TO EXIT 164	10%	3.40	\$4.50	61182	131,141,300	61794	132,452,713	62412	133,777,241	63036	135,115,013	63666	136,466,183	64303	137,830,825	64946	139,209,133
	C1	FROM EXIT 107 TO EXIT 116	10%	3.40	\$4.50	48302	103,532,606	48785	104,567,932	49272	105,613,611	49765	106,669,747	50263	107,736,445	50765	108,813,809	51273	109,901,947
	C2	FROM EXIT 81 TO EXIT 87	10%	3.40	\$4.50	67169	143,973,746	67840	145,413,484	68519	146,867,619	69204	148,336,295	69896	149,819,558	70595	151,317,855	71301	152,831,033
	C3	FROM EXIT 56 TO EXIT 58	10%	3.40	\$4.50	64402	138,043,474	65046	139,423,909	65697	140,818,148	66354	142,226,329	67017	143,648,593	67687	145,095,079	68364	146,576,929
Robson	S1	FROM EXIT 10 TO EXIT 14	10%	3.40	\$4.50	49606	106,327,800	50102	107,391,078	50603	108,464,988	51109	109,549,638	51620	110,645,195	52136	111,751,586	52657	112,869,102
				\$0.11	\$0.15	353452	\$757,811,313	356987	\$765,187,427	360556	\$772,839,301	364162	\$780,567,604	367804	\$788,373,371	371482	\$796,257,104	375197	\$804,219,676
Halifax	N1	FROM EXIT 160 TO EXIT 166	20%	3.40	\$4.50	62792	119,637,678	63420	120,834,054	64054	122,042,395	64695	123,262,819	65342	124,495,447	65995	125,740,401	66655	126,997,905
	N2	FROM EXIT 160 TO EXIT 164	20%	3.40	\$4.50	61182	116,570,045	61794	117,735,745	62412	118,913,103	63036	120,102,234	63666	121,303,256	64303	122,516,289	64946	123,741,452
	C1	FROM EXIT 107 TO EXIT 116	20%	3.40	\$4.50	48302	92,028,983	48785	92,949,273	49272	93,878,765	49765	94,817,553	50263	95,765,728	50765	96,723,386	51273	97,690,620
	C2	FROM EXIT 81 TO EXIT 87	20%	3.40	\$4.50	67169	127,976,064	67840	129,256,430	68519	130,548,994	69204	131,854,484	69896	133,173,029	70595	134,504,760	71301	135,849,807
	C3	FROM EXIT 56 TO EXIT 58	20%	3.40	\$4.50	64402	122,705,310	65046	123,932,363	65697	125,171,687	66354	126,423,404	67017	127,687,638	67687	128,964,514	68364	130,254,169
Robson	S1	FROM EXIT 10 TO EXIT 14	20%	3.40	\$4.50	49606	94,513,600	50102	95,458,736	50603	96,413,323	51109	97,377,456	51620	98,351,231	52136	99,334,743	52657	100,328,091
				\$0.11	\$0.15	353452	\$673,432,279	356987	\$680,166,601	360556	\$686,968,267	364162	\$693,837,950	367804	\$700,776,330	371482	\$707,784,093	375197	\$714,861,934
Halifax	N1	FROM EXIT 160 TO EXIT 166	30%	3.40	\$4.50	62792	104,682,968	63420	105,729,798	64054	106,787,066	64695	107,854,966	65342	108,933,516	65995	110,022,851	66655	111,123,080
	N2	FROM EXIT 160 TO EXIT 164	30%	3.40	\$4.50	61182	101,998,789	61794	103,016,777	62412	104,048,985	63036	105,098,455	63666	106,140,349	64303	107,201,753	64946	108,273,770
	C1	FROM EXIT 107 TO EXIT 116	30%	3.40	\$4.50	48302	80,525,380	48785	81,330,613	49272	82,143,920	49765	82,965,359	50263	83,795,012	50765	84,632,963	51273	85,479,292
	C2	FROM EXIT 81 TO EXIT 87	30%	3.40	\$4.50	67169	111,979,581	67840	113,099,378	68519	114,230,270	69204	115,372,674	69896	116,526,401	70595	117,691,665	71301	118,868,581
	C3	FROM EXIT 56 TO EXIT 58	30%	3.40	\$4.50	64402	107,367,147	65046	108,440,818	65697	109,525,226	66354	110,620,478	67017	111,726,683	67687	112,843,950	68364	113,972,390
Robson	S1	FROM EXIT 10 TO EXIT 14	30%	3.40	\$4.50	49606	82,699,400	50102	83,526,394	50603	84,361,658	51109	85,205,274	51620	86,057,327	52136	86,917,900	52657	87,787,079
				\$0.11	\$0.15	353452	\$589,253,244	356987	\$595,145,776	360556	\$601,097,234	364162	\$607,108,206	367804	\$613,179,288	371482	\$619,311,081	375197	\$625,504,192
Halifax	N1	FROM EXIT 160 TO EXIT 166	40%	3.40	\$4.50	62792	89,728,258	63420	90,625,541	64054	91,531,796	64695	92,447,114	65342	93,371,565	65995	94,305,301	66655	95,248,354
	N2	FROM EXIT 160 TO EXIT 164	40%	3.40	\$4.50	61182	87,427,534	61794	88,301,809	62412	89,194,827	63036	90,076,675	63666	90,977,442	64303	91,887,216	64946	92,806,069
	C1	FROM EXIT 107 TO EXIT 116	40%	3.40	\$4.50	48302	69,021,737	48785	69,711,954	49272	70,409,074	49765	71,113,165	50263	71,824,296	50765	72,542,539	51273	73,267,965
	C2	FROM EXIT 81 TO EXIT 87	40%	3.40	\$4.50	67169	95,982,498	67840	96,942,323	68519	97,911,746	69204	98,890,663	69896	99,879,772	70595	100,878,570	71301	101,887,355
	C3	FROM EXIT 56 TO EXIT 58	40%	3.40	\$4.50	64402	92,028,983	65046	92,949,273	65697	93,878,765	66354	94,817,553	67017	95,765,728	67687	96,723,386	68364	97,690,620
Robson	S1	FROM EXIT 10 TO EXIT 14	40%	3.40	\$4.50	49606	70,885,200	50102	71,584,052	50603	72,309,982	51109	73,033,092	51620	73,763,423	52136	74,501,057	52657	75,246,068
				\$0.11	\$0.15	353452	\$505,074,209	356987	\$510,124,951	360556	\$515,226,201	364162	\$520,378,463	367804	\$525,582,247	371482	\$530,838,070	375197	\$536,146,450
Halifax	N1	FROM EXIT 160 TO EXIT 166	50%	3.40	\$4.50	62792	74,773,548	63420	75,521,284	64054	76,276,487	64695	77,039,262	65342	77,809,654	65995	78,587,751	66655	79,373,628
	N2	FROM EXIT 160 TO EXIT 164	50%	3.40	\$4.50	61182	72,858,278	61794	73,584,841	62412	74,320,689	63036	75,063,896	63666	75,814,535	64303	76,572,980	64946	77,338,407
	C1	FROM EXIT 107 TO EXIT 116	50%	3.40	\$4.50	48302	57,518,114	48785	58,093,295	49272	58,674,228	49765	59,260,971	50263	59,853,580	50765	60,452,116	51273	61,056,637
	C2	FROM EXIT 81 TO EXIT 87	50%	3.40	\$4.50	67169	79,985,415	67840	80,765,269	68519	81,563,122	69204	82,409,053	69896	83,233,143	70595	84,065,475	71301	84,906,129
	C3	FROM EXIT 56 TO EXIT 58	50%	3.40	\$4.50	64402	75,690,819	65046	77,457,727	65697	78,232,304	66354	79,014,627	67017	79,804,774	67687	80,602,821	68364	81,408,850
Robson	S1	FROM EXIT 10 TO EXIT 14	50%	3.40	\$4.50	49606	59,071,000	50102	59,661,710	50603	60,268,327	51109	60,886,810	51620	61,469,519	52136	62,084,214	52657	62,705,057
				\$0.11	\$0.15	353452	\$420,895,174	356987	\$425,104,126	360556	\$429,355,167	364162	\$433,648,719	367804	\$437,985,206	371482	\$442,365,056	375197	\$446,788,709

Gross Revenue Forecast For 6 Plaza Scenario

County	Location	Plaza	Diversion Factor	Toll Rate (\$2003) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	Revenue (\$ in 2040)		Revenue (\$ in 2041)		Revenue (\$ in 2042)	
						AADT 2040	Revenue	AADT 2041	Revenue	AADT 2042	Revenue
Halifax	FROM EXIT 160 TO EXIT 168	N1	10%	3.40	\$4.50	67322	144,301,256	67995	145,744,269	68675	147,201,712
	FROM EXIT 150 TO EXIT 154	N2	10%	3.40	\$4.50	65595	140,601,224	66251	142,007,237	66914	143,427,309
	FROM EXIT 107 TO EXIT 119	C1	10%	3.40	\$4.50	51786	111,000,967	52304	112,110,976	52827	113,232,096
	FROM EXIT 81 TO EXIT 87	C2	10%	3.40	\$4.50	72014	154,359,343	72734	155,902,937	73461	157,461,966
	FROM EXIT 56 TO EXIT 58	C3	10%	3.40	\$4.50	69048	148,001,289	69738	149,481,302	70436	150,976,115
Robeson	FROM EXIT 10 TO EXIT 14	S1	10%	3.40	\$4.50	53184	113,997,793	53716	115,137,771	54253	116,289,148
				\$0.11	\$0.15	378948	\$812,261,872	382738	\$820,384,491	386565	\$828,588,336
Halifax	FROM EXIT 160 TO EXIT 168	N1	20%	3.40	\$4.50	67322	128,267,784	67995	129,550,461	68675	130,845,966
	FROM EXIT 150 TO EXIT 154	N2	20%	3.40	\$4.50	65595	124,978,866	66251	126,228,655	66914	127,490,941
	FROM EXIT 107 TO EXIT 119	C1	20%	3.40	\$4.50	51786	98,667,526	52304	99,654,201	52827	100,650,743
	FROM EXIT 81 TO EXIT 87	C2	20%	3.40	\$4.50	72014	137,208,305	72734	138,590,388	73461	139,966,192
	FROM EXIT 56 TO EXIT 58	C3	20%	3.40	\$4.50	69048	131,556,701	69738	132,872,268	70436	134,200,991
Robeson	FROM EXIT 10 TO EXIT 14	S1	20%	3.40	\$4.50	53184	101,331,371	53716	102,344,685	54253	103,368,132
				\$0.11	\$0.15	378948	\$722,010,553	382738	\$729,230,669	386565	\$736,522,965
Halifax	FROM EXIT 160 TO EXIT 168	N1	30%	3.40	\$4.50	67322	112,234,311	67995	113,356,664	68675	114,480,220
	FROM EXIT 150 TO EXIT 154	N2	30%	3.40	\$4.50	65595	109,358,508	66251	110,450,073	66914	111,554,574
	FROM EXIT 107 TO EXIT 119	C1	30%	3.40	\$4.50	51786	86,334,085	52304	87,197,426	52827	88,069,400
	FROM EXIT 81 TO EXIT 87	C2	30%	3.40	\$4.50	72014	120,057,267	72734	121,257,840	73461	122,470,418
	FROM EXIT 56 TO EXIT 58	C3	30%	3.40	\$4.50	69048	115,112,113	69738	116,263,235	70436	117,425,867
Robeson	FROM EXIT 10 TO EXIT 14	S1	30%	3.40	\$4.50	53184	88,664,950	53716	89,551,599	54253	90,447,115
				\$0.11	\$0.15	378948	\$631,759,234	382738	\$639,076,826	386565	\$644,457,595
Halifax	FROM EXIT 160 TO EXIT 168	N1	40%	3.40	\$4.50	67322	96,200,838	67995	97,162,846	68675	98,134,474
	FROM EXIT 150 TO EXIT 154	N2	40%	3.40	\$4.50	65595	93,734,150	66251	94,671,491	66914	95,618,206
	FROM EXIT 107 TO EXIT 119	C1	40%	3.40	\$4.50	51786	74,000,644	52304	74,740,651	52827	75,488,057
	FROM EXIT 81 TO EXIT 87	C2	40%	3.40	\$4.50	72014	102,906,229	72734	103,935,291	73461	104,974,644
	FROM EXIT 56 TO EXIT 58	C3	40%	3.40	\$4.50	69048	98,687,526	69738	99,654,201	70436	100,650,743
Robeson	FROM EXIT 10 TO EXIT 14	S1	40%	3.40	\$4.50	53184	75,998,529	53716	76,758,514	54253	77,526,099
				\$0.11	\$0.15	378948	\$541,507,915	382738	\$546,922,994	386565	\$552,392,224
Halifax	FROM EXIT 160 TO EXIT 168	N1	50%	3.40	\$4.50	67322	80,167,365	67995	80,969,038	68675	81,778,729
	FROM EXIT 150 TO EXIT 154	N2	50%	3.40	\$4.50	65595	78,111,791	66251	78,892,909	66914	79,681,838
	FROM EXIT 107 TO EXIT 119	C1	50%	3.40	\$4.50	51786	61,667,204	52304	62,283,876	52827	62,906,714
	FROM EXIT 81 TO EXIT 87	C2	50%	3.40	\$4.50	72014	85,755,191	72734	86,612,743	73461	87,478,870
	FROM EXIT 56 TO EXIT 58	C3	50%	3.40	\$4.50	69048	82,222,938	69738	83,045,168	70436	83,875,619
Robeson	FROM EXIT 10 TO EXIT 14	S1	50%	3.40	\$4.50	53184	63,332,107	53716	63,965,428	54253	64,605,082
				\$0.11	\$0.15	378948	\$451,266,596	382738	\$455,769,162	386565	\$460,326,853

Gross Revenue Forecasts 2-Plaza Scenario

Gross Revenue Forecast For 2 Plaza Scenario

County	Location	Toll Plaza	Toll Rate (2013)	Diversion Factor	Assumed Growth Rates 2021-2030	Revenue (\$ in 2020)	AAAD 2020	Revenue (\$ in 2021)	AAAD 2021	Revenue (\$ in 2022)	AAAD 2022	Revenue (\$ in 2023)	AAAD 2023	Revenue (\$ in 2024)	AAAD 2024	Revenue (\$ in 2025)	AAAD 2025	Revenue (\$ in 2026)	AAAD 2026	Revenue (\$ in 2027)	AAAD 2027	Revenue (\$ in 2028)	AAAD 2028	Revenue (\$ in 2029)	AAAD 2029	Revenue (\$ in 2030)	
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$4.50	30%	1.00%	94,339,496	56588	95,262,891	57725	96,235,720	58302	97,198,077	58885	98,170,058	59474	99,151,758	60069	100,143,276	60670	101,144,709	61276	102,156,156	61889	103,177,717	61889	103,177,717	
Robeson	FROM EXIT 10 TO EXIT 14	S1	\$4.50	30%	1.00%	72,868,989	43587	73,391,518	44463	74,125,133	44907	74,868,888	45356	75,615,355	45810	76,371,908	46268	77,135,273	46731	77,908,575	47198	78,685,841	47670	79,472,488	47670	79,472,488	
						\$167,004,366	100174	\$169,674,409	101176	\$170,381,153	102188	\$172,066,785	102422	\$173,785,412	10284	\$175,523,287	103337	\$177,279,989	103400	\$179,051,284	103474	\$180,841,787	103559	\$182,650,215	103559	\$182,650,215	
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$4.50	40%	1.00%	80,862,425	56588	81,671,049	57725	82,487,760	58302	83,312,638	58885	84,145,764	59474	84,987,222	60069	85,837,094	60670	86,695,465	61276	87,562,419	61889	88,438,044	61889	88,438,044	
Robeson	FROM EXIT 10 TO EXIT 14	S1	\$4.50	40%	1.00%	62,284,174	43587	62,907,016	44463	63,536,086	44907	64,171,447	45356	64,813,161	45810	65,461,293	46268	66,115,908	46731	66,777,065	47198	67,444,835	47670	68,119,284	47670	68,119,284	
						\$143,146,599	100174	\$144,578,065	101176	\$146,023,846	102188	\$147,484,084	102422	\$148,958,925	10284	\$150,448,514	103337	\$151,952,959	103400	\$153,472,255	103474	\$155,007,255	103559	\$156,557,327	103559	\$156,557,327	
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$4.50	50%	1.00%	67,385,354	56588	68,059,208	57725	68,739,800	58302	69,427,198	58885	70,121,470	59474	70,822,885	60069	71,530,911	60670	72,246,221	61276	72,968,883	61889	73,698,370	61889	73,698,370	
Robeson	FROM EXIT 10 TO EXIT 14	S1	\$4.50	50%	1.00%	51,903,478	43587	52,422,513	44463	52,946,738	44907	53,476,205	45356	54,010,968	45810	54,551,977	46268	55,098,588	46731	55,647,584	47198	56,204,029	47670	56,766,070	47670	56,766,070	
						\$119,288,833	100174	\$120,481,721	101176	\$121,686,538	102188	\$122,903,403	102422	\$124,132,437	10284	\$125,373,762	103337	\$126,627,489	103400	\$127,893,774	103474	\$129,172,712	103559	\$130,464,439	103559	\$130,464,439	
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$0.05	60%	1.00%	40,431,213	56588	40,896,525	57725	41,243,880	58302	41,656,318	58885	42,072,892	59474	42,489,811	60069	42,918,547	60670	43,347,732	61276	43,781,210	61889	44,219,022	61889	44,219,022	
Robeson	FROM EXIT 10 TO EXIT 14	S1	\$0.05	60%	1.00%	31,142,087	43587	31,453,508	44463	31,768,043	44907	32,085,723	45356	32,406,581	45810	32,730,646	46268	33,057,853	46731	33,388,532	47198	33,722,418	47670	34,059,542	47670	34,059,542	
						\$71,573,300	100174	\$72,349,333	101176	\$73,011,923	102188	\$73,742,042	102422	\$74,479,462	10284	\$75,224,257	103337	\$75,975,500	103400	\$76,736,265	103474	\$77,503,627	103559	\$78,278,664	103559	\$78,278,664	
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$7.50	30%	1.00%	167,232,493	56588	168,004,818	57725	168,792,887	58302	169,596,795	58885	170,416,763	59474	171,252,931	60069	172,106,480	60670	172,976,515	61276	173,862,260	61889	174,763,622	61889	174,763,622	
Robeson	FROM EXIT 10 TO EXIT 14	S1	\$7.50	30%	1.00%	121,105,118	43587	122,319,197	44463	123,542,389	44907	124,777,813	45356	126,025,591	45810	127,285,847	46268	128,558,705	46731	129,844,292	47198	131,142,735	47670	132,454,163	47670	132,454,163	
						\$278,340,609	100174	\$280,324,015	101176	\$282,335,276	102188	\$284,374,608	102422	\$286,442,354	10284	\$288,538,684	103337	\$290,663,185	103400	\$292,825,210	103474	\$295,024,995	103559	\$297,258,825	103559	\$297,258,825	
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$7.50	40%	1.00%	134,770,709	56588	135,118,416	57725	135,479,600	58302	135,854,386	58885	140,242,840	59474	141,645,269	60069	143,061,823	60670	144,492,441	61276	145,937,269	61889	147,396,739	61889	147,396,739	
Robeson	FROM EXIT 10 TO EXIT 14	S1	\$7.50	40%	1.00%	103,805,956	43587	104,845,026	44463	105,895,476	44907	106,952,411	45356	108,021,935	45810	109,102,154	46268	110,193,178	46731	111,295,108	47198	112,408,059	47670	113,532,139	47670	113,532,139	
						\$238,577,665	100174	\$240,363,442	101176	\$242,375,076	102188	\$244,806,807	102422	\$248,264,875	10284	\$250,747,424	103337	\$253,254,989	103400	\$255,797,549	103474	\$258,376,424	103559	\$260,992,879	103559	\$260,992,879	
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$0.08	50%	1.00%	112,308,924	56588	113,432,013	57725	114,566,333	58302	115,711,997	58885	116,869,117	59474	118,037,808	60069	119,218,188	60670	120,410,268	61276	121,614,471	61889	122,830,816	61889	122,830,816	
Robeson	FROM EXIT 10 TO EXIT 14	S1	\$0.08	50%	1.00%	85,505,797	43587	87,370,855	44463	89,244,564	44907	91,127,009	45356	93,018,279	45810	94,918,462	46268	96,827,688	46731	98,746,867	47198	100,676,108	47670	102,615,424	47670	102,615,424	
						\$198,814,721	100174	\$200,802,868	101176	\$202,810,897	102188	\$204,839,006	102422	\$206,887,386	10284	\$208,955,270	103337	\$211,045,852	103400	\$213,158,281	103474	\$215,287,654	103559	\$217,431,248	103559	\$217,431,248	
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$7.50	60%	1.00%	89,847,139	56588	90,745,610	57725	91,653,067	58302	92,568,587	58885	93,495,283	59474	94,430,246	60069	95,374,549	60670	96,328,294	61276	97,281,577	61889	98,244,493	61889	98,244,493	
Robeson	FROM EXIT 10 TO EXIT 14	S1	\$7.50	60%	1.00%	69,204,638	43587	69,896,684	44463	70,595,651	44907	71,301,607	45356	72,014,523	45810	72,734,770	46268	73,462,117	46731	74,196,739	47198	74,938,708	47670	75,688,093	47670	75,688,093	
						\$159,051,777	100174	\$160,642,294	101176	\$162,248,717	102188	\$163,871,205	102422	\$165,509,917	10284	\$167,163,016	103337	\$168,836,666	103400	\$170,525,033	103474	\$172,237,283	103559	\$173,952,586	103559	\$173,952,586	
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$7.50	70%	1.00%	67,385,354	56588	68,059,208	57725	68,739,800	58302	69,427,198	58885	70,121,470	59474	70,822,885	60069	71,530,911	60670	72,246,221	61276	72,968,883	61889	73,698,370	61889	73,698,370	
Robeson	FROM EXIT 10 TO EXIT 14	S1	\$7.50	70%	1.00%	51,903,478	43587	52,422,513	44463	52,946,738	44907	53,476,205	45356	54,010,968	45810	54,551,977	46268	55,098,588	46731	55,647,584	47198	56,204,029	47670	56,766,070	47670	56,766,070	
						\$119,288,833	100174	\$120,481,721	101176	\$121,686,538	102188	\$122,903,403	102422	\$124,132,437	10284	\$125,373,762	103337	\$126,627,489	103400	\$127,893,774	103474	\$129,172,712	103559	\$130,464,439	103559	\$130,464,439	

Gross Revenue Forecast For 2 Plaza Scenario

County	Location	Toll Plaza	Toll Rate (2003\$) per (ft-1) axle	Toll Rate (2013\$) per (ft-1) axle	Diversion Factor	AADT 2020	Revenue (\$ in 2020)	Assumed Growth Rates 2021-2042	AADT 2031	Revenue (\$ in 2031)	AADT 2032	Revenue (\$ in 2032)	AADT 2033	Revenue (\$ in 2033)	AADT 2034	Revenue (\$ in 2034)	AADT 2035	Revenue (\$ in 2035)	AADT 2036	Revenue (\$ in 2036)	AADT 2037	Revenue (\$ in 2037)	AADT 2038	Revenue (\$ in 2038)
Halifax	FROM EXIT 173 TO EXIT 176	N1	3.30	\$4.50	30%	62508	104,208,495	1.00%	63133	105,251,590	63764	106,304,705	64402	107,357,747	65046	108,440,818	65697	109,525,226	66354	110,620,478	67017	111,726,683	67687	112,843,950
Robeson	FROM EXIT 10 TO EXIT 14	S1	3.30	\$4.50	30%	48147	80,287,223	1.00%	48628	81,069,895	49114	81,860,554	49606	82,659,400	50102	83,426,394	50603	84,261,658	51109	85,205,274	51620	86,057,327	52136	86,917,900
			\$0.04	\$0.05		110655	\$184,476,717		111761	\$186,321,484	112879	\$188,164,869	114008	\$190,066,546	115148	\$191,967,212	116299	\$193,886,804	117462	\$195,826,753	118637	\$197,784,010	119823	\$199,761,650
Halifax	FROM EXIT 173 TO EXIT 176	N1	3.30	\$4.50	40%	62508	89,322,424	1.00%	63133	90,215,648	63764	91,117,805	64402	92,028,853	65046	92,949,273	65697	93,878,765	66354	94,817,553	67017	95,766,728	67687	96,723,396
Robeson	FROM EXIT 10 TO EXIT 14	S1	3.30	\$4.50	40%	48147	68,800,476	1.00%	48628	69,488,481	49114	70,183,368	49606	70,885,200	50102	71,594,052	50603	72,308,892	51109	73,033,092	51620	73,763,423	52136	74,501,057
			\$0.04	\$0.05		110655	\$158,122,900		111761	\$159,704,129	112879	\$161,301,171	114008	\$162,914,182	115148	\$164,543,324	116299	\$166,188,758	117462	\$167,850,645	118637	\$169,529,152	119823	\$171,224,443
Halifax	FROM EXIT 173 TO EXIT 176	N1	3.30	\$4.50	50%	62508	74,435,353	1.00%	63133	75,179,707	63764	75,931,504	64402	76,680,819	65046	77,457,727	65697	78,232,304	66354	79,014,827	67017	79,804,774	67687	80,602,821
Robeson	FROM EXIT 10 TO EXIT 14	S1	3.30	\$4.50	50%	48147	57,333,730	1.00%	48628	57,907,068	49114	58,486,138	49606	59,071,000	50102	59,661,710	50603	60,258,327	51109	60,860,910	51620	61,469,519	52136	62,084,214
			\$0.04	\$0.05		110655	\$131,769,084		111761	\$133,086,775	112879	\$134,417,642	114008	\$135,761,819	115148	\$137,119,437	116299	\$138,480,631	117462	\$139,875,538	118637	\$141,274,293	119823	\$142,687,096
Halifax	FROM EXIT 173 TO EXIT 176	N1	3.30	\$4.50	60%	62508	59,545,283	1.00%	63133	60,143,765	63764	60,745,203	64402	61,352,655	65046	61,966,182	65697	62,585,844	66354	63,211,702	67017	63,843,818	67687	64,482,257
Robeson	FROM EXIT 10 TO EXIT 14	S1	3.30	\$4.50	60%	48147	45,868,984	1.00%	48628	46,325,654	49114	46,788,911	49606	47,256,800	50102	47,729,368	50603	48,206,681	51109	48,688,728	51620	49,175,615	52136	49,667,372
			\$0.04	\$0.05		110655	\$105,415,267		111761	\$106,469,420	112879	\$107,534,114	114008	\$108,609,455	115148	\$109,696,950	116299	\$110,792,505	117462	\$111,900,430	118637	\$113,019,434	119823	\$114,149,629
Halifax	FROM EXIT 173 TO EXIT 176	N1	3.30	\$4.50	70%	62508	44,861,212	1.00%	63133	45,107,824	63764	45,556,902	64402	46,014,481	65046	46,474,836	65697	46,939,383	66354	47,408,776	67017	47,882,864	67687	48,361,693
Robeson	FROM EXIT 10 TO EXIT 14	S1	3.30	\$4.50	70%	48147	34,400,238	1.00%	48628	34,744,241	49114	35,091,683	49606	35,442,600	50102	35,797,028	50603	36,154,988	51109	36,516,546	51620	36,881,712	52136	37,250,525
			\$0.04	\$0.05		110655	\$79,081,450		111761	\$79,852,065	112879	\$80,650,585	114008	\$81,457,091	115148	\$82,271,862	116299	\$83,094,379	117462	\$83,925,923	118637	\$84,764,576	119823	\$85,612,222
Halifax	FROM EXIT 173 TO EXIT 176	N1	5.50	\$7.50	30%	62508	173,682,491	1.00%	63133	175,419,316	63764	177,173,509	64402	178,945,244	65046	180,734,697	65697	182,542,044	66354	184,367,464	67017	186,211,139	67687	188,073,250
Robeson	FROM EXIT 10 TO EXIT 14	S1	5.50	\$7.50	30%	48147	133,778,704	1.00%	48628	135,116,491	49114	136,467,666	49606	137,832,333	50102	139,210,696	50603	140,602,763	51109	142,009,790	51620	143,428,878	52136	144,853,167
			\$0.06	\$0.08		110655	\$307,461,195		111761	\$310,535,807	112879	\$313,641,165	114008	\$316,777,577	115148	\$319,945,363	116299	\$323,144,806	117462	\$326,376,254	118637	\$329,640,017	119823	\$332,936,417
Halifax	FROM EXIT 173 TO EXIT 176	N1	5.50	\$7.50	40%	62508	148,870,707	1.00%	63133	150,359,414	63764	151,863,008	64402	153,381,638	65046	154,915,454	65697	156,464,609	66354	158,029,255	67017	159,609,547	67687	161,205,643
Robeson	FROM EXIT 10 TO EXIT 14	S1	5.50	\$7.50	40%	48147	114,867,461	1.00%	48628	115,814,135	49114	116,872,277	49606	117,940,000	50102	119,023,420	50603	120,116,864	51109	121,221,820	51620	122,339,039	52136	123,468,429
			\$0.06	\$0.08		110655	\$283,638,167		111761	\$286,173,549	112879	\$288,835,285	114008	\$291,523,637	115148	\$294,239,874	116299	\$296,981,263	117462	\$299,751,076	118637	\$302,548,586	119823	\$305,374,072
Halifax	FROM EXIT 173 TO EXIT 176	N1	5.50	\$7.50	50%	62508	124,058,922	1.00%	63133	125,299,511	63764	126,562,507	64402	127,848,032	65046	129,156,212	65697	130,487,174	66354	131,841,046	67017	133,207,966	67687	134,588,058
Robeson	FROM EXIT 10 TO EXIT 14	S1	5.50	\$7.50	50%	48147	95,556,217	1.00%	48628	96,511,780	49114	97,476,897	49606	98,451,668	50102	99,438,183	50603	100,430,545	51109	101,434,850	51620	102,449,199	52136	103,473,691
			\$0.06	\$0.08		110655	\$219,615,140		111761	\$221,811,291	112879	\$224,028,404	114008	\$226,269,696	115148	\$228,532,395	116299	\$230,817,719	117462	\$233,125,666	118637	\$235,457,155	119823	\$237,811,726
Halifax	FROM EXIT 173 TO EXIT 176	N1	5.50	\$7.50	60%	62508	99,247,138	1.00%	63133	100,239,609	63764	101,242,005	64402	102,254,425	65046	103,276,870	65697	104,309,739	66354	105,352,837	67017	106,406,365	67687	107,470,429
Robeson	FROM EXIT 10 TO EXIT 14	S1	5.50	\$7.50	60%	48147	76,444,974	1.00%	48628	77,209,424	49114	77,981,518	49606	78,761,333	50102	79,548,946	50603	80,344,436	51109	81,147,880	51620	81,959,359	52136	82,778,953
			\$0.06	\$0.08		110655	\$175,692,112		111761	\$177,449,033	112879	\$179,223,523	114008	\$181,015,758	115148	\$182,825,916	116299	\$184,654,175	117462	\$186,500,717	118637	\$188,365,724	119823	\$190,249,381
Halifax	FROM EXIT 173 TO EXIT 176	N1	5.50	\$7.50	70%	62508	74,435,353	1.00%	63133	75,179,707	63764	75,931,504	64402	76,680,819	65046	77,457,727	65697	78,232,304	66354	79,014,827	67017	79,804,774	67687	80,602,821
Robeson	FROM EXIT 10 TO EXIT 14	S1	5.50	\$7.50	70%	48147	57,333,730	1.00%	48628	57,907,068	49114	58,486,138	49606	59,071,000	50102	59,661,710	50603	60,258,327	51109	60,860,910	51620	61,469,519	52136	62,084,214
			\$0.06	\$0.08		110655	\$131,769,084		111761	\$133,086,775	112879	\$134,417,642	114008	\$135,761,819	115148	\$137,119,437	116299	\$138,480,631	117462	\$139,875,538	118637	\$141,274,293	119823	\$142,687,096

Gross Revenue Forecast For 2 Plaza Scenario

County	Location	Toll Plaza	Toll Rate (2003\$)	Toll Rate (2013\$)	Diversion Factor	AADT 2039	Revenue (\$ in 2039)	AADT 2040	Revenue (\$ in 2040)	AADT 2041	Revenue (\$ in 2041)	AADT 2042	Revenue (\$ in 2042)
Halifax	FROM EXIT 173 TO EXIT 176	N1	3.30	\$4.50	30%	68364	113,972,390	69048	115,112,113	69738	116,293,235	70436	117,425,867
	FROM EXIT 10 TO EXIT 14	S1	3.30	\$4.50	30%	52857	87,787,078	53184	88,684,950	53716	89,581,599	54253	90,447,115
Robeson							\$201,759,469		\$203,777,063		\$205,814,834		\$207,872,982
			\$0.04	\$0.05		121021		122232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	3.30	\$4.50	40%	68364	97,690,620	69048	99,667,526	69738	99,654,201	70436	100,650,743
	FROM EXIT 10 TO EXIT 14	S1	3.30	\$4.50	40%	52857	75,246,088	53184	75,998,528	53716	76,758,514	54253	77,526,089
Robeson							\$172,936,698		\$174,666,054		\$176,412,715		\$178,176,842
			\$0.04	\$0.05		121021		122232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	3.30	\$4.50	50%	68364	81,408,850	69048	82,222,938	69738	83,045,168	70436	83,875,619
	FROM EXIT 10 TO EXIT 14	S1	3.30	\$4.50	50%	52857	62,705,057	53184	63,332,107	53716	63,965,428	54253	64,605,082
Robeson							\$144,113,908		\$145,555,045		\$147,010,596		\$148,480,702
			\$0.04	\$0.05		121021		122232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	3.30	\$4.50	60%	68364	65,427,080	69048	65,778,351	69738	66,438,134	70436	67,100,485
	FROM EXIT 10 TO EXIT 14	S1	3.30	\$4.50	60%	52857	50,184,045	53184	50,685,696	53716	51,172,343	54253	51,684,088
Robeson							\$115,291,125		\$116,444,036		\$117,608,477		\$118,784,581
			\$0.04	\$0.05		121021		122232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	3.30	\$4.50	70%	68364	49,845,310	69048	49,333,763	69738	48,827,101	70436	50,325,372
	FROM EXIT 10 TO EXIT 14	S1	3.30	\$4.50	70%	52857	37,823,034	53184	37,999,284	53716	38,379,257	54253	38,763,049
Robeson							\$86,468,344		\$87,333,027		\$88,206,357		\$89,088,421
			\$0.04	\$0.05		121021		122232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	5.50	\$7.50	30%	68364	189,953,983	69048	191,853,522	69738	193,772,058	70436	195,709,778
	FROM EXIT 10 TO EXIT 14	S1	5.50	\$7.50	30%	52857	146,311,799	53184	147,774,917	53716	149,252,666	54253	150,745,192
Robeson							\$336,265,781		\$339,628,439		\$343,024,723		\$346,454,871
			\$0.06	\$0.08		121021		122232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	5.50	\$7.50	40%	68364	162,817,899	69048	164,445,876	69738	166,090,335	70436	167,751,238
	FROM EXIT 10 TO EXIT 14	S1	5.50	\$7.50	40%	52857	125,410,113	53184	126,664,214	53716	127,930,856	54253	129,210,165
Robeson							\$288,227,813		\$291,110,091		\$294,021,192		\$296,961,403
			\$0.06	\$0.08		121021		122232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	5.50	\$7.50	50%	68364	135,881,416	69048	137,038,230	69738	138,408,813	70436	139,792,699
	FROM EXIT 10 TO EXIT 14	S1	5.50	\$7.50	50%	52857	104,508,428	53184	105,553,512	53716	106,609,047	54253	107,675,137
Robeson							\$240,189,844		\$242,591,742		\$245,017,860		\$247,467,836
			\$0.06	\$0.08		121021		122232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	5.50	\$7.50	60%	68364	108,545,133	69048	109,630,584	69738	110,726,890	70436	111,834,159
	FROM EXIT 10 TO EXIT 14	S1	5.50	\$7.50	60%	52857	83,606,742	53184	84,442,810	53716	85,287,238	54253	86,140,110
Robeson							\$192,151,875		\$194,073,394		\$196,014,128		\$197,974,269
			\$0.06	\$0.08		121021		122232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	5.50	\$7.50	70%	68364	81,408,850	69048	82,222,938	69738	83,045,168	70436	83,875,619
	FROM EXIT 10 TO EXIT 14	S1	5.50	\$7.50	70%	52857	62,705,057	53184	63,332,107	53716	63,965,428	54253	64,605,082
Robeson							\$144,113,908		\$145,555,045		\$147,010,596		\$148,480,702
			\$0.06	\$0.08		121021		122232		123454		124689	

Gross Revenue Forecast For 2 Plaza Scenario

County	Location	Toll Plaza	Toll Rate (2003\$) per (ft-1) axle	Toll Rate (2013\$) per (ft-1) axle	Diversion Factor	Adjusted For HAM2 AADT 2009	% Trucks	Assumed Growth Rates 2009-2010	Assumed Growth Rates 2011-2020	Revenue (\$ in 2010)	AAADT 2010	Revenue (\$ in 2015)	AAADT 2015	Revenue (\$ in 2016)	AAADT 2016	Revenue (\$ in 2017)	AAADT 2017	Revenue (\$ in 2018)	AAADT 2018	Revenue (\$ in 2019)	AAADT 2019	Revenue (\$ in 2020)
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$5.00	\$5.00	30%	40000	15%	2.00%	1.50%	162,578,505	48760	175,143,223	52528	177,770,371	54116	180,436,926	54928	183,143,480	54928	185,890,833	55751	188,637,686
		S1	\$9.00	\$9.00	30%	34000	15%	1.50%	1.00%	131,585,117	39458	139,276,260	41471	139,850,023	42305	141,056,613	42728	142,468,169	43155	143,980,831	43582	145,503,493
		Total	\$0.10	\$0.10						\$294,143,622	88218	\$313,419,483	93999	\$317,620,394	96421	\$321,493,539	97655	\$325,390,325	98406	\$329,281,463	99156	\$333,181,509
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$5.00	\$5.00	40%	40000	15%	2.00%	1.50%	138,253,004	48760	150,122,762	52528	152,374,604	54116	154,680,223	54928	156,990,128	54928	159,304,828	55751	161,619,528
		S1	\$9.00	\$9.00	40%	34000	15%	1.50%	1.00%	112,776,100	39458	117,349,016	41471	119,707,734	42305	120,904,811	42728	122,113,859	43155	123,334,988	43582	124,566,117
		Total	\$0.10	\$0.10						\$251,029,104	88218	\$267,471,778	93999	\$272,082,338	96421	\$275,585,034	97655	\$279,094,947	98406	\$282,608,816	99156	\$286,123,715
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$9.00	\$9.00	50%	40000	15%	2.00%	1.50%	116,727,503	48760	125,102,302	52528	126,870,838	54116	128,643,519	54928	130,416,200	54928	132,188,881	55751	133,961,562
		S1	\$9.00	\$9.00	50%	34000	15%	1.50%	1.00%	93,975,083	39458	98,788,757	41471	99,756,445	42305	100,754,069	42728	101,751,549	43155	102,749,029	43582	103,746,509
		Total	\$0.10	\$0.10						\$210,702,586	88218	\$223,891,059	93999	\$226,627,283	96421	\$229,397,588	97655	\$232,171,749	98406	\$234,957,590	99156	\$237,698,031
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$9.00	\$9.00	60%	40000	15%	2.00%	1.50%	92,942,003	48760	100,081,841	52528	101,583,069	54116	103,106,815	54928	104,653,417	54928	106,222,219	55751	107,818,420
		S1	\$9.00	\$9.00	60%	34000	15%	1.50%	1.00%	75,180,067	39458	79,015,006	41471	79,805,156	42305	80,603,207	42728	81,409,239	43155	82,223,332	43582	83,046,445
		Total	\$0.10	\$0.10						\$168,122,070	88218	\$179,096,847	93999	\$181,388,225	96421	\$183,710,022	97655	\$186,062,656	98406	\$188,446,650	99156	\$190,834,865
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$8.30	\$11.25	70%	40000	15%	2.00%	1.50%	89,676,502	48760	75,061,381	52528	76,167,302	54116	77,330,111	54928	78,553,416	54928	79,827,321	55751	81,152,426
		S1	\$8.30	\$11.25	70%	34000	15%	1.50%	1.00%	56,385,050	39458	59,261,264	41471	59,853,967	42305	60,452,406	42728	61,052,930	43155	61,659,489		
		Total	\$0.09	\$0.12						\$128,061,552	88218	\$134,322,645	93999	\$136,021,269	96421	\$137,782,517	97655	\$139,545,893	98406	\$141,331,913	99156	\$143,131,915
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$8.30	\$11.25	80%	40000	15%	2.00%	1.50%	203,223,131	48760	218,929,928	52528	222,212,864	54116	225,546,158	54928	228,929,350	54928	232,363,291	55751	235,846,682
		S1	\$8.30	\$11.25	80%	34000	15%	1.50%	1.00%	164,466,396	39458	172,845,325	41471	174,573,778	42305	176,348,516	42728	178,169,211	43155	179,983,538		
		Total	\$0.09	\$0.12						\$367,679,527	88218	\$391,774,353	93999	\$396,836,642	96421	\$401,894,674	97655	\$407,112,062	98406	\$412,250,229	99156	\$417,330,220
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$8.30	\$11.25	40%	40000	15%	2.00%	1.50%	174,191,255	48760	187,853,453	52528	190,468,255	54116	193,032,278	54928	195,546,158	54928	198,000,516	55751	200,404,864
		S1	\$8.30	\$11.25	40%	34000	15%	1.50%	1.00%	140,962,625	39458	148,153,136	41471	149,634,667	42305	151,131,014	42728	152,642,324	43155	154,181,747		
		Total	\$0.09	\$0.12						\$315,153,880	88218	\$335,996,589	93999	\$340,102,922	96421	\$344,163,292	97655	\$348,187,874	98406	\$352,186,511	99156	\$356,156,511
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$8.30	\$11.25	50%	40000	15%	2.00%	1.50%	145,159,379	48760	156,377,877	52528	158,723,545	54116	161,104,388	54928	163,520,985	54928	165,973,779	55751	168,462,831
		S1	\$8.30	\$11.25	50%	34000	15%	1.50%	1.00%	117,468,854	39458	123,460,846	41471	124,895,568	42305	126,374,511	42728	127,901,537	43155	129,470,956		
		Total	\$0.09	\$0.12						\$262,628,234	88218	\$279,838,723	93999	\$283,619,113	96421	\$287,478,900	97655	\$291,322,522	98406	\$295,151,487	99156	\$298,973,787
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$8.30	\$11.25	60%	40000	15%	2.00%	1.50%	118,127,503	48760	126,102,302	52528	128,253,488	54116	130,446,128	54928	132,673,779	54928	134,936,831	55751	137,230,583
		S1	\$8.30	\$11.25	60%	34000	15%	1.50%	1.00%	93,875,083	39458	98,788,757	41471	99,756,445	42305	100,754,069	42728	101,751,549	43155	102,749,029		
		Total	\$0.09	\$0.12						\$212,002,586	88218	\$224,891,059	93999	\$228,009,933	96421	\$231,197,197	97655	\$234,395,328	98406	\$237,605,612	99156	\$240,819,612
Halifax	FROM EXIT 173 TO EXIT 176	N1	\$8.30	\$11.25	70%	40000	15%	2.00%	1.50%	87,085,628	48760	93,975,083	52528	95,234,127	54116	96,520,985	54928	97,844,321	54928	99,203,146	55751	100,596,271
		S1	\$8.30	\$11.25	70%	34000	15%	1.50%	1.00%	70,481,313	39458	74,076,568	41471	74,817,334	42305	75,585,507	42728	76,374,374	43155	77,143,441		
		Total	\$0.09	\$0.12						\$157,566,941	88218	\$168,051,651	93999	\$170,051,461	96421	\$171,916,732	97655	\$173,717,771	98406	\$175,459,712	99156	\$177,149,753

Gross Revenue Forecast For 2 Plaza Scenario

County	Localities	Toll Plaza	Toll Rate (2003\$)	Toll Rate (2013\$)	Diversion Factor	AADT 2020	Revenue (\$ in 2020)	Assumed Growth Rates 2021-2030	AADT 2021	Revenue (\$ in 2021)	AADT 2022	Revenue (\$ in 2022)	Revenue (\$ in 2023)	AADT 2024	Revenue (\$ in 2024)	AADT 2025	Revenue (\$ in 2025)	Revenue (\$ in 2026)	AADT 2027	Revenue (\$ in 2027)	AADT 2028	Revenue (\$ in 2028)	Revenue (\$ in 2029)	Revenue (\$ in 2030)			
Halifax	FROM EXIT 173 TO EXIT 176	N1	6.75	\$9.00	30%	56588	158,878,892	1.00%	57154	190,585,792	57725	192,471,440	58902	194,396,154	58885	198,340,116	59474	198,303,517	60069	202,269,418	61276	204,312,312	61889	206,355,435			
		S1	6.75	\$9.00	30%	43587	145,229,738	1.00%	44022	146,783,036	44463	148,250,867	44907	149,733,375	45356	151,230,708	45810	152,743,016	46268	154,276,446	46731	155,813,151	47198	157,371,282	47670	158,944,965	
Robeson	FROM EXIT 10 TO EXIT 14						\$334,008,731			\$337,348,818		\$340,722,907	\$344,129,530		\$347,570,625		\$351,046,553		\$354,556,998		\$358,102,566		\$361,693,594		\$365,300,430		
			\$0.10	\$0.10		100174			101176		102188		103210	104242		105284		106337		107400		108474		109559			
Halifax	FROM EXIT 173 TO EXIT 176	N1	6.75	\$9.00	40%	56588	161,724,850	1.00%	57154	163,342,068	57725	164,975,620	58302	166,625,275	58885	168,291,528	59474	169,974,443	60069	171,674,188	60670	173,390,929	61276	175,124,839	61889	176,876,067	
		S1	6.75	\$9.00	40%	43587	124,650,348	1.00%	44022	125,814,031	44463	127,072,171	44907	128,342,893	45356	129,626,322	45810	130,922,565	46268	132,231,811	46731	133,554,128	47198	134,899,671	47670	136,238,567	
Robeson	FROM EXIT 10 TO EXIT 14						\$286,293,198			\$289,156,130		\$292,047,681	\$294,968,168		\$297,917,850		\$300,897,028		\$303,905,999		\$306,945,059		\$310,014,509		\$313,114,654		
			\$0.10	\$0.10		100174			101176		102188		103210	104242		105284		106337		107400		108474		109559			
Halifax	FROM EXIT 173 TO EXIT 176	N1	6.75	\$9.00	50%	56588	134,710,709	1.00%	57154	136,118,416	57725	137,479,600	58302	138,854,396	58885	140,242,840	59474	141,646,369	60069	143,061,823	60670	144,492,441	61276	145,937,966	61889	147,396,739	
		S1	6.75	\$9.00	50%	43587	103,806,956	1.00%	44022	104,845,026	44463	105,893,478	44907	106,952,411	45356	108,021,935	45810	109,102,154	46268	110,193,176	46731	111,296,108	47198	112,408,059	47670	113,532,139	
Robeson	FROM EXIT 10 TO EXIT 14						\$238,577,665			\$240,963,442		\$243,373,076	\$245,806,807		\$248,264,875		\$250,747,524		\$253,254,999		\$255,787,549		\$258,345,424		\$260,928,879		
			\$0.10	\$0.10		100174			101176		102188		103210	104242		105284		106337		107400		108474		109559			
Halifax	FROM EXIT 173 TO EXIT 176	N1	6.75	\$9.00	60%	56588	107,816,667	1.00%	57154	108,894,733	57725	109,983,680	58302	111,083,517	58885	112,194,352	59474	113,316,295	60069	114,448,459	60670	115,583,963	61276	116,749,892	61889	117,917,391	
		S1	6.75	\$9.00	60%	43587	83,045,565	1.00%	44022	83,876,021	44463	84,714,781	44907	85,561,929	45356	86,417,548	45810	87,281,724	46268	88,154,541	46731	89,036,086	47198	89,926,447	47670	90,825,712	
Robeson	FROM EXIT 10 TO EXIT 14						\$190,892,132			\$192,770,763		\$194,698,461	\$196,645,445		\$198,611,900		\$200,596,019		\$202,600,999		\$204,625,859		\$206,676,340		\$208,749,193		
			\$0.10	\$0.10		100174			101176		102188		103210	104242		105284		106337		107400		108474		109559			
Halifax	FROM EXIT 173 TO EXIT 176	N1	6.75	\$9.00	70%	56588	80,862,425	1.00%	57154	81,871,049	57725	82,887,760	58302	83,921,638	58885	84,984,764	59474	86,078,222	60069	87,202,094	60670	88,356,265	61276	89,540,819	61889	90,755,244	
		S1	6.75	\$9.00	70%	43587	62,284,174	1.00%	44022	62,907,016	44463	63,536,096	44907	64,171,447	45356	64,813,161	45810	65,461,283	46268	66,115,906	46731	66,777,065	47198	67,444,835	47670	68,119,284	
Robeson	FROM EXIT 10 TO EXIT 14						\$143,146,599			\$144,579,065		\$146,023,848	\$147,484,084		\$148,958,925		\$150,448,514		\$151,952,989		\$153,472,529		\$155,007,255		\$156,557,327		
			\$0.10	\$0.10		100174			101176		102188		103210	104242		105284		106337		107400		108474		109559			
Halifax	FROM EXIT 173 TO EXIT 176	N1	6.30	\$11.25	30%	56588	235,848,740	1.00%	57154	238,207,228	57725	240,589,300	58302	242,995,193	58885	245,425,145	59474	247,879,396	60069	250,358,190	60670	252,861,772	61276	255,390,390	61889	257,944,294	
		S1	6.30	\$11.25	30%	43587	181,852,174	1.00%	44022	183,476,795	44463	185,133,553	44907	186,830,396	45356	188,568,396	45810	190,328,770	46268	192,128,056	46731	193,964,439	47198	195,812,068	47670	197,681,244	
Robeson	FROM EXIT 10 TO EXIT 14						\$417,510,814			\$421,866,023		\$426,302,883	\$430,761,912		\$434,463,531		\$438,408,168		\$443,196,248		\$447,628,211		\$452,104,493		\$456,625,538		
			\$0.12	\$0.12		100174			101176		102188		103210	104242		105284		106337		107400		108474		109559			
Halifax	FROM EXIT 173 TO EXIT 176	N1	8.30	\$11.25	40%	56588	202,456,083	1.00%	57154	204,177,624	57725	205,919,400	58302	208,281,594	58885	210,364,410	59474	212,488,054	60069	214,692,734	60670	216,939,682	61276	218,906,048	61889	221,095,109	
		S1	8.30	\$11.25	40%	43587	155,710,435	1.00%	44022	157,267,539	44463	158,940,214	44907	160,426,618	45356	162,032,903	45810	163,853,232	46268	165,286,764	46731	166,942,662	47198	168,612,068	47670	170,290,209	
Robeson	FROM EXIT 10 TO EXIT 14						\$357,856,488			\$361,445,163		\$365,059,514	\$368,710,210		\$372,397,312		\$376,121,266		\$379,862,489		\$383,681,323		\$387,518,137		\$391,399,318		
			\$0.12	\$0.12		100174			101176		102188		103210	104242		105284		106337		107400		108474		109559			
Halifax	FROM EXIT 173 TO EXIT 176	N1	8.30	\$11.25	50%	56588	168,463,386	1.00%	57154	170,148,020	57725	171,849,500	58302	173,567,995	58885	175,303,675	59474	177,056,712	60069	178,827,279	60670	180,616,551	61276	182,421,707	61889	184,245,924	
		S1	8.30	\$11.25	50%	43587	129,758,686	1.00%	44022	131,056,282	44463	132,366,845	44907	133,690,514	45356	135,027,419	45810	136,377,693	46268	137,741,470	46731	139,118,985	47198	140,510,074	47670	141,915,174	
Robeson	FROM EXIT 10 TO EXIT 14						\$298,222,081			\$301,204,302		\$304,216,345	\$307,259,599		\$310,331,094		\$313,434,405		\$316,568,749		\$319,734,436		\$322,931,780		\$326,161,069		
			\$0.12	\$0.12		100174			101176		102188		103210	104242		105284		106337		107400		108474		109559			
Halifax	FROM EXIT 173 TO EXIT 176	N1	8.30	\$11.25	60%	56588	134,770,709	1.00%	57154	136,118,416	57725	137,479,600	58302	138,854,396	58885	140,242,840	59474	141,646,369	60069	143,061,823	60670	144,492,441	61276	145,937,966	61889	147,396,739	
		S1	8.30	\$11.25	60%	43587	103,806,956	1.00%	44022	104,845,026	44463	105,893,478	44907	106,952,411	45356	108,021,935	45810	109,102,154	46268	110,193,176	46731	111,296,108	47198	112,408,059	47670	113,532,139	
Robeson	FROM EXIT 10 TO EXIT 14						\$238,577,665			\$240,963,442		\$243,373,076	\$245,806,807		\$248,264,875		\$250,747,524		\$253,254,999		\$255,787,549		\$258,345,424		\$260,928,879		
			\$0.12	\$0.12		100174			101176		102188		103210	104242		105284		106337		107400		108474		109559			
Halifax	FROM EXIT 173 TO EXIT 176	N1	8.30	\$11.25	70%	56588	101,078,031	1.00%	57154	102,086,812	57725	103,108,700	58302	104,140,797	58885	105,182,205	59474	106,234,027	60069	107,295,367	60670	108,369,331	61276	109,453,024	61889	110,547,554	
		S1	8.30	\$11.25	70%	43587	77,855,217	1.00%	44022	78,633,769	44463	79,420,107	44907	80,214,308	45356	81,016,451	45810	81,825,616	46268	82,644,892	46731	83,471,331	47198	84,306,044	47670	85,149,106	
Robeson	FROM EXIT 10 TO EXIT 14						\$176,933,249			\$180,722,581		\$184,555,105	\$188,439,843		\$192,370,658		\$196,359,659		\$200,303,643		\$204,312,519		\$208,381,286		\$212,509,945		
			\$0.12	\$0.12		100174			101176		102188		103210	104242		105284		106337		107400		108474		109559			

Gross Revenue Forecast For 2 Plaza Scenario

County	Location	Toll Plaza	Toll Rate (2003\$) per (in-1) axle	Division Factor	AADT 2030	Revenue (\$ in 2030)	Assumed Growth Rates 2031-2042	AADT 2031	Revenue (\$ in 2031)	AADT 2032	Revenue (\$ in 2032)	AADT 2033	Revenue (\$ in 2033)	AADT 2034	Revenue (\$ in 2034)	AADT 2035	Revenue (\$ in 2035)	AADT 2036	Revenue (\$ in 2036)	AADT 2037	Revenue (\$ in 2037)	AADT 2038	Revenue (\$ in 2038)
Halifax Robeson	FROM EXIT 173 TO EXIT 176 FROM EXIT 10 TO EXIT 14	N1	\$9.00	30%	62508	208,418,989	1.00%	63133	210,503,179	63764	212,609,211	64402	214,734,293	65046	216,861,636	65697	218,990,462	66354	221,240,967	67017	223,453,366	67687	225,687,900
		S1	\$9.00	30%	48147	160,534,445	1.00%	48628	162,139,790	49114	163,761,167	49606	165,398,799	50102	167,032,787	50603	168,723,315	51109	170,410,548	51620	172,114,654	52136	173,836,900
			\$0.10		110655	\$365,963,434		111761	\$372,642,969	112879	\$379,369,398	114008	\$386,133,092	115148	\$392,934,423	116299	\$399,773,768	117462	\$406,664,505	118637	\$413,589,020	119823	\$420,514,500
Halifax Robeson	FROM EXIT 173 TO EXIT 176 FROM EXIT 10 TO EXIT 14	N1	\$9.00	40%	62508	178,644,848	1.00%	63133	180,431,296	63764	182,235,609	64402	184,057,965	65046	185,896,545	65697	187,757,531	66354	189,635,106	67017	191,531,457	67687	193,446,772
		S1	\$9.00	40%	48147	137,600,963	1.00%	48628	139,976,963	49114	140,366,732	49606	141,770,399	50102	143,188,103	50603	144,619,984	51109	146,068,164	51620	147,526,046	52136	149,002,116
			\$0.10		110655	\$316,245,811		111761	\$319,408,269	112879	\$322,602,342	114008	\$325,826,355	115148	\$329,086,648	116299	\$332,377,515	117462	\$335,701,290	118637	\$339,050,303	119823	\$342,448,896
Halifax Robeson	FROM EXIT 173 TO EXIT 176 FROM EXIT 10 TO EXIT 14	N1	\$9.00	50%	62508	148,870,707	1.00%	63133	150,369,414	63764	151,863,008	64402	153,361,638	65046	154,861,454	65697	156,364,909	66354	157,871,664	67017	159,381,407	67687	160,892,943
		S1	\$9.00	50%	48147	114,687,461	1.00%	48628	116,814,135	49114	118,972,277	49606	121,142,000	50102	123,333,420	50603	125,546,664	51109	127,781,075	51620	129,999,038	52136	132,282,267
			\$0.10		110655	\$263,558,167		111761	\$268,835,295	112879	\$274,152,628	114008	\$279,523,637	115148	\$284,948,078	116299	\$290,368,573	117462	\$295,841,253	118637	\$301,369,342	119823	\$306,948,210
Halifax Robeson	FROM EXIT 173 TO EXIT 176 FROM EXIT 10 TO EXIT 14	N1	\$9.00	60%	62508	119,096,666	1.00%	63133	120,287,531	63764	121,490,406	64402	122,705,310	65046	123,932,363	65697	125,171,667	66354	126,423,404	67017	127,687,638	67687	128,944,514
		S1	\$9.00	60%	48147	91,733,969	1.00%	48628	92,651,308	49114	93,577,921	49606	94,513,600	50102	95,459,738	50603	96,416,823	51109	97,377,458	51620	98,343,231	52136	99,314,743
			\$0.10		110655	\$210,830,635		111761	\$212,938,839	112879	\$215,058,228	114008	\$217,189,910	115148	\$219,339,089	116299	\$221,585,010	117462	\$223,800,960	118637	\$226,088,889	119823	\$228,399,267
Halifax Robeson	FROM EXIT 173 TO EXIT 176 FROM EXIT 10 TO EXIT 14	N1	\$9.00	70%	62508	89,322,424	1.00%	63133	90,215,648	63764	91,117,805	64402	92,028,993	65046	92,948,273	65697	93,875,765	66354	94,811,553	67017	95,756,728	67687	96,710,057
		S1	\$9.00	70%	48147	68,800,478	1.00%	48628	69,488,481	49114	70,183,366	49606	70,893,200	50102	71,608,052	50603	72,337,892	51109	73,083,092	51620	73,844,223	52136	74,619,057
			\$0.10		110655	\$158,122,902		111761	\$159,704,129	112879	\$161,301,171	114008	\$162,914,192	115148	\$164,543,324	116299	\$166,198,758	117462	\$167,850,645	118637	\$169,528,152	119823	\$171,234,443
Halifax Robeson	FROM EXIT 173 TO EXIT 176 FROM EXIT 10 TO EXIT 14	N1	\$11.25	30%	62508	260,523,737	1.00%	63133	263,129,674	63764	265,760,264	64402	268,417,866	65046	271,102,045	65697	273,813,065	66354	276,551,196	67017	279,316,708	67687	282,109,875
		S1	\$11.25	30%	48147	200,688,086	1.00%	48628	202,674,737	49114	204,701,494	49606	206,770,489	50102	208,881,594	50603	210,994,144	51109	213,113,185	51620	215,143,317	52136	217,204,751
			\$0.12		110655	\$461,191,793		111761	\$465,803,711	112879	\$470,451,748	114008	\$475,146,366	115148	\$479,885,029	116299	\$484,677,209	117462	\$489,514,392	118637	\$494,406,025	119823	\$499,344,626
Halifax Robeson	FROM EXIT 173 TO EXIT 176 FROM EXIT 10 TO EXIT 14	N1	\$11.25	40%	62508	223,306,080	1.00%	63133	225,539,121	63764	227,794,612	64402	230,072,457	65046	232,373,181	65697	234,696,913	66354	237,043,682	67017	239,414,321	67687	241,806,464
		S1	\$11.25	40%	48147	172,001,191	1.00%	48628	173,721,203	49114	175,459,415	49606	177,212,989	50102	178,995,129	50603	180,774,981	51109	182,582,730	51620	184,408,668	52136	186,262,843
			\$0.12		110655	\$395,307,261		111761	\$399,260,324	112879	\$403,262,927	114008	\$407,286,456	115148	\$411,358,511	116299	\$415,471,894	117462	\$419,626,613	118637	\$423,822,079	119823	\$428,061,108
Halifax Robeson	FROM EXIT 173 TO EXIT 176 FROM EXIT 10 TO EXIT 14	N1	\$11.25	50%	62508	186,088,383	1.00%	63133	187,949,267	63764	189,828,760	64402	191,727,047	65046	193,644,318	65697	195,590,761	66354	197,568,269	67017	199,511,934	67687	201,507,054
		S1	\$11.25	50%	48147	143,334,328	1.00%	48628	144,767,669	49114	146,215,346	49606	147,677,489	50102	149,154,274	50603	150,645,617	51109	152,152,275	51620	153,673,789	52136	155,210,596
			\$0.12		110655	\$329,422,709		111761	\$332,716,936	112879	\$336,044,106	114008	\$339,404,547	115148	\$342,799,582	116299	\$346,226,678	117462	\$349,698,844	118637	\$353,165,732	119823	\$356,717,590
Halifax Robeson	FROM EXIT 173 TO EXIT 176 FROM EXIT 10 TO EXIT 14	N1	\$11.25	60%	62508	148,870,707	1.00%	63133	150,369,414	63764	151,863,008	64402	153,361,638	65046	154,861,454	65697	156,364,909	66354	157,871,664	67017	159,381,407	67687	160,892,943
		S1	\$11.25	60%	48147	114,687,461	1.00%	48628	116,814,135	49114	118,972,277	49606	121,142,000	50102	123,333,420	50603	125,546,664	51109	127,781,075	51620	129,999,038	52136	132,282,267
			\$0.12		110655	\$263,558,167		111761	\$268,835,295	112879	\$274,152,628	114008	\$279,523,637	115148	\$284,948,078	116299	\$290,368,573	117462	\$295,841,253	118637	\$301,369,342	119823	\$306,948,210
Halifax Robeson	FROM EXIT 173 TO EXIT 176 FROM EXIT 10 TO EXIT 14	N1	\$11.25	70%	62508	111,653,030	1.00%	63133	112,769,560	63764	113,897,256	64402	115,036,228	65046	116,186,591	65697	117,348,457	66354	118,521,841	67017	119,707,181	67687	120,904,252
		S1	\$11.25	70%	48147	86,000,586	1.00%	48628	86,860,602	49114	87,729,208	49606	88,606,500	50102	89,492,585	50603	90,387,490	51109	91,281,365	51620	92,184,279	52136	93,120,322
			\$0.12		110655	\$197,653,626		111761	\$199,630,162	112879	\$201,628,463	114008	\$203,642,728	115148	\$205,679,155	116299	\$207,736,947	117462	\$209,813,306	118637	\$211,911,439	119823	\$214,030,564

Gross Revenue Forecast For 2 Plaza Scenario

Country	Location	Toll Plaza	Toll Rate (2003\$) per (m-1) axle	Toll Rate (2013\$) per (m-1) axle	Diversion Factor	AADT 2039	Revenue (\$ in 2039)	AADT 2040	Revenue (\$ in 2040)	AADT 2041	Revenue (\$ in 2041)	AADT 2042	Revenue (\$ in 2042)
Halifax	FROM EXIT 173 TO EXIT 176	N1	6.75	\$9.00	30%	68364	227,844,779	69048	230,224,227	69738	232,626,489	70436	234,851,734
Robeson	FROM EXIT 10 TO EXIT 14	S1	6.75	\$9.00	30%	52657	175,574,158	53184	177,329,909	53716	179,103,198	54253	180,894,231
							\$403,518,938		\$407,554,127		\$411,629,688		\$415,745,965
			\$0.07	\$0.10		121021		12232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	6.75	\$9.00	40%	68364	195,381,239	69048	197,335,052	69738	199,308,402	70436	201,301,486
Robeson	FROM EXIT 10 TO EXIT 14	S1	6.75	\$9.00	40%	52657	160,492,138	53184	161,997,067	53716	163,517,028	54253	165,052,198
							\$345,873,375		\$349,332,109		\$352,825,430		\$356,353,684
			\$0.07	\$0.10		121021		12232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	6.75	\$9.00	50%	68364	162,817,699	69048	164,445,876	69738	166,090,335	70436	167,751,238
Robeson	FROM EXIT 10 TO EXIT 14	S1	6.75	\$9.00	50%	52657	125,410,113	53184	126,664,214	53716	127,900,856	54253	129,210,165
							\$288,227,813		\$291,110,091		\$294,021,192		\$296,961,403
			\$0.07	\$0.10		121021		12232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	6.75	\$9.00	60%	68364	130,254,159	69048	131,566,701	69738	132,872,266	70436	134,200,991
Robeson	FROM EXIT 10 TO EXIT 14	S1	6.75	\$9.00	60%	52657	100,328,091	53184	101,331,371	53716	102,344,895	54253	103,366,132
							\$230,582,250		\$232,898,073		\$235,210,963		\$237,569,123
			\$0.07	\$0.10		121021		12232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	6.75	\$9.00	70%	68364	97,690,620	69048	98,687,526	69738	99,684,201	70436	100,680,743
Robeson	FROM EXIT 10 TO EXIT 14	S1	6.75	\$9.00	70%	52657	75,246,058	53184	76,096,529	53716	76,956,514	54253	77,826,069
							\$172,936,678		\$174,784,054		\$176,640,715		\$178,506,812
			\$0.07	\$0.10		121021		12232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	8.30	\$11.25	30%	68364	284,930,974	69048	287,780,284	69738	290,656,086	70436	293,564,697
Robeson	FROM EXIT 10 TO EXIT 14	S1	8.30	\$11.25	30%	52657	219,467,698	53184	221,682,375	53716	223,876,999	54253	226,117,789
							\$504,398,672		\$509,442,659		\$514,537,085		\$519,682,486
			\$0.09	\$0.12		121021		12232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	8.30	\$11.25	40%	68364	244,226,549	69048	246,668,815	69738	249,135,503	70436	251,625,658
Robeson	FROM EXIT 10 TO EXIT 14	S1	8.30	\$11.25	40%	52657	180,145,170	53184	182,096,321	53716	184,066,265	54253	186,045,217
							\$424,371,719		\$428,765,136		\$433,161,768		\$437,670,875
			\$0.09	\$0.12		121021		12232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	8.30	\$11.25	50%	68364	203,522,124	69048	205,557,345	69738	207,612,919	70436	209,689,046
Robeson	FROM EXIT 10 TO EXIT 14	S1	8.30	\$11.25	50%	52657	156,782,641	53184	158,330,288	53716	159,893,571	54253	161,461,706
							\$360,284,765		\$363,887,633		\$367,506,490		\$371,201,754
			\$0.09	\$0.12		121021		12232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	8.30	\$11.25	60%	68364	162,817,699	69048	164,445,876	69738	166,090,335	70436	167,751,238
Robeson	FROM EXIT 10 TO EXIT 14	S1	8.30	\$11.25	60%	52657	125,410,113	53184	126,664,214	53716	127,900,856	54253	129,210,165
							\$288,227,813		\$291,110,091		\$294,021,192		\$296,961,403
			\$0.09	\$0.12		121021		12232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	8.30	\$11.25	70%	68364	122,113,275	69048	123,334,407	69738	124,587,751	70436	125,813,429
Robeson	FROM EXIT 10 TO EXIT 14	S1	8.30	\$11.25	70%	52657	94,057,585	53184	94,988,161	53716	95,948,142	54253	96,907,624
							\$216,170,859		\$218,332,568		\$220,535,894		\$222,721,053
			\$0.09	\$0.12		121021		12232		123454		124689	
Halifax	FROM EXIT 173 TO EXIT 176	N1	8.30	\$11.25	80%	68364	97,690,620	69048	98,687,526	69738	99,684,201	70436	100,680,743
Robeson	FROM EXIT 10 TO EXIT 14	S1	8.30	\$11.25	80%	52657	75,246,058	53184	76,096,529	53716	76,956,514	54253	77,826,069
							\$172,936,678		\$174,784,054		\$176,640,715		\$178,506,812
			\$0.09	\$0.12		121021		12232		123454		124689	

Gross Revenue Forecast For 2 Plaza Scenario

Country	Location	Toll Plaza	Toll Rate (2003\$) per (lb-1) axle	Toll Rate (2013\$) per (lb-1) axle	Diversion Factor	Adjusted For HAM2 AADT 2000	% Trucks	Assumed Growth Rates 2000-2010	AADT 2010	Revenue (\$ in 2010)	Assumed Growth Rates 2011-2020	AADT 2013	Revenue (\$ in 2013)	AADT 2014	Revenue (\$ in 2014)	AADT 2015	Revenue (\$ in 2015)	AADT 2016	Revenue (\$ in 2016)	AADT 2017	Revenue (\$ in 2017)	AADT 2018	Revenue (\$ in 2018)	AADT 2019	Revenue (\$ in 2019)
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	30%	40000	15%	2.00%	48760	243,867,757	1.50%	50987	255,007,240	51752	258,832,349	52528	282,714,834	53316	266,656,566	54116	270,655,390	54928	274,715,221	55751	278,835,949
		S1	10.00	\$13.50	30%	34000	15%	1.50%	39458	197,347,675	1.00%	40654	203,327,907	41061	205,360,782	41471	207,414,390	41886	209,489,534	42305	211,583,419	42728	213,699,253	43155	215,835,246
		Total	\$0.11	\$0.15		Total	\$8218			88218	\$441,215,432		91641	\$458,335,147	92812	\$464,193,131	93999	\$470,129,224	95202	\$476,144,980	96421	\$482,238,809	97655	\$488,414,474	98906
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	40%	40000	15%	2.00%	48760	209,029,506	1.50%	50987	218,577,634	51752	221,866,209	52528	225,184,143	53316	228,561,905	54116	231,990,334	54928	235,470,189	55751	239,002,242
		S1	10.00	\$13.50	40%	34000	15%	1.50%	39458	169,155,150	1.00%	40654	174,290,720	41061	176,023,528	41471	177,783,763	41886	179,561,601	42305	181,367,217	42728	183,170,789	43155	185,002,497
		Total	\$0.11	\$0.15		Total	88218			88218	\$378,184,656		91641	\$392,868,355	92812	\$397,879,737	93999	\$402,967,906	95202	\$408,123,506	96421	\$413,347,551	97655	\$418,640,978	98906
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	50%	40000	15%	2.00%	48760	174,191,255	1.50%	50987	182,148,029	51752	184,880,249	52528	187,653,453	53316	190,468,255	54116	193,225,278	54928	196,022,158	55751	198,778,535
		S1	10.00	\$13.50	50%	34000	15%	1.50%	39458	140,982,625	1.00%	40654	145,233,834	41061	146,686,273	41471	148,153,136	41886	149,634,687	42305	151,131,014	42728	152,642,324	43155	154,166,747
		Total	\$0.11	\$0.15		Total	88218			88218	\$315,153,880		91641	\$327,381,862	92812	\$331,566,522	93999	\$335,806,589	95202	\$340,102,922	96421	\$344,356,292	97655	\$348,667,481	98906
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	60%	40000	15%	2.00%	48760	139,353,004	1.50%	50987	145,718,423	51752	147,904,199	52528	150,122,762	53316	152,374,604	54116	154,660,223	54928	156,980,126	55751	159,334,828
		S1	10.00	\$13.50	60%	34000	15%	1.50%	39458	112,770,100	1.00%	40654	116,187,147	41061	117,349,018	41471	118,522,509	41886	119,707,734	42305	120,904,811	42728	122,113,859	43155	123,334,998
		Total	\$0.11	\$0.15		Total	88218			88218	\$252,123,104		91641	\$261,905,570	92812	\$265,253,216	93999	\$268,645,271	95202	\$272,082,337	96421	\$275,565,034	97655	\$279,093,985	98906
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	70%	40000	15%	2.00%	48760	104,514,753	1.50%	50987	109,298,817	51752	110,928,149	52528	112,592,072	53316	114,280,963	54116	115,995,167	54928	117,735,095	55751	119,501,121
		S1	10.00	\$13.50	70%	34000	15%	1.50%	39458	84,577,575	1.00%	40654	87,140,360	41061	88,011,764	41471	88,891,881	41886	89,780,800	42305	90,678,608	42728	91,585,394	43155	92,501,248
		Total	\$0.11	\$0.15		Total	88218			88218	\$189,092,328		91641	\$196,429,177	92812	\$198,939,913	93999	\$201,483,953	95202	\$204,061,763	96421	\$206,673,775	97655	\$209,320,489	98906

Gross Revenue Forecast For 2 Plaza Scenario

County	Location	Toll Plaza	Toll Rate (2003\$) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	Division Factor	AAADT 2020	Revenue (\$ in 2020)	Assumed Growth Rates 2021-2020	AAADT 2021	Revenue (\$ in 2021)	AAADT 2022	Revenue (\$ in 2022)	AAADT 2023	Revenue (\$ in 2023)	AAADT 2024	Revenue (\$ in 2024)	AAADT 2025	Revenue (\$ in 2025)	AAADT 2026	Revenue (\$ in 2026)	AAADT 2027	Revenue (\$ in 2027)	AAADT 2028	Revenue (\$ in 2028)	AAADT 2029	Revenue (\$ in 2029)
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	30%	56588	283,018,488	1.00%	57154	285,846,573	57725	288,707,160	58302	291,584,231	58885	294,510,174	59474	297,455,275	60069	300,429,828	60670	303,334,126	61276	306,268,468	61889	309,231,162
		S1	10.00	\$13.50	30%	43587	217,994,608	1.00%	44022	220,174,555	44663	222,376,300	44907	224,600,063	45356	226,846,064	45810	229,114,524	46268	231,405,670	46731	233,718,726	47198	236,056,924	47670	238,417,493
Robeson	FROM EXIT 10 TO EXIT 14						\$507,013,087			\$511,083,460																
			\$0.11	\$0.15		100174			101176		102188		103210		104242		105284		106337		107400		108474		109559	
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	40%	66588	242,587,276	1.00%	57154	245,013,148	57725	247,463,280	58302	249,937,913	58885	252,437,292	59474	254,961,665	60069	257,511,281	60670	260,086,294	61276	262,687,258	61889	265,314,131
		S1	10.00	\$13.50	40%	43587	186,652,522	1.00%	44022	188,721,047	44663	190,608,257	44907	192,514,340	45356	194,439,483	45810	196,383,878	46268	198,347,717	46731	200,331,194	47198	202,334,506	47670	204,357,651
Robeson	FROM EXIT 10 TO EXIT 14						\$429,436,797			\$433,734,185																
			\$0.11	\$0.15		100174			101176		102188		103210		104242		105284		106337		107400		108474		109559	
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	50%	66588	202,156,063	1.00%	57154	204,177,624	57725	206,219,400	58302	208,281,584	58885	210,364,410	59474	212,468,054	60069	214,592,734	60670	216,738,662	61276	218,906,048	61889	221,095,109
		S1	10.00	\$13.50	50%	43587	155,710,435	1.00%	44022	157,267,539	44663	158,840,214	44907	160,428,616	45356	162,032,903	45810	163,653,232	46268	165,289,784	46731	166,942,662	47198	168,612,000	47670	170,296,209
Robeson	FROM EXIT 10 TO EXIT 14						\$357,866,488			\$361,445,163																
			\$0.11	\$0.15		100174			101176		102188		103210		104242		105284		106337		107400		108474		109559	
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	60%	66588	161,724,850	1.00%	57154	163,342,088	57725	164,975,520	58302	166,625,275	58885	168,291,528	59474	169,974,443	60069	171,674,488	60670	173,390,329	61276	175,124,839	61889	176,876,087
		S1	10.00	\$13.50	60%	43587	124,568,348	1.00%	44022	125,514,031	44663	126,342,883	44907	127,072,171	45356	127,826,322	45810	128,602,595	46268	129,418,111	46731	130,254,129	47198	131,119,671	47670	132,005,567
Robeson	FROM EXIT 10 TO EXIT 14						\$266,293,198			\$269,456,130																
			\$0.11	\$0.15		100174			101176		102188		103210		104242		105284		106337		107400		108474		109559	
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	70%	66588	121,283,838	1.00%	57154	122,806,574	57725	124,331,640	58302	124,968,956	58885	126,218,846	59474	127,480,832	60069	128,755,641	60670	130,043,197	61276	131,343,629	61889	132,657,065
		S1	10.00	\$13.50	70%	43587	93,476,261	1.00%	44022	94,380,523	44663	95,304,129	44907	96,257,170	45356	97,219,742	45810	98,191,939	46268	99,175,658	46731	100,165,597	47198	101,167,253	47670	102,178,925
Robeson	FROM EXIT 10 TO EXIT 14						\$214,719,899			\$216,887,088																
			\$0.11	\$0.15		100174			101176		102188		103210		104242		105284		106337		107400		108474		109559	

Gross Revenue Forecast For 2 Plaza Scenario

County	Location	Toll Plaza	Toll Rate (2003\$) per (n-1) exit	Toll Rate (2013\$) per (n-1) exit	Diversion Factor	AADT 2030	Revenue (\$ in 2030)	Assumed Growth Rates 2031-2042	AADT 2031	Revenue (\$ in 2031)	AADT 2032	Revenue (\$ in 2032)	AADT 2033	Revenue (\$ in 2033)	AADT 2034	Revenue (\$ in 2034)	AADT 2035	Revenue (\$ in 2035)	AADT 2036	Revenue (\$ in 2036)	AADT 2037	Revenue (\$ in 2037)	AADT 2038	Revenue (\$ in 2038)		
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	30%	62508	312,628,484	1.00%	63764	316,764,769	63764	316,912,316	64402	322,107,440	65046	325,322,454	65697	328,676,679	66354	331,881,435	67017	335,180,050	67687	338,531,850		
						48147	240,801,668	1.00%	49114	245,641,781	49606	249,086,199	50102	250,579,181	50603	253,084,973	51109	256,615,823	51620	259,171,981	52136	262,763,701	52651	266,515,823	53167	270,999,276
Robeson	FROM EXIT 10 TO EXIT 14	S1	10.00	\$13.50	30%	110655	553,430,152	1.00%	112879	558,964,453	112879	564,564,098	114008	570,199,639	115148	575,901,635	116299	581,660,651	117462	587,477,268	118637	593,352,030	119823	599,285,551		
			\$0.11	\$0.15																						
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	40%	62508	287,987,272	1.00%	63764	270,648,945	63764	273,353,414	64402	276,086,948	65046	278,847,818	65697	281,636,296	66354	284,452,658	67017	287,297,185	67687	290,170,157		
						48147	206,401,429	1.00%	49114	210,550,988	49606	214,782,155	50102	218,999,276	50603	223,289,977	51109	227,655,599	51620	231,999,276	52136	236,322,454	52651	240,641,781	53167	244,929,977
Robeson	FROM EXIT 10 TO EXIT 14	S1	10.00	\$13.50	40%	110655	474,388,701	1.00%	112879	479,112,388	112879	483,903,512	114008	488,742,547	115148	493,629,973	116299	498,566,273	117462	503,551,935	118637	508,587,455	119823	513,673,329		
			\$0.11	\$0.15																						
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	50%	62508	223,306,060	1.00%	63764	225,539,121	63764	227,794,512	64402	230,072,457	65046	232,373,181	65697	234,696,913	66354	237,043,882	67017	239,414,321	67687	241,806,464		
						48147	172,001,191	1.00%	49114	175,459,415	49606	178,966,129	50102	182,522,827	50603	186,141,894	51109	189,822,730	51620	193,562,613	52136	197,357,515	52651	201,207,400	53167	205,111,296
Robeson	FROM EXIT 10 TO EXIT 14	S1	10.00	\$13.50	50%	110655	395,307,251	1.00%	112879	399,260,324	112879	403,252,827	114008	407,285,456	115148	411,359,311	116299	415,471,894	117462	419,625,613	118637	423,822,879	119823	428,061,708		
			\$0.11	\$0.15																						
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	60%	62508	178,644,848	1.00%	63764	180,431,296	63764	182,235,609	64402	184,057,865	65046	185,896,545	65697	187,757,831	66354	189,635,106	67017	191,531,457	67687	193,446,772		
						48147	137,600,953	1.00%	49114	139,978,969	49606	142,366,732	50102	144,770,389	50603	147,199,984	51109	149,656,184	51620	152,157,290	52136	154,653,303	52651	157,184,321	53167	159,750,367
Robeson	FROM EXIT 10 TO EXIT 14	S1	10.00	\$13.50	60%	110655	318,245,801	1.00%	112879	319,406,259	112879	322,602,342	114008	325,828,365	115148	329,086,649	116299	332,377,515	117462	335,701,290	118637	339,068,303	119823	342,448,886		
			\$0.11	\$0.15																						
Halifax	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	70%	62508	133,983,636	1.00%	63764	135,323,472	63764	136,676,707	64402	138,043,474	65046	139,423,909	65697	140,815,148	66354	142,226,329	67017	143,648,593	67687	145,085,079		
						48147	103,200,715	1.00%	49114	104,232,722	49606	105,275,049	50102	106,327,800	50603	107,381,078	51109	108,444,988	51620	109,514,633	52136	110,590,135	52651	111,751,586	53167	113,022,115
Robeson	FROM EXIT 10 TO EXIT 14	S1	10.00	\$13.50	70%	110655	237,184,351	1.00%	112879	239,556,194	112879	241,951,756	114008	244,371,274	115148	246,814,968	116299	249,283,136	117462	251,775,688	118637	254,293,727	119823	256,836,665		
			\$0.11	\$0.15																						

Gross Revenue Forecast For 2 Plaza Scenario

County	Location	Toll Plaza	Toll Rate (2003\$) per (n-1) axle	Toll Rate (2013\$) per (n-1) axle	Divercion Factor	AADT		Revenue (\$ in 2003\$)		Revenue (\$ in 2040)		Revenue (\$ in 2041)		Revenue (\$ in 2042)	
						2039	2040	2040	2041	2041	2042	2042			
Halifax Robeson	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	30%	66364	69048	341,317,189	345,356,340	69738	348,789,704	70436	352,277,601		
	FROM EXIT 10 TO EXIT 14	S1	10.00	\$13.50	30%	52857	53184	263,361,238	285,994,850	53716	268,654,798	54253	271,341,346		
				\$0.11	\$0.15		121021	122232	\$805,278,406	\$611,331,190	123454	\$617,444,502	124689	\$623,618,947	
Halifax Robeson	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	40%	66364	69048	233,071,859	296,002,577	69738	288,862,803	70436	301,852,228		
	FROM EXIT 10 TO EXIT 14	S1	10.00	\$13.50	40%	52857	53184	225,735,204	227,995,596	53716	230,275,542	54253	232,578,297		
				\$0.11	\$0.15	121021	122232	\$518,810,063	\$523,998,163	123454	\$529,238,145	124689	\$534,530,528		
Halifax Robeson	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	50%	66364	69048	244,226,549	246,668,815	69738	249,135,503	70436	251,626,868		
	FROM EXIT 10 TO EXIT 14	S1	10.00	\$13.50	50%	52857	53184	188,115,170	189,896,321	53716	191,896,285	54253	193,615,247		
				\$0.11	\$0.15	121021	122232	\$432,341,719	\$436,565,136	123454	\$441,031,787	124689	\$445,442,105		
Halifax Robeson	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	60%	66364	69048	195,381,239	197,335,062	69738	199,308,402	70436	201,301,488		
	FROM EXIT 10 TO EXIT 14	S1	10.00	\$13.50	60%	52857	53184	150,492,136	151,997,057	53716	153,517,028	54253	155,052,198		
				\$0.11	\$0.15	121021	122232	\$345,873,375	\$349,332,109	123454	\$352,825,430	124689	\$358,353,684		
Halifax Robeson	FROM EXIT 173 TO EXIT 176	N1	10.00	\$13.50	70%	66364	69048	146,555,929	148,091,289	69738	149,481,302	70436	150,976,115		
	FROM EXIT 10 TO EXIT 14	S1	10.00	\$13.50	70%	52857	53184	112,869,102	113,997,783	53716	115,137,771	54253	116,289,148		
				\$0.11	\$0.15	121021	122232	\$259,405,031	\$261,999,032	123454	\$264,619,072	124689	\$267,265,283		

APPENDIX D

Appendix D

**Estimates of
Annual Operation and Maintenance Costs**

**Estimate of
Annual Operation and Maintenance Costs
6-Plaza Scenario**

Annual Operations and Maintenance Cost Estimates Annual Net Revenue Estimates 6 Plaza Scenario

Year	MAINTENANCE COSTS		Roadway Maintenance		Facilities		Total		ITS Deployment Cost (2003\$)
	\$/lane-mile/yr Roadway Maintenance (\$/lane-mile) Cost (2003\$)	Lane-miles Total 100%	equals \$/lane-mile/yr Cost (\$/lane-mile) times Total Lane-miles	4% of construction cost of facility = \$3M ea. 6 Mainline plazas 1 toll collections 1 main office	equals \$/facility/Year times # of facilities	Number of Facilities	equals \$/facility/Year times # of facilities	UG ITS with all necessary equipment, software, etc. construction cost	
2013	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2014	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2015	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2016	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2017	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2018	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2019	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2020	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2021	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2022	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2023	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2024	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2025	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2026	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2027	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2028	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2029	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2030	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2031	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2032	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2033	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2034	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2035	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2036	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2037	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2038	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2039	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2040	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2041	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		
2042	\$15,000	1,456	\$21,840,000	\$120,000	9	\$1,080,000	\$36,000,000		

Annual Operations and Maintenance Cost Estimates Annual Net Revenue Estimates 6 Plaza Scenario

Year	Maintenance costs assumed to be 10% of Deployment cost		15 Ins/plaza x 6 plazas 90 Ins at 500K/lane = \$45M call ctr data ctr equip. plus contingencies = \$30M		Maintenance costs assumed to be 5% of Toll Coll. Operations cost		Facilities, ITS, Toll Collection Equip. Maintenance		Total Maint. Cost (2003\$) Indexed at 3% to appropriate year	
	ITS Maintenance/Yr 10%	Total ITS Main. Cost (2003\$)	Toll Collections Operations Cost (2003\$)	Toll Maintenance/Yr 5%	Total Toll Main. Cost (2003\$)	Total Maintenance Cost (2003\$)	Total Maintenance Cost			
2013	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$40,660,349			
2014	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$41,900,759			
2015	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$43,157,782			
2016	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$44,452,516			
2017	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$45,786,091			
2018	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$47,159,674			
2019	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$48,574,464			
2020	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$50,031,698			
2021	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$51,532,649			
2022	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$53,078,628			
2023	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$54,670,987			
2024	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$56,311,117			
2025	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$58,000,450			
2026	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$59,740,464			
2027	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$61,532,678			
2028	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$63,378,658			
2029	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$65,280,018			
2030	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$67,238,418			
2031	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$69,255,571			
2032	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$71,333,238			
2033	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$73,473,235			
2034	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$75,677,432			
2035	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$77,947,755			
2036	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$80,286,188			
2037	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$82,694,773			
2038	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$85,175,616			
2039	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$87,730,885			
2040	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$90,362,812			
2041	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$93,073,696			
2042	\$3,600,000	\$3,600,000	\$75,000,000	\$3,750,000	\$3,750,000	\$30,270,000	\$95,865,907			

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	Projected AADT	% Trucks	Toll Collection Operations Cost per Transaction	National Conservative Cost			Total Utilities Cost (2003\$) Indexed at 3% to appropriate year	
				ITS Utilities Cost (2003\$)	Toll Utilities Cost (2003\$)	Roadway Utilities Cost (2003\$)		
2013	276,935	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$3,601,696
2014	281,130	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$3,709,747
2015	285,391	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$3,821,039
2016	289,719	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$3,935,670
2017	294,115	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$4,053,740
2018	298,580	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$4,175,353
2019	303,115	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$4,300,613
2020	307,721	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$4,429,632
2021	311,080	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$4,562,521
2022	314,475	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$4,699,396
2023	317,910	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$4,840,378
2024	321,382	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$4,985,589
2025	324,894	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$5,135,157
2026	328,446	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$5,289,212
2027	332,037	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$5,447,888
2028	335,669	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$5,611,325
2029	339,343	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$5,779,665
2030	343,057	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$5,953,055
2031	346,488	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$6,131,646
2032	349,953	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$6,315,596
2033	353,452	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$6,505,063
2034	356,987	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$6,700,215
2035	360,556	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$6,901,222
2036	364,162	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$7,108,258
2037	367,804	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$7,321,506
2038	371,482	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$7,541,151
2039	375,197	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$7,767,386
2040	378,948	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$8,000,407
2041	382,738	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$8,240,420
2042	386,565	15%	\$0.25	\$1,300,000	\$650,000	\$730,000	\$2,680,000	\$8,487,632

from HAM2 Constant

National Conservative Cost
 Percentage of ITS TOTAL cost
 9 facilities at \$70k/facility for utilities
 assume 91 miles for interchange areas
 91 mi at \$8k/mi

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario**

Year	Gross Revenue	Auto		Truck		Number of Transactions Per Year	Toll Collection Cost	Total Operational Cost	Net Yearly Revenue
		Diversion Percentage	Diversion Percentage	Diversion Percentage	Diversion Percentage				
2013	\$197,866,666	10%	10%	10%	10%	90,973,180	\$22,743,295	\$26,344,991	\$130,841,327
2014	\$200,864,138	10%	10%	10%	10%	92,351,328	\$23,087,832	\$26,797,579	\$132,165,800
2015	\$203,908,613	10%	10%	10%	10%	93,751,086	\$23,437,772	\$27,258,811	\$133,492,020
2016	\$207,000,852	10%	10%	10%	10%	95,172,806	\$23,793,201	\$27,728,872	\$134,819,465
2017	\$210,141,629	10%	10%	10%	10%	96,616,841	\$24,154,210	\$28,207,951	\$136,147,588
2018	\$213,331,730	10%	10%	10%	10%	98,083,554	\$24,520,888	\$28,696,241	\$137,475,815
2019	\$216,571,952	10%	10%	10%	10%	99,573,311	\$24,893,328	\$29,193,941	\$138,803,547
2020	\$219,863,109	10%	10%	10%	10%	101,086,487	\$25,271,622	\$29,701,253	\$140,130,158
2021	\$222,262,422	10%	10%	10%	10%	102,189,619	\$25,547,405	\$30,109,925	\$140,619,848
2022	\$224,688,738	10%	10%	10%	10%	103,305,167	\$25,826,292	\$30,525,688	\$141,084,422
2023	\$227,142,372	10%	10%	10%	10%	104,433,275	\$26,108,319	\$30,948,697	\$141,522,689
2024	\$229,623,645	10%	10%	10%	10%	105,574,089	\$26,393,522	\$31,379,112	\$141,933,416
2025	\$232,132,877	10%	10%	10%	10%	106,727,760	\$26,681,940	\$31,817,097	\$142,315,330
2026	\$234,670,397	10%	10%	10%	10%	107,894,435	\$26,973,609	\$32,262,821	\$142,667,113
2027	\$237,236,535	10%	10%	10%	10%	109,074,269	\$27,268,567	\$32,716,455	\$142,987,402
2028	\$239,831,626	10%	10%	10%	10%	110,267,414	\$27,566,854	\$33,178,178	\$143,274,789
2029	\$242,456,008	10%	10%	10%	10%	111,474,027	\$27,868,507	\$33,648,171	\$143,527,819
2030	\$245,110,026	10%	10%	10%	10%	112,694,265	\$28,173,566	\$34,126,621	\$143,744,987
2031	\$247,561,126	10%	10%	10%	10%	113,821,207	\$28,455,302	\$34,586,948	\$143,718,607
2032	\$250,036,737	10%	10%	10%	10%	114,959,419	\$28,739,855	\$35,055,450	\$143,648,049
2033	\$252,537,104	10%	10%	10%	10%	116,109,014	\$29,027,253	\$35,532,317	\$143,531,553
2034	\$255,062,476	10%	10%	10%	10%	117,270,104	\$29,317,526	\$36,017,741	\$143,367,302
2035	\$257,613,100	10%	10%	10%	10%	118,442,805	\$29,610,701	\$36,511,923	\$143,153,422
2036	\$260,189,231	10%	10%	10%	10%	119,627,233	\$29,906,808	\$37,015,067	\$142,887,977
2037	\$262,791,124	10%	10%	10%	10%	120,823,505	\$30,205,876	\$37,527,382	\$142,568,968
2038	\$265,419,035	10%	10%	10%	10%	122,031,740	\$30,507,935	\$38,049,086	\$142,194,332
2039	\$268,073,225	10%	10%	10%	10%	123,252,058	\$30,813,014	\$38,580,400	\$141,761,940
2040	\$270,753,957	10%	10%	10%	10%	124,484,578	\$31,121,145	\$39,121,552	\$141,269,594
2041	\$273,461,497	10%	10%	10%	10%	125,729,424	\$31,432,356	\$39,672,776	\$140,715,025
2042	\$276,196,112	10%	10%	10%	10%	126,986,718	\$31,746,680	\$40,234,312	\$140,095,893

AADT minus diverted trucks and cars at each toll plaza equals # of transactions times toll collection cost

Gross Revenue minus Total Maint. Costs & Total Utilities Costs

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	\$0.04/mile Toll		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions per Year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
	Gross Revenue	Revenue						
2013	\$175,881,481	\$175,881,481	20%	20%	80,865,049	\$20,216,262	\$23,817,958	\$111,383,174
2014	\$178,545,900	\$178,545,900	20%	20%	82,090,069	\$20,522,517	\$24,232,264	\$112,412,877
2015	\$181,252,100	\$181,252,100	20%	20%	83,334,299	\$20,833,575	\$24,654,614	\$113,439,704
2016	\$184,000,758	\$184,000,758	20%	20%	84,598,050	\$21,149,512	\$25,085,183	\$114,463,060
2017	\$186,792,559	\$186,792,559	20%	20%	85,881,637	\$21,470,409	\$25,524,150	\$115,482,319
2018	\$189,628,204	\$189,628,204	20%	20%	87,185,381	\$21,796,345	\$25,971,698	\$116,496,832
2019	\$192,508,402	\$192,508,402	20%	20%	88,509,610	\$22,127,403	\$26,428,016	\$117,505,922
2020	\$195,433,875	\$195,433,875	20%	20%	89,854,655	\$22,463,664	\$26,893,295	\$118,508,882
2021	\$197,566,597	\$197,566,597	20%	20%	90,835,217	\$22,708,804	\$27,271,325	\$118,762,624
2022	\$199,723,323	\$199,723,323	20%	20%	91,826,815	\$22,956,704	\$27,656,100	\$118,988,594
2023	\$201,904,331	\$201,904,331	20%	20%	92,829,578	\$23,207,394	\$28,047,772	\$119,185,572
2024	\$204,109,906	\$204,109,906	20%	20%	93,843,635	\$23,460,909	\$28,446,498	\$119,352,291
2025	\$206,340,335	\$206,340,335	20%	20%	94,869,120	\$23,717,280	\$28,852,437	\$119,487,448
2026	\$208,595,908	\$208,595,908	20%	20%	95,906,165	\$23,976,541	\$29,265,753	\$119,589,692
2027	\$210,876,920	\$210,876,920	20%	20%	96,954,906	\$24,238,726	\$29,686,615	\$119,657,628
2028	\$213,183,667	\$213,183,667	20%	20%	98,015,479	\$24,503,870	\$30,115,195	\$119,689,815
2029	\$215,516,452	\$215,516,452	20%	20%	99,088,024	\$24,772,006	\$30,551,671	\$119,684,764
2030	\$217,875,578	\$217,875,578	20%	20%	100,172,680	\$25,043,170	\$30,996,224	\$119,640,936
2031	\$220,054,334	\$220,054,334	20%	20%	101,174,406	\$25,293,602	\$31,425,248	\$119,373,516
2032	\$222,254,877	\$222,254,877	20%	20%	102,186,151	\$25,546,538	\$31,862,133	\$119,059,506
2033	\$224,477,426	\$224,477,426	20%	20%	103,208,012	\$25,802,003	\$32,307,066	\$118,697,125
2034	\$226,722,200	\$226,722,200	20%	20%	104,240,092	\$26,060,023	\$32,760,238	\$118,284,530
2035	\$228,989,422	\$228,989,422	20%	20%	105,282,493	\$26,320,623	\$33,221,845	\$117,819,822
2036	\$231,279,317	\$231,279,317	20%	20%	106,335,318	\$26,583,830	\$33,692,088	\$117,301,041
2037	\$233,592,110	\$233,592,110	20%	20%	107,398,671	\$26,849,668	\$34,171,174	\$116,726,163
2038	\$235,928,031	\$235,928,031	20%	20%	108,472,658	\$27,118,164	\$34,659,316	\$116,093,099
2039	\$238,287,311	\$238,287,311	20%	20%	109,557,384	\$27,389,346	\$35,156,732	\$115,399,694
2040	\$240,670,184	\$240,670,184	20%	20%	110,652,958	\$27,663,240	\$35,663,647	\$114,643,726
2041	\$243,076,886	\$243,076,886	20%	20%	111,759,488	\$27,939,872	\$36,180,292	\$113,822,899
2042	\$245,507,655	\$245,507,655	20%	20%	112,877,083	\$28,219,271	\$36,706,903	\$112,934,845

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	2003\$		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions Per Year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
	Gross Revenue	\$0.04/mile Toll						
2013	\$153,896,296		30%	30%	70,756,918	\$17,689,229	\$21,290,925	\$91,925,022
2014	\$156,227,663		30%	30%	71,828,810	\$17,957,203	\$21,666,949	\$92,659,954
2015	\$158,595,588		30%	30%	72,917,512	\$18,229,378	\$22,050,417	\$93,387,389
2016	\$161,000,663		30%	30%	74,023,293	\$18,505,823	\$22,441,494	\$94,106,654
2017	\$163,443,490		30%	30%	75,146,432	\$18,786,608	\$22,840,348	\$94,817,050
2018	\$165,924,679		30%	30%	76,287,209	\$19,071,802	\$23,247,155	\$95,517,850
2019	\$168,444,852		30%	30%	77,445,909	\$19,361,477	\$23,662,090	\$96,208,297
2020	\$171,004,640		30%	30%	78,622,823	\$19,655,706	\$24,085,337	\$96,887,605
2021	\$172,870,773		30%	30%	79,480,815	\$19,870,204	\$24,432,724	\$96,905,399
2022	\$174,757,907		30%	30%	80,348,463	\$20,087,116	\$24,786,512	\$96,892,767
2023	\$176,666,290		30%	30%	81,225,880	\$20,306,470	\$25,146,848	\$96,848,454
2024	\$178,596,168		30%	30%	82,113,181	\$20,528,295	\$25,513,885	\$96,771,167
2025	\$180,547,793		30%	30%	83,010,480	\$20,752,620	\$25,887,777	\$96,659,566
2026	\$182,521,420		30%	30%	83,917,894	\$20,979,474	\$26,268,685	\$96,512,271
2027	\$184,517,305		30%	30%	84,835,542	\$21,208,886	\$26,656,774	\$96,327,853
2028	\$186,535,709		30%	30%	85,763,544	\$21,440,886	\$27,052,211	\$96,104,840
2029	\$188,576,895		30%	30%	86,702,021	\$21,675,505	\$27,455,170	\$95,841,708
2030	\$190,641,131		30%	30%	87,651,095	\$21,912,774	\$27,865,828	\$95,536,885
2031	\$192,547,542		30%	30%	88,527,606	\$22,131,901	\$28,263,548	\$95,028,424
2032	\$194,473,018		30%	30%	89,412,882	\$22,353,220	\$28,668,816	\$94,470,964
2033	\$196,417,748		30%	30%	90,307,011	\$22,576,753	\$29,081,816	\$93,862,697
2034	\$198,381,925		30%	30%	91,210,081	\$22,802,520	\$29,502,735	\$93,201,758
2035	\$200,365,745		30%	30%	92,122,181	\$23,030,545	\$29,931,767	\$92,486,222
2036	\$202,369,402		30%	30%	93,043,403	\$23,260,851	\$30,369,109	\$91,714,105
2037	\$204,393,096		30%	30%	93,973,837	\$23,493,459	\$30,814,966	\$90,883,357
2038	\$206,437,027		30%	30%	94,913,576	\$23,728,394	\$31,269,545	\$89,991,865
2039	\$208,501,397		30%	30%	95,862,711	\$23,965,678	\$31,733,064	\$89,037,449
2040	\$210,586,411		30%	30%	96,821,339	\$24,205,335	\$32,205,742	\$88,017,858
2041	\$212,692,275		30%	30%	97,789,552	\$24,447,388	\$32,687,808	\$86,930,772
2042	\$214,819,198		30%	30%	98,767,447	\$24,691,862	\$33,179,494	\$85,773,797

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario**

Year	2003\$		Auto Diversions Percentage	Truck Diversions Percentage	Number of Transactions per Year	Total Toll		Total Operations Cost	Net Yearly Revenue
	\$/0.4/mile Toll Gross Revenue	Revenue				Collection	Cost		
2013	\$131,911,111	40%	40%	60,648,787	\$15,162,197	\$18,763,893	\$72,466,869		
2014	\$133,909,425	40%	40%	61,567,552	\$15,391,888	\$19,101,635	\$72,907,031		
2015	\$135,939,075	40%	40%	62,500,724	\$15,625,181	\$19,446,220	\$73,335,073		
2016	\$138,000,568	40%	40%	63,448,537	\$15,862,134	\$19,797,805	\$73,750,248		
2017	\$140,094,420	40%	40%	64,411,227	\$16,102,807	\$20,156,547	\$74,151,781		
2018	\$142,221,153	40%	40%	65,389,036	\$16,347,259	\$20,522,612	\$74,538,868		
2019	\$144,381,301	40%	40%	66,382,208	\$16,595,552	\$20,896,165	\$74,910,672		
2020	\$146,575,406	40%	40%	67,390,991	\$16,847,748	\$21,277,379	\$75,266,329		
2021	\$148,174,948	40%	40%	68,126,413	\$17,031,603	\$21,594,124	\$75,048,175		
2022	\$149,792,492	40%	40%	68,870,111	\$17,217,528	\$21,916,924	\$74,796,940		
2023	\$151,428,248	40%	40%	69,622,183	\$17,405,546	\$22,245,924	\$74,511,337		
2024	\$153,082,430	40%	40%	70,382,726	\$17,595,682	\$22,581,271	\$74,190,042		
2025	\$154,755,251	40%	40%	71,151,840	\$17,787,960	\$22,923,117	\$73,831,684		
2026	\$156,446,931	40%	40%	71,929,624	\$17,982,406	\$23,271,618	\$73,434,850		
2027	\$158,157,690	40%	40%	72,716,179	\$18,179,045	\$23,626,933	\$72,998,079		
2028	\$159,887,750	40%	40%	73,511,609	\$18,377,902	\$23,989,227	\$72,519,865		
2029	\$161,637,339	40%	40%	74,316,018	\$18,579,004	\$24,358,669	\$71,998,652		
2030	\$163,406,684	40%	40%	75,129,510	\$18,782,377	\$24,735,432	\$71,432,834		
2031	\$165,040,751	40%	40%	75,880,805	\$18,970,201	\$25,101,847	\$70,883,332		
2032	\$166,691,158	40%	40%	76,639,613	\$19,159,903	\$25,475,499	\$69,882,421		
2033	\$168,358,070	40%	40%	77,406,009	\$19,351,502	\$25,856,566	\$69,028,269		
2034	\$170,041,650	40%	40%	78,180,069	\$19,545,017	\$26,245,233	\$68,118,986		
2035	\$171,742,067	40%	40%	78,961,870	\$19,740,467	\$26,641,689	\$67,152,623		
2036	\$173,459,488	40%	40%	79,751,489	\$19,937,872	\$27,046,131	\$66,127,169		
2037	\$175,194,082	40%	40%	80,549,003	\$20,137,251	\$27,458,757	\$65,040,552		
2038	\$176,946,023	40%	40%	81,354,493	\$20,338,623	\$27,879,775	\$63,890,632		
2039	\$178,715,483	40%	40%	82,168,038	\$20,542,010	\$28,309,396	\$62,675,203		
2040	\$180,502,638	40%	40%	82,989,719	\$20,747,430	\$28,747,837	\$61,391,990		
2041	\$182,307,665	40%	40%	83,819,616	\$20,954,904	\$29,195,324	\$60,038,645		
2042	\$184,130,741	40%	40%	84,657,812	\$21,164,453	\$29,652,085	\$58,612,749		

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario**

Year	2003\$ \$.04/mile Toll		Auto Diverson Percentage	Truck Diverson Percentage	Number of Transactions per Year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
	Gross Revenue	Percentage						
2013	\$109,925,926	50%	50%	50%	50,540,655	\$12,635,164	\$16,236,860	\$53,008,717
2014	\$111,591,188	50%	50%	50%	51,306,293	\$12,826,573	\$16,536,320	\$53,154,108
2015	\$113,282,563	50%	50%	50%	52,083,937	\$13,020,984	\$16,842,023	\$53,282,757
2016	\$115,000,474	50%	50%	50%	52,873,781	\$13,218,445	\$17,154,116	\$53,393,843
2017	\$116,745,350	50%	50%	50%	53,676,023	\$13,419,006	\$17,472,746	\$53,486,513
2018	\$118,517,628	50%	50%	50%	54,490,863	\$13,622,716	\$17,798,068	\$53,559,885
2019	\$120,317,751	50%	50%	50%	55,318,506	\$13,829,627	\$18,130,240	\$53,613,047
2020	\$122,146,172	50%	50%	50%	56,159,159	\$14,039,790	\$18,469,422	\$53,645,052
2021	\$123,479,123	50%	50%	50%	56,772,011	\$14,193,003	\$18,755,523	\$53,190,951
2022	\$124,827,077	50%	50%	50%	57,391,759	\$14,347,940	\$19,047,336	\$52,701,112
2023	\$126,190,207	50%	50%	50%	58,018,486	\$14,504,621	\$19,345,000	\$52,174,220
2024	\$127,568,691	50%	50%	50%	58,652,272	\$14,663,068	\$19,648,657	\$51,608,917
2025	\$128,962,710	50%	50%	50%	59,293,200	\$14,823,300	\$19,958,457	\$51,003,802
2026	\$130,372,443	50%	50%	50%	59,941,353	\$14,985,338	\$20,274,550	\$50,357,429
2027	\$131,798,075	50%	50%	50%	60,596,816	\$15,149,204	\$20,597,092	\$49,668,305
2028	\$133,239,792	50%	50%	50%	61,259,674	\$15,314,919	\$20,926,243	\$48,934,891
2029	\$134,697,782	50%	50%	50%	61,930,015	\$15,482,504	\$21,262,168	\$48,155,596
2030	\$136,172,236	50%	50%	50%	62,607,925	\$15,651,981	\$21,605,036	\$47,328,783
2031	\$137,533,959	50%	50%	50%	63,234,004	\$15,808,501	\$21,940,147	\$46,338,241
2032	\$138,909,298	50%	50%	50%	63,866,344	\$15,966,586	\$22,282,182	\$45,293,879
2033	\$140,298,391	50%	50%	50%	64,505,008	\$16,126,252	\$22,631,315	\$44,193,841
2034	\$141,701,375	50%	50%	50%	65,150,058	\$16,287,514	\$22,987,730	\$43,036,214
2035	\$143,118,389	50%	50%	50%	65,801,558	\$16,450,390	\$23,351,611	\$41,819,023
2036	\$144,549,573	50%	50%	50%	66,459,574	\$16,614,893	\$23,723,152	\$40,540,233
2037	\$145,995,069	50%	50%	50%	67,124,169	\$16,781,042	\$24,102,549	\$39,197,747
2038	\$147,455,019	50%	50%	50%	67,795,411	\$16,948,853	\$24,490,004	\$37,789,399
2039	\$148,929,570	50%	50%	50%	68,473,365	\$17,118,341	\$24,885,727	\$36,312,957
2040	\$150,418,865	50%	50%	50%	69,158,099	\$17,289,525	\$25,289,932	\$34,766,121
2041	\$151,923,054	50%	50%	50%	69,849,680	\$17,462,420	\$25,702,840	\$33,146,518
2042	\$153,442,284	50%	50%	50%	70,548,177	\$17,637,044	\$26,124,676	\$31,451,701

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	\$0.6/mile Toll		Auto Diversio Percentage	Truck Diversio Percentage	Number of Transactions per year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
	Gross Revenue	Revenue						
2013	\$329,777,777	\$22,743,295	10%	10%	90,973,180	\$26,344,991	\$262,752,437	
2014	\$334,773,563	\$23,087,832	10%	10%	92,351,328	\$26,797,579	\$266,075,225	
2015	\$339,847,688	\$23,437,772	10%	10%	93,751,086	\$27,258,811	\$269,431,095	
2016	\$345,001,421	\$23,793,201	10%	10%	95,172,806	\$27,728,872	\$272,820,034	
2017	\$350,236,049	\$24,154,210	10%	10%	96,616,841	\$28,207,951	\$276,242,007	
2018	\$355,552,883	\$24,520,888	10%	10%	98,083,554	\$28,696,241	\$279,696,968	
2019	\$360,953,253	\$24,893,328	10%	10%	99,573,311	\$29,193,941	\$283,184,848	
2020	\$366,438,515	\$25,271,622	10%	10%	101,086,487	\$29,701,253	\$286,705,564	
2021	\$370,437,370	\$25,547,405	10%	10%	102,189,619	\$30,109,925	\$288,794,796	
2022	\$374,481,230	\$25,826,292	10%	10%	103,305,167	\$30,525,688	\$290,876,914	
2023	\$378,570,621	\$26,108,319	10%	10%	104,433,275	\$30,948,697	\$292,950,937	
2024	\$382,706,074	\$26,393,522	10%	10%	105,574,089	\$31,379,112	\$295,015,846	
2025	\$386,888,129	\$26,681,940	10%	10%	106,727,760	\$31,817,097	\$297,070,581	
2026	\$391,117,328	\$26,973,609	10%	10%	107,894,435	\$32,262,821	\$299,114,044	
2027	\$395,394,225	\$27,268,567	10%	10%	109,074,269	\$32,716,455	\$301,145,092	
2028	\$399,719,376	\$27,566,854	10%	10%	110,267,414	\$33,178,178	\$303,162,540	
2029	\$404,093,347	\$27,868,507	10%	10%	111,474,027	\$33,648,171	\$305,165,158	
2030	\$408,516,709	\$28,173,566	10%	10%	112,694,265	\$34,126,621	\$307,151,670	
2031	\$412,601,876	\$28,455,302	10%	10%	113,821,207	\$34,586,948	\$308,759,358	
2032	\$416,727,895	\$28,739,855	10%	10%	114,959,419	\$35,055,450	\$310,339,207	
2033	\$420,895,174	\$29,027,253	10%	10%	116,109,014	\$35,532,317	\$311,889,622	
2034	\$425,104,126	\$29,317,526	10%	10%	117,270,104	\$36,017,741	\$313,408,953	
2035	\$429,355,167	\$29,610,701	10%	10%	118,442,805	\$36,511,923	\$314,895,489	
2036	\$433,648,719	\$29,906,808	10%	10%	119,627,233	\$37,015,067	\$316,347,464	
2037	\$437,985,206	\$30,205,876	10%	10%	120,823,505	\$37,527,382	\$317,763,050	
2038	\$442,365,058	\$30,507,935	10%	10%	122,031,740	\$38,049,086	\$319,140,355	
2039	\$446,788,709	\$30,813,014	10%	10%	123,252,058	\$38,580,400	\$320,477,423	
2040	\$451,256,596	\$31,121,145	10%	10%	124,484,578	\$39,121,552	\$321,772,232	
2041	\$455,769,162	\$31,432,356	10%	10%	125,729,424	\$39,672,776	\$323,022,690	
2042	\$460,326,853	\$31,746,680	10%	10%	126,986,718	\$40,234,312	\$324,226,635	

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario**

Year	2003\$		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions per Year	Total Toll		Total Operations		Net Yearly Revenue
	Gross Revenue	\$.06/mile Toll				Cost	Cost	Revenue		
2013	\$293,135,802		20%	20%	80,865,049	\$20,216,262	\$23,817,958	\$228,637,495		
2014	\$297,576,500		20%	20%	82,090,069	\$20,522,517	\$24,232,264	\$231,443,477		
2015	\$302,086,834		20%	20%	83,334,299	\$20,833,575	\$24,654,614	\$234,274,438		
2016	\$306,667,930		20%	20%	84,598,050	\$21,149,512	\$25,085,183	\$237,130,231		
2017	\$311,320,932		20%	20%	85,881,637	\$21,470,409	\$25,524,150	\$240,010,692		
2018	\$316,047,007		20%	20%	87,185,381	\$21,796,345	\$25,971,698	\$242,915,635		
2019	\$320,847,336		20%	20%	88,509,610	\$22,127,403	\$26,428,016	\$245,844,857		
2020	\$325,723,125		20%	20%	89,854,655	\$22,463,664	\$26,893,295	\$248,798,131		
2021	\$329,277,662		20%	20%	90,835,217	\$22,708,804	\$27,271,325	\$250,473,688		
2022	\$332,872,204		20%	20%	91,826,815	\$22,956,704	\$27,656,100	\$252,137,476		
2023	\$336,507,218		20%	20%	92,829,578	\$23,207,394	\$28,047,772	\$253,788,459		
2024	\$340,183,177		20%	20%	93,843,635	\$23,460,909	\$28,446,498	\$255,425,562		
2025	\$343,900,559		20%	20%	94,869,120	\$23,717,280	\$28,852,437	\$257,047,671		
2026	\$347,659,847		20%	20%	95,906,165	\$23,976,541	\$29,265,753	\$258,653,631		
2027	\$351,461,533		20%	20%	96,954,906	\$24,238,726	\$29,686,615	\$260,242,241		
2028	\$355,306,112		20%	20%	98,015,479	\$24,503,870	\$30,115,195	\$261,812,259		
2029	\$359,194,086		20%	20%	99,088,024	\$24,772,006	\$30,551,671	\$263,362,398		
2030	\$363,125,964		20%	20%	100,172,680	\$25,043,170	\$30,996,224	\$264,891,321		
2031	\$366,757,223		20%	20%	101,174,406	\$25,293,602	\$31,425,248	\$266,076,405		
2032	\$370,424,796		20%	20%	102,186,151	\$25,546,538	\$31,862,133	\$267,229,425		
2033	\$374,129,044		20%	20%	103,208,012	\$25,802,003	\$32,307,066	\$268,348,742		
2034	\$377,870,334		20%	20%	104,240,092	\$26,060,023	\$32,760,238	\$269,432,664		
2035	\$381,649,037		20%	20%	105,282,493	\$26,320,623	\$33,221,845	\$270,479,437		
2036	\$385,465,528		20%	20%	106,335,318	\$26,583,830	\$33,692,088	\$271,487,252		
2037	\$389,320,183		20%	20%	107,398,671	\$26,849,668	\$34,171,174	\$272,454,236		
2038	\$393,213,385		20%	20%	108,472,658	\$27,118,164	\$34,659,316	\$273,378,453		
2039	\$397,145,519		20%	20%	109,557,384	\$27,389,346	\$35,156,732	\$274,257,902		
2040	\$401,116,974		20%	20%	110,652,958	\$27,663,240	\$35,663,647	\$275,090,515		
2041	\$405,128,144		20%	20%	111,759,488	\$27,939,872	\$36,180,292	\$275,874,156		
2042	\$409,179,425		20%	20%	112,877,083	\$28,219,271	\$36,706,903	\$276,606,615		

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	2003\$		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions per year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
	\$/06/mile Toll Gross Revenue	Revenue						
2013	\$256,493,827	\$17,689,229	30%	30%	70,756,918	\$21,290,925	\$194,522,552	
2014	\$260,379,438	\$17,957,203	30%	30%	71,828,810	\$21,666,949	\$196,811,729	
2015	\$264,325,980	\$18,229,378	30%	30%	72,917,512	\$22,050,417	\$199,117,781	
2016	\$268,334,438	\$18,505,823	30%	30%	74,023,293	\$22,441,494	\$201,440,429	
2017	\$272,405,816	\$18,786,608	30%	30%	75,146,432	\$22,840,348	\$203,779,376	
2018	\$276,541,131	\$19,071,802	30%	30%	76,287,209	\$23,247,155	\$206,134,302	
2019	\$280,741,419	\$19,361,477	30%	30%	77,445,909	\$23,662,090	\$208,504,865	
2020	\$285,007,734	\$19,655,706	30%	30%	78,622,823	\$24,085,337	\$210,890,699	
2021	\$288,117,954	\$19,870,204	30%	30%	79,480,815	\$24,432,724	\$212,152,581	
2022	\$291,263,179	\$20,087,116	30%	30%	80,348,463	\$24,786,512	\$213,398,039	
2023	\$294,443,816	\$20,306,470	30%	30%	81,225,880	\$25,146,848	\$214,625,981	
2024	\$297,660,280	\$20,528,295	30%	30%	82,113,181	\$25,513,885	\$215,835,279	
2025	\$300,912,989	\$20,752,620	30%	30%	83,010,480	\$25,887,777	\$217,024,762	
2026	\$304,202,366	\$20,979,474	30%	30%	83,917,894	\$26,268,685	\$218,193,217	
2027	\$307,528,841	\$21,208,886	30%	30%	84,835,542	\$26,656,774	\$219,339,390	
2028	\$310,892,848	\$21,440,886	30%	30%	85,763,544	\$27,052,211	\$220,461,979	
2029	\$314,294,825	\$21,675,505	30%	30%	86,702,021	\$27,455,170	\$221,559,638	
2030	\$317,735,218	\$21,912,774	30%	30%	87,651,095	\$27,865,828	\$222,630,972	
2031	\$320,912,571	\$22,131,901	30%	30%	88,527,606	\$28,263,548	\$223,393,452	
2032	\$324,121,696	\$22,353,220	30%	30%	89,412,882	\$28,668,816	\$224,119,642	
2033	\$327,362,913	\$22,576,753	30%	30%	90,307,011	\$29,081,816	\$224,807,862	
2034	\$330,636,542	\$22,802,520	30%	30%	91,210,081	\$29,502,735	\$225,456,375	
2035	\$333,942,908	\$23,030,545	30%	30%	92,122,181	\$29,931,767	\$226,063,386	
2036	\$337,282,337	\$23,260,851	30%	30%	93,043,403	\$30,369,109	\$226,627,040	
2037	\$340,655,160	\$23,493,459	30%	30%	93,973,837	\$30,814,966	\$227,145,421	
2038	\$344,061,712	\$23,728,394	30%	30%	94,913,576	\$31,269,545	\$227,616,550	
2039	\$347,502,329	\$23,965,678	30%	30%	95,862,711	\$31,733,064	\$228,038,380	
2040	\$350,977,352	\$24,205,335	30%	30%	96,821,339	\$32,205,742	\$228,408,799	
2041	\$354,487,126	\$24,447,388	30%	30%	97,789,552	\$32,687,808	\$228,725,622	
2042	\$358,031,997	\$24,691,862	30%	30%	98,767,447	\$33,179,494	\$228,986,596	

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	\$.06/mile Toll		Auto Diversio Percentage	Truck Diversio Percentage	Number of Transactions Per Year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
	Gross Revenue	Revenue						
2013	\$219,851,851	\$219,851,851	40%	40%	60,648,787	\$15,162,197	\$18,763,893	\$160,407,610
2014	\$223,182,375	\$223,182,375	40%	40%	61,567,552	\$15,391,888	\$19,101,635	\$162,179,981
2015	\$226,565,125	\$226,565,125	40%	40%	62,500,724	\$15,625,181	\$19,446,220	\$163,961,123
2016	\$230,000,947	\$230,000,947	40%	40%	63,448,537	\$15,862,134	\$19,797,805	\$165,750,627
2017	\$233,490,699	\$233,490,699	40%	40%	64,411,227	\$16,102,807	\$20,156,547	\$167,548,061
2018	\$237,035,255	\$237,035,255	40%	40%	65,389,036	\$16,347,259	\$20,522,612	\$169,352,970
2019	\$240,635,502	\$240,635,502	40%	40%	66,382,208	\$16,595,552	\$20,896,165	\$171,164,873
2020	\$244,292,344	\$244,292,344	40%	40%	67,390,991	\$16,847,748	\$21,277,379	\$172,983,266
2021	\$246,958,247	\$246,958,247	40%	40%	68,126,413	\$17,031,603	\$21,594,124	\$173,831,474
2022	\$249,654,153	\$249,654,153	40%	40%	68,870,111	\$17,217,528	\$21,916,924	\$174,658,601
2023	\$252,380,414	\$252,380,414	40%	40%	69,622,183	\$17,405,546	\$22,245,924	\$175,463,503
2024	\$255,137,383	\$255,137,383	40%	40%	70,382,726	\$17,595,682	\$22,581,271	\$176,244,995
2025	\$257,925,419	\$257,925,419	40%	40%	71,151,840	\$17,787,960	\$22,923,117	\$177,001,852
2026	\$260,744,886	\$260,744,886	40%	40%	71,929,624	\$17,982,406	\$23,271,618	\$177,732,804
2027	\$263,596,150	\$263,596,150	40%	40%	72,716,179	\$18,179,045	\$23,626,933	\$178,436,539
2028	\$266,479,584	\$266,479,584	40%	40%	73,511,609	\$18,377,902	\$23,989,227	\$179,111,699
2029	\$269,395,565	\$269,395,565	40%	40%	74,316,018	\$18,579,004	\$24,358,669	\$179,756,878
2030	\$272,344,473	\$272,344,473	40%	40%	75,129,510	\$18,782,377	\$24,735,432	\$180,370,623
2031	\$275,067,918	\$275,067,918	40%	40%	75,880,805	\$18,970,201	\$25,101,847	\$180,710,499
2032	\$277,818,597	\$277,818,597	40%	40%	76,639,613	\$19,159,903	\$25,475,499	\$181,009,860
2033	\$280,596,783	\$280,596,783	40%	40%	77,406,009	\$19,351,502	\$25,856,566	\$181,266,982
2034	\$283,402,751	\$283,402,751	40%	40%	78,180,069	\$19,545,017	\$26,245,233	\$181,480,086
2035	\$286,236,778	\$286,236,778	40%	40%	78,961,870	\$19,740,467	\$26,641,689	\$181,647,334
2036	\$289,099,146	\$289,099,146	40%	40%	79,751,489	\$19,937,872	\$27,046,131	\$181,766,828
2037	\$291,990,137	\$291,990,137	40%	40%	80,549,003	\$20,137,251	\$27,458,757	\$181,836,607
2038	\$294,910,039	\$294,910,039	40%	40%	81,354,493	\$20,338,623	\$27,879,775	\$181,854,647
2039	\$297,859,139	\$297,859,139	40%	40%	82,168,038	\$20,542,010	\$28,309,396	\$181,818,859
2040	\$300,837,730	\$300,837,730	40%	40%	82,989,719	\$20,747,430	\$28,747,837	\$181,727,082
2041	\$303,846,108	\$303,846,108	40%	40%	83,819,616	\$20,954,904	\$29,195,324	\$181,577,088
2042	\$306,884,569	\$306,884,569	40%	40%	84,657,812	\$21,164,453	\$29,652,085	\$181,366,577

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario**

Year	2003\$		Auto Diversión Percentage	Truck Diversión Percentage	Number of Transactions per year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
	Gross Revenue	\$/0.6/mile Toll						
2013	\$183,209,876	\$12,635,164	50%	50%	50,540,655	\$12,635,164	\$16,236,860	\$126,292,668
2014	\$185,985,313	\$12,826,573	50%	50%	51,306,293	\$12,826,573	\$16,536,320	\$127,548,233
2015	\$188,804,271	\$13,020,984	50%	50%	52,083,937	\$13,020,984	\$16,842,023	\$128,804,466
2016	\$191,667,456	\$13,218,445	50%	50%	52,873,781	\$13,218,445	\$17,154,116	\$130,060,825
2017	\$194,575,583	\$13,419,006	50%	50%	53,676,023	\$13,419,006	\$17,472,746	\$131,316,746
2018	\$197,529,379	\$13,622,716	50%	50%	54,490,863	\$13,622,716	\$17,798,068	\$132,571,637
2019	\$200,529,585	\$13,829,627	50%	50%	55,318,506	\$13,829,627	\$18,130,240	\$133,824,881
2020	\$203,576,953	\$14,039,790	50%	50%	56,159,159	\$14,039,790	\$18,469,422	\$135,075,834
2021	\$205,798,539	\$14,193,003	50%	50%	56,772,011	\$14,193,003	\$18,755,523	\$135,510,367
2022	\$208,045,128	\$14,347,940	50%	50%	57,391,759	\$14,347,940	\$19,047,336	\$135,919,163
2023	\$210,317,012	\$14,504,621	50%	50%	58,018,486	\$14,504,621	\$19,345,000	\$136,301,025
2024	\$212,614,486	\$14,663,068	50%	50%	58,652,272	\$14,663,068	\$19,648,657	\$136,654,712
2025	\$214,937,849	\$14,823,300	50%	50%	59,293,200	\$14,823,300	\$19,958,457	\$136,978,942
2026	\$217,287,405	\$14,985,338	50%	50%	59,941,353	\$14,985,338	\$20,274,550	\$137,272,391
2027	\$219,663,458	\$15,149,204	50%	50%	60,596,816	\$15,149,204	\$20,597,092	\$137,533,688
2028	\$222,066,320	\$15,314,919	50%	50%	61,259,674	\$15,314,919	\$20,926,243	\$137,761,419
2029	\$224,496,304	\$15,482,504	50%	50%	61,930,015	\$15,482,504	\$21,262,168	\$137,954,118
2030	\$226,953,727	\$15,651,981	50%	50%	62,607,925	\$15,651,981	\$21,605,036	\$138,110,273
2031	\$229,223,265	\$15,808,501	50%	50%	63,234,004	\$15,808,501	\$21,940,147	\$138,027,547
2032	\$231,515,497	\$15,966,586	50%	50%	63,866,344	\$15,966,586	\$22,282,182	\$137,900,078
2033	\$233,830,652	\$16,126,252	50%	50%	64,505,008	\$16,126,252	\$22,631,315	\$137,726,102
2034	\$236,168,959	\$16,287,514	50%	50%	65,150,058	\$16,287,514	\$22,987,730	\$137,503,797
2035	\$238,530,648	\$16,450,390	50%	50%	65,801,558	\$16,450,390	\$23,351,611	\$137,231,282
2036	\$240,915,955	\$16,614,893	50%	50%	66,459,574	\$16,614,893	\$23,723,152	\$136,906,615
2037	\$243,325,114	\$16,781,042	50%	50%	67,124,169	\$16,781,042	\$24,102,549	\$136,527,793
2038	\$245,758,366	\$16,948,853	50%	50%	67,795,411	\$16,948,853	\$24,490,004	\$136,092,745
2039	\$248,215,949	\$17,118,341	50%	50%	68,473,365	\$17,118,341	\$24,885,727	\$135,599,337
2040	\$250,698,109	\$17,289,525	50%	50%	69,158,099	\$17,289,525	\$25,289,932	\$135,045,365
2041	\$253,205,090	\$17,462,420	50%	50%	69,849,680	\$17,462,420	\$25,702,840	\$134,428,554
2042	\$255,737,141	\$17,637,044	50%	50%	70,548,177	\$17,637,044	\$26,124,676	\$133,746,557

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario**

Year	2003\$		Auto Diversions Percentage	Truck Diversions Percentage	Number of Transactions per Year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
	\$0.07/mile Gross Revenue	Revenue						
2013	\$395,733,332	\$22,743,295	10%	10%	90,973,180	\$26,344,991	\$328,707,993	
2014	\$401,728,275	\$23,087,832	10%	10%	92,351,328	\$26,797,579	\$333,029,937	
2015	\$407,817,226	\$23,437,772	10%	10%	93,751,086	\$27,258,811	\$337,400,633	
2016	\$414,001,705	\$23,793,201	10%	10%	95,172,806	\$27,728,872	\$341,820,318	
2017	\$420,283,259	\$24,154,210	10%	10%	96,616,841	\$28,207,951	\$346,289,217	
2018	\$426,663,459	\$24,520,888	10%	10%	98,083,554	\$28,696,241	\$350,807,544	
2019	\$433,143,904	\$24,893,328	10%	10%	99,573,311	\$29,193,941	\$355,375,499	
2020	\$439,726,218	\$25,271,622	10%	10%	101,086,487	\$29,701,253	\$359,993,267	
2021	\$444,524,844	\$25,547,405	10%	10%	102,189,619	\$30,109,925	\$362,882,270	
2022	\$449,377,476	\$25,826,292	10%	10%	103,305,167	\$30,525,688	\$365,773,160	
2023	\$454,284,745	\$26,108,319	10%	10%	104,433,275	\$30,948,697	\$368,665,061	
2024	\$459,247,289	\$26,393,522	10%	10%	105,574,089	\$31,379,112	\$371,557,061	
2025	\$464,265,754	\$26,681,940	10%	10%	106,727,760	\$31,817,097	\$374,448,207	
2026	\$469,340,794	\$26,973,609	10%	10%	107,894,435	\$32,262,821	\$377,337,510	
2027	\$474,473,070	\$27,268,567	10%	10%	109,074,269	\$32,716,455	\$380,223,937	
2028	\$479,663,251	\$27,566,854	10%	10%	110,267,414	\$33,178,178	\$383,106,415	
2029	\$484,912,016	\$27,868,507	10%	10%	111,474,027	\$33,648,171	\$385,983,827	
2030	\$490,220,051	\$28,173,566	10%	10%	112,694,265	\$34,126,621	\$388,855,012	
2031	\$495,122,252	\$28,455,302	10%	10%	113,821,207	\$34,586,948	\$391,279,733	
2032	\$500,073,474	\$28,739,855	10%	10%	114,959,419	\$35,055,450	\$393,684,786	
2033	\$505,074,209	\$29,027,253	10%	10%	116,109,014	\$35,532,317	\$396,068,657	
2034	\$510,124,951	\$29,317,526	10%	10%	117,270,104	\$36,017,741	\$398,429,778	
2035	\$515,226,201	\$29,610,701	10%	10%	118,442,805	\$36,511,923	\$400,766,523	
2036	\$520,378,463	\$29,906,808	10%	10%	119,627,233	\$37,015,067	\$403,077,208	
2037	\$525,582,247	\$30,205,876	10%	10%	120,823,505	\$37,527,382	\$405,360,091	
2038	\$530,838,070	\$30,507,935	10%	10%	122,031,740	\$38,049,086	\$407,613,367	
2039	\$536,146,450	\$30,813,014	10%	10%	123,252,058	\$38,580,400	\$409,835,165	
2040	\$541,507,915	\$31,121,145	10%	10%	124,484,578	\$39,121,552	\$412,023,551	
2041	\$546,922,994	\$31,432,356	10%	10%	125,729,424	\$39,672,776	\$414,176,522	
2042	\$552,392,224	\$31,746,680	10%	10%	126,986,718	\$40,234,312	\$416,292,005	

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario**

Year	2003\$ \$0.07/mile		Auto Diverslon Percentage	Truck Diverslon Percentage	Number of Transactions per Year	Total Toll Collection Cost		Total Operations Cost		Net Yearly Revenue
	Gross Revenue	Percentage				Percentage	Number of Transactions per Year	Total Collection Cost	Total Operations Cost	
2013	\$351,762,962	20%	20%	80,865,049	\$20,216,262	\$23,817,958	\$287,264,655			
2014	\$357,091,800	20%	20%	82,090,069	\$20,522,517	\$24,232,264	\$290,958,777			
2015	\$362,504,201	20%	20%	83,334,299	\$20,833,575	\$24,654,614	\$294,691,805			
2016	\$368,001,516	20%	20%	84,598,050	\$21,149,512	\$25,085,183	\$298,463,817			
2017	\$373,585,119	20%	20%	85,881,637	\$21,470,409	\$25,524,150	\$302,274,878			
2018	\$379,256,408	20%	20%	87,185,381	\$21,796,345	\$25,971,698	\$306,125,036			
2019	\$385,016,804	20%	20%	88,509,610	\$22,127,403	\$26,428,016	\$310,014,324			
2020	\$390,867,750	20%	20%	89,854,655	\$22,463,664	\$26,893,295	\$313,942,756			
2021	\$395,133,194	20%	20%	90,835,217	\$22,708,804	\$27,271,325	\$316,329,221			
2022	\$399,446,645	20%	20%	91,826,815	\$22,956,704	\$27,656,100	\$318,711,917			
2023	\$403,808,662	20%	20%	92,829,578	\$23,207,394	\$28,047,772	\$321,089,903			
2024	\$408,219,813	20%	20%	93,843,635	\$23,460,909	\$28,446,498	\$323,462,198			
2025	\$412,680,570	20%	20%	94,869,120	\$23,717,280	\$28,852,437	\$325,827,783			
2026	\$417,191,817	20%	20%	95,906,165	\$23,976,541	\$29,265,753	\$328,185,600			
2027	\$421,753,840	20%	20%	96,954,906	\$24,238,726	\$29,686,615	\$330,534,548			
2028	\$426,367,334	20%	20%	98,015,479	\$24,503,870	\$30,115,195	\$332,873,482			
2029	\$431,032,903	20%	20%	99,088,024	\$24,772,006	\$30,551,671	\$335,201,215			
2030	\$435,751,157	20%	20%	100,172,680	\$25,043,170	\$30,996,224	\$337,516,514			
2031	\$440,108,668	20%	20%	101,174,406	\$25,293,602	\$31,425,248	\$339,427,850			
2032	\$444,509,755	20%	20%	102,186,151	\$25,546,538	\$31,862,133	\$341,314,384			
2033	\$448,954,852	20%	20%	103,208,012	\$25,802,003	\$32,307,066	\$343,174,551			
2034	\$453,444,401	20%	20%	104,240,092	\$26,060,023	\$32,760,238	\$345,006,730			
2035	\$457,978,845	20%	20%	105,282,493	\$26,320,623	\$33,221,845	\$346,809,245			
2036	\$462,558,633	20%	20%	106,335,318	\$26,583,830	\$33,692,088	\$348,580,358			
2037	\$467,184,220	20%	20%	107,398,671	\$26,849,668	\$34,171,174	\$350,318,272			
2038	\$471,856,062	20%	20%	108,472,658	\$27,118,164	\$34,659,316	\$352,021,130			
2039	\$476,574,623	20%	20%	109,557,384	\$27,389,346	\$35,156,732	\$353,687,005			
2040	\$481,340,369	20%	20%	110,652,958	\$27,663,240	\$35,663,647	\$355,313,910			
2041	\$486,153,772	20%	20%	111,759,488	\$27,939,872	\$36,180,292	\$356,899,785			
2042	\$491,015,310	20%	20%	112,877,083	\$28,219,271	\$36,706,903	\$358,442,500			

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	\$0.07/mile		Auto Diversions Percentage	Truck Diversions Percentage	Number of Transactions Per Year	Total Toll		Total Operations Cost		Net Yearly Revenue
	Gross Revenue	Cost				Collection Cost	Operations Cost			
2013	\$307,792,592	\$17,689,229	30%	30%	70,756,918	\$17,689,229	\$21,290,925	\$245,821,318		
2014	\$312,455,325	\$17,957,203	30%	30%	71,828,810	\$17,957,203	\$21,666,949	\$248,887,617		
2015	\$317,191,176	\$18,229,378	30%	30%	72,917,512	\$18,229,378	\$22,050,417	\$251,982,977		
2016	\$322,001,326	\$18,505,823	30%	30%	74,023,293	\$18,505,823	\$22,441,494	\$255,107,317		
2017	\$326,886,979	\$18,786,608	30%	30%	75,146,432	\$18,786,608	\$22,840,348	\$258,260,540		
2018	\$331,849,357	\$19,071,802	30%	30%	76,287,209	\$19,071,802	\$23,247,155	\$261,442,529		
2019	\$336,889,703	\$19,361,477	30%	30%	77,445,909	\$19,361,477	\$23,662,090	\$264,653,149		
2020	\$342,009,281	\$19,655,706	30%	30%	78,622,823	\$19,655,706	\$24,085,337	\$267,892,246		
2021	\$345,741,545	\$19,870,204	30%	30%	79,480,815	\$19,870,204	\$24,432,724	\$269,776,172		
2022	\$349,515,815	\$20,087,116	30%	30%	80,348,463	\$20,087,116	\$24,786,512	\$271,650,674		
2023	\$353,332,579	\$20,306,470	30%	30%	81,225,880	\$20,306,470	\$25,146,848	\$273,514,744		
2024	\$357,192,336	\$20,528,295	30%	30%	82,113,181	\$20,528,295	\$25,513,885	\$275,367,335		
2025	\$361,095,587	\$20,752,620	30%	30%	83,010,480	\$20,752,620	\$25,887,777	\$277,207,359		
2026	\$365,042,840	\$20,979,474	30%	30%	83,917,894	\$20,979,474	\$26,268,685	\$279,033,691		
2027	\$369,034,610	\$21,208,886	30%	30%	84,835,542	\$21,208,886	\$26,656,774	\$280,845,158		
2028	\$373,071,418	\$21,440,886	30%	30%	85,763,544	\$21,440,886	\$27,052,211	\$282,640,549		
2029	\$377,153,791	\$21,675,505	30%	30%	86,702,021	\$21,675,505	\$27,455,170	\$284,418,603		
2030	\$381,282,262	\$21,912,774	30%	30%	87,651,095	\$21,912,774	\$27,865,828	\$286,178,016		
2031	\$385,095,085	\$22,131,901	30%	30%	88,527,606	\$22,131,901	\$28,263,548	\$287,575,966		
2032	\$388,946,035	\$22,353,220	30%	30%	89,412,882	\$22,353,220	\$28,668,816	\$288,943,982		
2033	\$392,835,496	\$22,576,753	30%	30%	90,307,011	\$22,576,753	\$29,081,816	\$290,280,445		
2034	\$396,763,851	\$22,802,520	30%	30%	91,210,081	\$22,802,520	\$29,502,735	\$291,583,683		
2035	\$400,731,489	\$23,030,545	30%	30%	92,122,181	\$23,030,545	\$29,931,767	\$292,851,967		
2036	\$404,738,804	\$23,260,851	30%	30%	93,043,403	\$23,260,851	\$30,369,109	\$294,083,507		
2037	\$408,786,192	\$23,493,459	30%	30%	93,973,837	\$23,493,459	\$30,814,966	\$295,276,453		
2038	\$412,874,054	\$23,728,394	30%	30%	94,913,576	\$23,728,394	\$31,269,545	\$296,428,892		
2039	\$417,002,795	\$23,965,678	30%	30%	95,862,711	\$23,965,678	\$31,733,064	\$297,538,846		
2040	\$421,172,823	\$24,205,335	30%	30%	96,821,339	\$24,205,335	\$32,205,742	\$298,604,269		
2041	\$425,384,551	\$24,447,388	30%	30%	97,789,552	\$24,447,388	\$32,687,808	\$299,623,047		
2042	\$429,638,396	\$24,691,862	30%	30%	98,767,447	\$24,691,862	\$33,179,494	\$300,592,995		

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	2003\$		Auto Diversions Percentage	Truck Diversions Percentage	Number of Transactions Per Year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
	Gross Revenue	\$0.07/mile						
2013	\$263,822,222		40%	40%	60,648,787	\$15,162,197	\$18,763,893	\$204,377,980
2014	\$267,818,850		40%	40%	61,567,552	\$15,391,888	\$19,101,635	\$206,816,456
2015	\$271,878,151		40%	40%	62,500,724	\$15,625,181	\$19,446,220	\$209,274,148
2016	\$276,001,137		40%	40%	63,448,537	\$15,862,134	\$19,797,805	\$211,750,817
2017	\$280,188,839		40%	40%	64,411,227	\$16,102,807	\$20,156,547	\$214,246,201
2018	\$284,442,306		40%	40%	65,389,036	\$16,347,259	\$20,522,612	\$216,760,021
2019	\$288,762,603		40%	40%	66,382,208	\$16,595,552	\$20,896,165	\$219,291,974
2020	\$293,150,812		40%	40%	67,390,991	\$16,847,748	\$21,277,379	\$221,841,735
2021	\$296,349,896		40%	40%	68,126,413	\$17,031,603	\$21,594,124	\$223,223,123
2022	\$299,584,984		40%	40%	68,870,111	\$17,217,528	\$21,916,924	\$224,589,432
2023	\$302,856,497		40%	40%	69,622,183	\$17,405,546	\$22,245,924	\$225,939,586
2024	\$306,164,859		40%	40%	70,382,726	\$17,595,682	\$22,581,271	\$227,272,472
2025	\$309,510,503		40%	40%	71,151,840	\$17,787,960	\$22,923,117	\$228,586,936
2026	\$312,893,863		40%	40%	71,929,624	\$17,982,406	\$23,271,618	\$229,881,781
2027	\$316,315,380		40%	40%	72,716,179	\$18,179,045	\$23,626,933	\$231,155,769
2028	\$319,775,501		40%	40%	73,511,609	\$18,377,902	\$23,989,227	\$232,407,616
2029	\$323,274,678		40%	40%	74,316,018	\$18,579,004	\$24,358,669	\$233,635,991
2030	\$326,813,367		40%	40%	75,129,510	\$18,782,377	\$24,735,432	\$234,839,517
2031	\$330,081,501		40%	40%	75,880,805	\$18,970,201	\$25,101,847	\$235,724,083
2032	\$333,382,316		40%	40%	76,639,613	\$19,159,903	\$25,475,499	\$236,573,579
2033	\$336,716,139		40%	40%	77,406,009	\$19,351,502	\$25,856,566	\$237,386,339
2034	\$340,083,301		40%	40%	78,180,069	\$19,545,017	\$26,245,233	\$238,160,636
2035	\$343,484,134		40%	40%	78,961,870	\$19,740,467	\$26,641,689	\$238,894,689
2036	\$346,918,975		40%	40%	79,751,489	\$19,937,872	\$27,046,131	\$239,586,657
2037	\$350,388,165		40%	40%	80,549,003	\$20,137,251	\$27,458,757	\$240,234,634
2038	\$353,892,046		40%	40%	81,354,493	\$20,338,623	\$27,879,775	\$240,836,655
2039	\$357,430,967		40%	40%	82,168,038	\$20,542,010	\$28,309,396	\$241,390,686
2040	\$361,005,277		40%	40%	82,989,719	\$20,747,430	\$28,747,837	\$241,894,628
2041	\$364,615,329		40%	40%	83,819,616	\$20,954,904	\$29,195,324	\$242,346,310
2042	\$368,261,483		40%	40%	84,657,812	\$21,164,453	\$29,652,085	\$242,743,491

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario**

Year	\$0.07/mile Gross Revenue	Auto		Truck		Number of Transactions per Year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
		Diversion Percentage	Diversion Percentage	Diversion Percentage	Diversion Percentage				
2013	\$219,851,851	50%	50%	50%	50%	50,540,655	\$12,635,164	\$16,236,860	\$162,934,643
2014	\$223,182,375	50%	50%	50%	50%	51,306,293	\$12,826,573	\$16,536,320	\$164,745,296
2015	\$226,565,125	50%	50%	50%	50%	52,083,937	\$13,020,984	\$16,842,023	\$166,565,320
2016	\$230,000,947	50%	50%	50%	50%	52,873,781	\$13,218,445	\$17,154,116	\$168,394,316
2017	\$233,490,699	50%	50%	50%	50%	53,676,023	\$13,419,006	\$17,472,746	\$170,231,862
2018	\$237,035,255	50%	50%	50%	50%	54,490,863	\$13,622,716	\$17,798,068	\$172,077,513
2019	\$240,635,502	50%	50%	50%	50%	55,318,506	\$13,829,627	\$18,130,240	\$173,930,799
2020	\$244,292,344	50%	50%	50%	50%	56,159,159	\$14,039,790	\$18,469,422	\$175,791,224
2021	\$246,958,247	50%	50%	50%	50%	56,772,011	\$14,193,003	\$18,755,523	\$176,670,074
2022	\$249,654,153	50%	50%	50%	50%	57,391,759	\$14,347,940	\$19,047,336	\$177,528,189
2023	\$252,380,414	50%	50%	50%	50%	58,018,486	\$14,504,621	\$19,345,000	\$178,364,427
2024	\$255,137,383	50%	50%	50%	50%	58,652,272	\$14,663,068	\$19,648,657	\$179,177,609
2025	\$257,925,419	50%	50%	50%	50%	59,293,200	\$14,823,300	\$19,958,457	\$179,966,512
2026	\$260,744,886	50%	50%	50%	50%	59,941,353	\$14,985,338	\$20,274,550	\$180,729,872
2027	\$263,596,150	50%	50%	50%	50%	60,596,816	\$15,149,204	\$20,597,092	\$181,466,380
2028	\$266,479,584	50%	50%	50%	50%	61,259,674	\$15,314,919	\$20,926,243	\$182,174,683
2029	\$269,395,565	50%	50%	50%	50%	61,930,015	\$15,482,504	\$21,262,168	\$182,853,379
2030	\$272,344,473	50%	50%	50%	50%	62,607,925	\$15,651,981	\$21,605,036	\$183,501,019
2031	\$275,067,918	50%	50%	50%	50%	63,234,004	\$15,808,501	\$21,940,147	\$183,872,200
2032	\$277,818,597	50%	50%	50%	50%	63,866,344	\$15,966,586	\$22,282,182	\$184,203,177
2033	\$280,596,783	50%	50%	50%	50%	64,505,008	\$16,126,252	\$22,631,315	\$184,492,232
2034	\$283,402,751	50%	50%	50%	50%	65,150,058	\$16,287,514	\$22,987,730	\$184,737,589
2035	\$286,236,778	50%	50%	50%	50%	65,801,558	\$16,450,390	\$23,351,611	\$184,937,412
2036	\$289,099,146	50%	50%	50%	50%	66,459,574	\$16,614,893	\$23,723,152	\$185,089,806
2037	\$291,990,137	50%	50%	50%	50%	67,124,169	\$16,781,042	\$24,102,549	\$185,192,815
2038	\$294,910,039	50%	50%	50%	50%	67,795,411	\$16,948,853	\$24,490,004	\$185,244,418
2039	\$297,859,139	50%	50%	50%	50%	68,473,365	\$17,118,341	\$24,885,727	\$185,242,527
2040	\$300,837,730	50%	50%	50%	50%	69,158,099	\$17,289,525	\$25,289,932	\$185,184,987
2041	\$303,846,108	50%	50%	50%	50%	69,849,680	\$17,462,420	\$25,702,840	\$185,069,572
2042	\$306,884,569	50%	50%	50%	50%	70,548,177	\$17,637,044	\$26,124,676	\$184,893,986

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario**

Year	\$.09/mile Toll		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions per year	Total Toll		Total Operations Cost	Net Yearly Revenue
	Gross Revenue	Collection Cost				Collection Cost	Operations Cost		
2013	\$494,666,665	\$22,743,295	10%	10%	90,973,180	\$22,743,295	\$26,344,991	\$427,641,326	
2014	\$502,160,344	\$23,087,832	10%	10%	92,351,328	\$23,087,832	\$26,797,579	\$433,462,006	
2015	\$509,771,532	\$23,437,772	10%	10%	93,751,086	\$23,437,772	\$27,258,811	\$439,354,940	
2016	\$517,502,131	\$23,793,201	10%	10%	95,172,806	\$23,793,201	\$27,728,872	\$445,320,744	
2017	\$525,354,073	\$24,154,210	10%	10%	96,616,841	\$24,154,210	\$28,207,951	\$451,360,032	
2018	\$533,329,324	\$24,520,888	10%	10%	98,083,554	\$24,520,888	\$28,696,241	\$457,473,409	
2019	\$541,429,880	\$24,893,328	10%	10%	99,573,311	\$24,893,328	\$29,193,941	\$463,661,475	
2020	\$549,657,773	\$25,271,622	10%	10%	101,086,487	\$25,271,622	\$29,701,253	\$469,924,822	
2021	\$555,656,055	\$25,547,405	10%	10%	102,189,619	\$25,547,405	\$30,109,925	\$474,013,481	
2022	\$561,721,845	\$25,826,292	10%	10%	103,305,167	\$25,826,292	\$30,525,688	\$478,117,529	
2023	\$567,855,931	\$26,108,319	10%	10%	104,433,275	\$26,108,319	\$30,948,697	\$482,236,247	
2024	\$574,059,111	\$26,393,522	10%	10%	105,574,089	\$26,393,522	\$31,379,112	\$486,368,883	
2025	\$580,332,193	\$26,681,940	10%	10%	106,727,760	\$26,681,940	\$31,817,097	\$490,514,646	
2026	\$586,675,992	\$26,973,609	10%	10%	107,894,435	\$26,973,609	\$32,262,821	\$494,672,708	
2027	\$593,091,337	\$27,268,567	10%	10%	109,074,269	\$27,268,567	\$32,716,455	\$498,842,204	
2028	\$599,579,064	\$27,566,854	10%	10%	110,267,414	\$27,566,854	\$33,178,178	\$503,022,228	
2029	\$606,140,020	\$27,868,507	10%	10%	111,474,027	\$27,868,507	\$33,648,171	\$507,211,832	
2030	\$612,775,064	\$28,173,566	10%	10%	112,694,265	\$28,173,566	\$34,126,621	\$511,410,025	
2031	\$618,902,815	\$28,455,302	10%	10%	113,821,207	\$28,455,302	\$34,586,948	\$515,060,296	
2032	\$625,091,843	\$28,739,855	10%	10%	114,959,419	\$28,739,855	\$35,055,450	\$518,703,154	
2033	\$631,342,761	\$29,027,253	10%	10%	116,109,014	\$29,027,253	\$35,532,317	\$522,337,209	
2034	\$637,656,189	\$29,317,526	10%	10%	117,270,104	\$29,317,526	\$36,017,741	\$525,961,015	
2035	\$644,032,751	\$29,610,701	10%	10%	118,442,805	\$29,610,701	\$36,511,923	\$529,573,073	
2036	\$650,473,078	\$29,906,808	10%	10%	119,627,233	\$29,906,808	\$37,015,067	\$533,171,824	
2037	\$656,977,809	\$30,205,876	10%	10%	120,823,505	\$30,205,876	\$37,527,382	\$536,755,653	
2038	\$663,547,587	\$30,507,935	10%	10%	122,031,740	\$30,507,935	\$38,049,086	\$540,322,884	
2039	\$670,183,063	\$30,813,014	10%	10%	123,252,058	\$30,813,014	\$38,580,400	\$543,871,778	
2040	\$676,884,894	\$31,121,145	10%	10%	124,484,578	\$31,121,145	\$39,121,552	\$547,400,530	
2041	\$683,653,742	\$31,432,356	10%	10%	125,729,424	\$31,432,356	\$39,672,776	\$550,907,271	
2042	\$690,490,280	\$31,746,680	10%	10%	126,986,718	\$31,746,680	\$40,234,312	\$554,390,061	

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario**

Year	\$0.09/mile Toll		Auto		Truck		Number of Transactions Per Year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
	Gross Revenue	Revenue	Diversion Percentage	Diversion Percentage	Diversion Percentage	Diversion Percentage				
2013	\$439,703,703		20%	20%	20%	20%	80,865,049	\$20,216,262	\$23,817,958	\$375,205,396
2014	\$446,364,750		20%	20%	20%	20%	82,090,069	\$20,522,517	\$24,232,264	\$380,231,727
2015	\$453,130,251		20%	20%	20%	20%	83,334,299	\$20,833,575	\$24,654,614	\$385,317,855
2016	\$460,001,894		20%	20%	20%	20%	84,598,050	\$21,149,512	\$25,085,183	\$390,464,196
2017	\$466,981,399		20%	20%	20%	20%	85,881,637	\$21,470,409	\$25,524,150	\$395,671,158
2018	\$474,070,510		20%	20%	20%	20%	87,185,381	\$21,796,345	\$25,971,698	\$400,939,138
2019	\$481,271,004		20%	20%	20%	20%	88,509,610	\$22,127,403	\$26,428,016	\$406,268,525
2020	\$488,584,687		20%	20%	20%	20%	89,854,655	\$22,463,664	\$26,893,295	\$411,659,694
2021	\$493,916,493		20%	20%	20%	20%	90,835,217	\$22,708,804	\$27,271,325	\$415,112,519
2022	\$499,308,306		20%	20%	20%	20%	91,826,815	\$22,956,704	\$27,656,100	\$418,573,578
2023	\$504,760,828		20%	20%	20%	20%	92,829,578	\$23,207,394	\$28,047,772	\$422,042,068
2024	\$510,274,766		20%	20%	20%	20%	93,843,635	\$23,460,909	\$28,446,498	\$425,517,151
2025	\$515,850,838		20%	20%	20%	20%	94,869,120	\$23,717,280	\$28,852,437	\$428,997,951
2026	\$521,489,771		20%	20%	20%	20%	95,906,165	\$23,976,541	\$29,265,753	\$432,483,554
2027	\$527,192,300		20%	20%	20%	20%	96,954,906	\$24,238,726	\$29,686,615	\$435,973,007
2028	\$532,959,168		20%	20%	20%	20%	98,015,479	\$24,503,870	\$30,115,195	\$439,465,315
2029	\$538,791,129		20%	20%	20%	20%	99,088,024	\$24,772,006	\$30,551,671	\$442,959,441
2030	\$544,688,946		20%	20%	20%	20%	100,172,680	\$25,043,170	\$30,996,224	\$446,454,303
2031	\$550,135,835		20%	20%	20%	20%	101,174,406	\$25,293,602	\$31,425,248	\$449,455,017
2032	\$555,637,194		20%	20%	20%	20%	102,186,151	\$25,546,538	\$31,862,133	\$452,441,822
2033	\$561,193,565		20%	20%	20%	20%	103,208,012	\$25,802,003	\$32,307,066	\$455,413,264
2034	\$566,805,501		20%	20%	20%	20%	104,240,092	\$26,060,023	\$32,760,238	\$458,367,831
2035	\$572,473,556		20%	20%	20%	20%	105,282,493	\$26,320,623	\$33,221,845	\$461,303,956
2036	\$578,198,292		20%	20%	20%	20%	106,335,318	\$26,583,830	\$33,692,088	\$464,220,016
2037	\$583,980,275		20%	20%	20%	20%	107,398,671	\$26,849,668	\$34,171,174	\$467,114,327
2038	\$589,820,077		20%	20%	20%	20%	108,472,658	\$27,118,164	\$34,659,316	\$469,985,145
2039	\$595,718,278		20%	20%	20%	20%	109,557,384	\$27,389,346	\$35,156,732	\$472,830,661
2040	\$601,675,461		20%	20%	20%	20%	110,652,958	\$27,663,240	\$35,663,647	\$475,649,002
2041	\$607,692,216		20%	20%	20%	20%	111,759,488	\$27,939,872	\$36,180,292	\$478,438,228
2042	\$613,769,138		20%	20%	20%	20%	112,877,083	\$28,219,271	\$36,706,903	\$481,196,328

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario**

Year	2003\$		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions Per Year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
	\$/09/mile Toll Gross Revenue	Percentage						
2013	\$384,740,740	30%	30%	70,756,918	\$17,689,229	\$21,290,925	\$322,769,466	
2014	\$390,569,157	30%	30%	71,828,810	\$17,957,203	\$21,666,949	\$327,001,448	
2015	\$396,488,970	30%	30%	72,917,512	\$18,229,378	\$22,050,417	\$331,280,770	
2016	\$402,501,658	30%	30%	74,023,293	\$18,505,823	\$22,441,494	\$335,607,648	
2017	\$408,608,724	30%	30%	75,146,432	\$18,786,608	\$22,840,348	\$339,982,284	
2018	\$414,811,696	30%	30%	76,287,209	\$19,071,802	\$23,247,155	\$344,404,868	
2019	\$421,112,129	30%	30%	77,445,909	\$19,361,477	\$23,662,090	\$348,875,575	
2020	\$427,511,601	30%	30%	78,622,823	\$19,655,706	\$24,085,337	\$353,394,566	
2021	\$432,176,931	30%	30%	79,480,815	\$19,870,204	\$24,432,724	\$356,211,558	
2022	\$436,894,768	30%	30%	80,348,463	\$20,087,116	\$24,786,512	\$359,029,628	
2023	\$441,665,724	30%	30%	81,225,880	\$20,306,470	\$25,146,848	\$361,847,889	
2024	\$446,490,420	30%	30%	82,113,181	\$20,528,295	\$25,513,885	\$364,665,419	
2025	\$451,369,483	30%	30%	83,010,480	\$20,752,620	\$25,887,777	\$367,481,256	
2026	\$456,303,550	30%	30%	83,917,894	\$20,979,474	\$26,268,685	\$370,294,401	
2027	\$461,293,262	30%	30%	84,835,542	\$21,208,886	\$26,656,774	\$373,103,811	
2028	\$466,339,272	30%	30%	85,763,544	\$21,440,886	\$27,052,211	\$375,908,403	
2029	\$471,442,238	30%	30%	86,702,021	\$21,675,505	\$27,455,170	\$378,707,051	
2030	\$476,602,828	30%	30%	87,651,095	\$21,912,774	\$27,865,828	\$381,498,581	
2031	\$481,368,856	30%	30%	88,527,606	\$22,131,901	\$28,263,548	\$383,849,737	
2032	\$486,182,544	30%	30%	89,412,882	\$22,353,220	\$28,668,816	\$386,180,491	
2033	\$491,044,370	30%	30%	90,307,011	\$22,576,753	\$29,081,816	\$388,489,319	
2034	\$495,954,814	30%	30%	91,210,081	\$22,802,520	\$29,502,735	\$390,774,646	
2035	\$500,914,362	30%	30%	92,122,181	\$23,030,545	\$29,931,767	\$393,034,839	
2036	\$505,923,505	30%	30%	93,043,403	\$23,260,851	\$30,369,109	\$395,268,208	
2037	\$510,982,740	30%	30%	93,973,837	\$23,493,459	\$30,814,966	\$397,473,001	
2038	\$516,092,568	30%	30%	94,913,576	\$23,728,394	\$31,269,545	\$399,647,406	
2039	\$521,253,493	30%	30%	95,862,711	\$23,965,678	\$31,733,064	\$401,789,545	
2040	\$526,466,028	30%	30%	96,821,339	\$24,205,335	\$32,205,742	\$403,897,475	
2041	\$531,730,689	30%	30%	97,789,552	\$24,447,388	\$32,687,808	\$405,969,185	
2042	\$537,047,995	30%	30%	98,767,447	\$24,691,862	\$33,179,494	\$408,002,595	

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	\$0.09/mile Toll		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions per year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
	Gross Revenue	Revenue						
2013	\$329,777,777	\$329,777,777	40%	40%	60,648,787	\$15,162,197	\$18,763,893	\$270,333,536
2014	\$334,773,563	\$334,773,563	40%	40%	61,567,552	\$15,391,888	\$19,101,635	\$273,771,169
2015	\$339,847,688	\$339,847,688	40%	40%	62,500,724	\$15,625,181	\$19,446,220	\$277,243,686
2016	\$345,001,421	\$345,001,421	40%	40%	63,448,537	\$15,862,134	\$19,797,805	\$280,751,101
2017	\$350,236,049	\$350,236,049	40%	40%	64,411,227	\$16,102,807	\$20,156,547	\$284,293,411
2018	\$355,552,883	\$355,552,883	40%	40%	65,389,036	\$16,347,259	\$20,522,612	\$287,870,597
2019	\$360,953,253	\$360,953,253	40%	40%	66,382,208	\$16,595,552	\$20,896,165	\$291,482,624
2020	\$366,438,515	\$366,438,515	40%	40%	67,390,991	\$16,847,748	\$21,277,379	\$295,129,438
2021	\$370,437,370	\$370,437,370	40%	40%	68,126,413	\$17,031,603	\$21,594,124	\$297,310,597
2022	\$374,481,230	\$374,481,230	40%	40%	68,870,111	\$17,217,528	\$21,916,924	\$299,485,678
2023	\$378,570,621	\$378,570,621	40%	40%	69,622,183	\$17,405,546	\$22,245,924	\$301,653,710
2024	\$382,706,074	\$382,706,074	40%	40%	70,382,726	\$17,595,682	\$22,581,271	\$303,813,687
2025	\$386,888,129	\$386,888,129	40%	40%	71,151,840	\$17,787,960	\$22,923,117	\$305,964,561
2026	\$391,117,328	\$391,117,328	40%	40%	71,929,624	\$17,982,406	\$23,271,618	\$308,105,247
2027	\$395,394,225	\$395,394,225	40%	40%	72,716,179	\$18,179,045	\$23,626,933	\$310,234,614
2028	\$399,719,376	\$399,719,376	40%	40%	73,511,609	\$18,377,902	\$23,989,227	\$312,351,491
2029	\$404,093,347	\$404,093,347	40%	40%	74,316,018	\$18,579,004	\$24,358,689	\$314,454,660
2030	\$408,516,709	\$408,516,709	40%	40%	75,129,510	\$18,782,377	\$24,735,432	\$316,542,859
2031	\$412,601,876	\$412,601,876	40%	40%	75,880,805	\$18,970,201	\$25,101,847	\$318,244,458
2032	\$416,727,895	\$416,727,895	40%	40%	76,639,613	\$19,159,903	\$25,475,499	\$319,919,159
2033	\$420,895,174	\$420,895,174	40%	40%	77,406,009	\$19,351,502	\$25,856,566	\$321,565,373
2034	\$425,104,126	\$425,104,126	40%	40%	78,180,069	\$19,545,017	\$26,245,233	\$323,181,461
2035	\$429,355,167	\$429,355,167	40%	40%	78,961,870	\$19,740,467	\$26,641,689	\$324,765,723
2036	\$433,648,719	\$433,648,719	40%	40%	79,751,489	\$19,937,872	\$27,046,131	\$326,316,401
2037	\$437,985,206	\$437,985,206	40%	40%	80,549,003	\$20,137,251	\$27,458,757	\$327,831,676
2038	\$442,365,058	\$442,365,058	40%	40%	81,354,493	\$20,338,623	\$27,879,775	\$329,309,667
2039	\$446,788,709	\$446,788,709	40%	40%	82,168,038	\$20,542,010	\$28,309,396	\$330,748,428
2040	\$451,256,596	\$451,256,596	40%	40%	82,989,719	\$20,747,430	\$28,747,837	\$332,145,947
2041	\$455,769,162	\$455,769,162	40%	40%	83,819,616	\$20,954,904	\$29,195,324	\$333,500,142
2042	\$460,326,853	\$460,326,853	40%	40%	84,657,812	\$21,164,453	\$29,652,085	\$334,808,861

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	\$.09/mile Toll		Auto Diversio n Percentage	Truck Diversio n Percentage	Number of Transactions per year	Total Toll		Total Operations		Net Yearly Revenue
	Gross Revenue	Cost				Collection Cost	Cost			
2013	\$274,814,814		50%	50%	50,540,655	\$12,635,164	\$16,236,860	\$217,897,606		
2014	\$278,977,969		50%	50%	51,306,293	\$12,826,573	\$16,536,320	\$220,540,890		
2015	\$283,206,407		50%	50%	52,083,937	\$13,020,984	\$16,842,023	\$223,206,601		
2016	\$287,501,184		50%	50%	52,873,781	\$13,218,445	\$17,154,116	\$225,894,553		
2017	\$291,863,374		50%	50%	53,676,023	\$13,419,006	\$17,472,746	\$228,604,537		
2018	\$296,294,069		50%	50%	54,490,863	\$13,622,716	\$17,798,068	\$231,336,327		
2019	\$300,794,378		50%	50%	55,318,506	\$13,829,627	\$18,130,240	\$234,089,674		
2020	\$305,365,429		50%	50%	56,159,159	\$14,039,790	\$18,469,422	\$236,864,310		
2021	\$308,697,808		50%	50%	56,772,011	\$14,193,003	\$18,755,523	\$238,409,636		
2022	\$312,067,692		50%	50%	57,391,759	\$14,347,940	\$19,047,336	\$239,941,727		
2023	\$315,475,517		50%	50%	58,018,486	\$14,504,621	\$19,345,000	\$241,459,531		
2024	\$318,921,729		50%	50%	58,652,272	\$14,663,068	\$19,648,657	\$242,961,954		
2025	\$322,406,774		50%	50%	59,293,200	\$14,823,300	\$19,958,457	\$244,447,867		
2026	\$325,931,107		50%	50%	59,941,353	\$14,985,338	\$20,274,550	\$245,916,093		
2027	\$329,495,187		50%	50%	60,596,816	\$15,149,204	\$20,597,092	\$247,365,417		
2028	\$333,099,480		50%	50%	61,259,674	\$15,314,919	\$20,926,243	\$248,794,579		
2029	\$336,744,456		50%	50%	61,930,015	\$15,482,504	\$21,262,168	\$250,202,270		
2030	\$340,430,591		50%	50%	62,607,925	\$15,651,981	\$21,605,036	\$251,587,137		
2031	\$343,834,897		50%	50%	63,234,004	\$15,808,501	\$21,940,147	\$252,639,179		
2032	\$347,273,246		50%	50%	63,866,344	\$15,966,586	\$22,282,182	\$253,657,827		
2033	\$350,745,978		50%	50%	64,505,008	\$16,126,252	\$22,631,315	\$254,641,428		
2034	\$354,253,438		50%	50%	65,150,058	\$16,287,514	\$22,987,730	\$255,588,276		
2035	\$357,795,973		50%	50%	65,801,558	\$16,450,390	\$23,351,611	\$256,496,606		
2036	\$361,373,932		50%	50%	66,459,574	\$16,614,893	\$23,723,152	\$257,364,593		
2037	\$364,987,672		50%	50%	67,124,169	\$16,781,042	\$24,102,549	\$258,190,350		
2038	\$368,637,548		50%	50%	67,795,411	\$16,948,853	\$24,490,004	\$258,971,928		
2039	\$372,323,924		50%	50%	68,473,365	\$17,118,341	\$24,885,727	\$259,707,312		
2040	\$376,047,163		50%	50%	69,158,099	\$17,289,525	\$25,289,932	\$260,394,419		
2041	\$379,807,635		50%	50%	69,849,680	\$17,462,420	\$25,702,840	\$261,031,099		
2042	\$383,605,711		50%	50%	70,548,177	\$17,637,044	\$26,124,676	\$261,615,128		

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	Gross Revenue	Auto		Truck		Number of Transactions per Year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
		Diversion Percentage	Diversion Percentage	Diversion Percentage	Diversion Percentage				
2013	\$593,599,999	10%	10%	10%	10%	90,973,180	\$22,743,295	\$26,344,991	\$526,574,659
2014	\$602,592,413	10%	10%	10%	10%	92,351,328	\$23,087,832	\$26,797,579	\$533,894,075
2015	\$611,725,839	10%	10%	10%	10%	93,751,086	\$23,437,772	\$27,258,811	\$541,309,246
2016	\$621,002,557	10%	10%	10%	10%	95,172,806	\$23,793,201	\$27,728,872	\$548,821,170
2017	\$630,424,888	10%	10%	10%	10%	96,616,841	\$24,154,210	\$28,207,951	\$556,430,846
2018	\$639,995,189	10%	10%	10%	10%	98,083,554	\$24,520,888	\$28,696,241	\$564,139,274
2019	\$649,715,856	10%	10%	10%	10%	99,573,311	\$24,893,328	\$29,193,941	\$571,947,451
2020	\$659,589,328	10%	10%	10%	10%	101,086,487	\$25,271,622	\$29,701,253	\$579,856,376
2021	\$666,787,266	10%	10%	10%	10%	102,189,619	\$25,547,405	\$30,109,925	\$585,144,691
2022	\$674,066,214	10%	10%	10%	10%	103,305,167	\$25,826,292	\$30,525,688	\$590,461,898
2023	\$681,427,117	10%	10%	10%	10%	104,433,275	\$26,108,319	\$30,948,697	\$595,807,434
2024	\$688,870,934	10%	10%	10%	10%	105,574,089	\$26,393,522	\$31,379,112	\$601,180,705
2025	\$696,398,631	10%	10%	10%	10%	106,727,760	\$26,681,940	\$31,817,097	\$606,581,084
2026	\$704,011,191	10%	10%	10%	10%	107,894,435	\$26,973,609	\$32,262,821	\$612,007,906
2027	\$711,709,605	10%	10%	10%	10%	109,074,269	\$27,268,567	\$32,716,455	\$617,460,472
2028	\$719,494,877	10%	10%	10%	10%	110,267,414	\$27,566,854	\$33,178,178	\$622,938,041
2029	\$727,368,025	10%	10%	10%	10%	111,474,027	\$27,868,507	\$33,648,171	\$628,439,836
2030	\$735,330,077	10%	10%	10%	10%	112,694,265	\$28,173,566	\$34,126,621	\$633,965,038
2031	\$742,683,378	10%	10%	10%	10%	113,921,207	\$28,455,302	\$34,586,948	\$638,840,859
2032	\$750,110,211	10%	10%	10%	10%	114,959,419	\$28,739,855	\$35,055,450	\$643,721,523
2033	\$757,611,313	10%	10%	10%	10%	116,109,014	\$29,027,253	\$35,532,317	\$648,605,762
2034	\$765,187,427	10%	10%	10%	10%	117,270,104	\$29,317,526	\$36,017,741	\$653,492,253
2035	\$772,839,301	10%	10%	10%	10%	118,442,805	\$29,610,701	\$36,511,923	\$658,379,623
2036	\$780,567,694	10%	10%	10%	10%	119,627,233	\$29,906,808	\$37,015,067	\$663,266,440
2037	\$788,373,371	10%	10%	10%	10%	120,823,505	\$30,205,876	\$37,527,382	\$668,151,215
2038	\$796,257,104	10%	10%	10%	10%	122,031,740	\$30,507,935	\$38,049,086	\$673,032,402
2039	\$804,219,676	10%	10%	10%	10%	123,252,058	\$30,813,014	\$38,580,400	\$677,908,390
2040	\$812,261,872	10%	10%	10%	10%	124,484,578	\$31,121,145	\$39,121,552	\$682,777,509
2041	\$820,384,491	10%	10%	10%	10%	125,729,424	\$31,432,356	\$39,672,776	\$687,638,019
2042	\$828,588,336	10%	10%	10%	10%	126,986,718	\$31,746,680	\$40,234,312	\$692,488,117

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario**

Year	2003\$ \$.11/mile Toll Gross Revenue	Auto		Truck		Number of Transactions Per Year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
		Diversion Percentage	Percentage	Diversion Percentage	Percentage				
2013	\$527,644,443	20%	20%	20%	20%	80,865,049	\$20,216,262	\$23,817,958	\$463,146,136
2014	\$535,637,700	20%	20%	20%	20%	82,090,069	\$20,522,517	\$24,232,264	\$469,504,677
2015	\$543,756,301	20%	20%	20%	20%	83,334,299	\$20,833,575	\$24,654,614	\$475,943,905
2016	\$552,002,273	20%	20%	20%	20%	84,598,050	\$21,149,512	\$25,085,183	\$482,464,575
2017	\$560,377,678	20%	20%	20%	20%	85,881,637	\$21,470,409	\$25,524,150	\$489,067,438
2018	\$568,884,612	20%	20%	20%	20%	87,185,381	\$21,796,345	\$25,971,698	\$495,753,240
2019	\$577,525,205	20%	20%	20%	20%	88,509,610	\$22,127,403	\$26,428,016	\$502,522,726
2020	\$586,301,625	20%	20%	20%	20%	89,854,655	\$22,463,664	\$26,893,295	\$509,376,631
2021	\$592,699,792	20%	20%	20%	20%	90,835,217	\$22,708,804	\$27,271,325	\$513,895,818
2022	\$599,169,968	20%	20%	20%	20%	91,826,815	\$22,956,704	\$27,656,100	\$518,435,240
2023	\$605,712,993	20%	20%	20%	20%	92,829,578	\$23,207,394	\$28,047,772	\$522,994,234
2024	\$612,329,719	20%	20%	20%	20%	93,843,635	\$23,460,909	\$28,446,498	\$527,572,104
2025	\$619,021,006	20%	20%	20%	20%	94,869,120	\$23,717,280	\$28,852,437	\$532,168,118
2026	\$625,787,725	20%	20%	20%	20%	95,906,165	\$23,976,541	\$29,265,753	\$536,781,508
2027	\$632,630,760	20%	20%	20%	20%	96,954,906	\$24,238,726	\$29,686,615	\$541,411,467
2028	\$639,551,002	20%	20%	20%	20%	98,015,479	\$24,503,870	\$30,115,195	\$546,057,149
2029	\$646,549,355	20%	20%	20%	20%	99,088,024	\$24,772,006	\$30,551,671	\$550,717,667
2030	\$653,626,735	20%	20%	20%	20%	100,172,680	\$25,043,170	\$30,996,224	\$555,392,092
2031	\$660,163,002	20%	20%	20%	20%	101,174,406	\$25,293,602	\$31,425,248	\$559,482,184
2032	\$666,764,632	20%	20%	20%	20%	102,186,151	\$25,546,538	\$31,862,133	\$563,569,261
2033	\$673,432,279	20%	20%	20%	20%	103,208,012	\$25,802,003	\$32,307,066	\$567,651,977
2034	\$680,166,601	20%	20%	20%	20%	104,240,092	\$26,060,023	\$32,760,238	\$571,728,931
2035	\$686,968,267	20%	20%	20%	20%	105,282,493	\$26,320,623	\$33,221,845	\$575,798,667
2036	\$693,837,950	20%	20%	20%	20%	106,335,318	\$26,583,830	\$33,692,088	\$579,859,674
2037	\$700,776,330	20%	20%	20%	20%	107,398,671	\$26,849,668	\$34,171,174	\$583,910,382
2038	\$707,784,093	20%	20%	20%	20%	108,472,658	\$27,118,164	\$34,659,316	\$587,949,161
2039	\$714,861,934	20%	20%	20%	20%	109,557,384	\$27,389,346	\$35,156,732	\$591,974,317
2040	\$722,010,553	20%	20%	20%	20%	110,652,958	\$27,663,240	\$35,663,647	\$595,984,095
2041	\$729,230,659	20%	20%	20%	20%	111,759,488	\$27,939,872	\$36,180,292	\$599,976,671
2042	\$736,522,965	20%	20%	20%	20%	112,877,083	\$28,219,271	\$36,706,903	\$603,950,155

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	2003\$		Auto Diversión Percentage	Truck Diversión Percentage	Number of Transactions per Year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
	\$.1/mile Toll Gross Revenue	Revenue						
2013	\$461,688,888		30%	30%	70,766,918	\$17,689,229	\$21,290,925	\$399,717,614
2014	\$468,682,988		30%	30%	71,828,810	\$17,957,203	\$21,666,949	\$405,115,279
2015	\$475,786,764		30%	30%	72,917,512	\$18,229,378	\$22,050,417	\$410,578,564
2016	\$483,001,989		30%	30%	74,023,293	\$18,505,823	\$22,441,494	\$416,107,980
2017	\$490,330,469		30%	30%	75,146,432	\$18,786,608	\$22,840,348	\$421,704,029
2018	\$497,774,036		30%	30%	76,287,209	\$19,071,802	\$23,247,155	\$427,367,207
2019	\$505,334,555		30%	30%	77,445,909	\$19,361,477	\$23,662,090	\$433,098,000
2020	\$513,013,921		30%	30%	78,622,823	\$19,655,706	\$24,085,337	\$438,896,886
2021	\$518,612,318		30%	30%	79,480,815	\$19,870,204	\$24,432,724	\$442,646,945
2022	\$524,273,722		30%	30%	80,348,463	\$20,087,116	\$24,786,512	\$446,408,582
2023	\$529,998,869		30%	30%	81,225,880	\$20,306,470	\$25,146,848	\$450,181,034
2024	\$535,788,504		30%	30%	82,113,181	\$20,528,295	\$25,513,885	\$453,963,503
2025	\$541,643,380		30%	30%	83,010,480	\$20,752,620	\$25,887,777	\$457,755,153
2026	\$547,564,260		30%	30%	83,917,894	\$20,979,474	\$26,268,685	\$461,555,110
2027	\$553,551,915		30%	30%	84,835,542	\$21,208,886	\$26,656,774	\$465,362,463
2028	\$559,607,126		30%	30%	85,763,544	\$21,440,886	\$27,052,211	\$469,176,258
2029	\$565,730,686		30%	30%	86,702,021	\$21,675,505	\$27,455,170	\$472,995,498
2030	\$571,923,393		30%	30%	87,651,095	\$21,912,774	\$27,865,828	\$476,819,147
2031	\$577,642,627		30%	30%	88,527,606	\$22,131,901	\$28,263,548	\$480,123,509
2032	\$583,419,053		30%	30%	89,412,882	\$22,353,220	\$28,668,816	\$483,416,999
2033	\$589,253,244		30%	30%	90,307,011	\$22,576,753	\$29,081,816	\$486,698,193
2034	\$595,145,776		30%	30%	91,210,081	\$22,802,520	\$29,502,735	\$489,965,609
2035	\$601,097,234		30%	30%	92,122,181	\$23,030,545	\$29,931,767	\$493,217,712
2036	\$607,108,206		30%	30%	93,043,403	\$23,260,851	\$30,369,109	\$496,452,909
2037	\$613,179,288		30%	30%	93,973,837	\$23,493,459	\$30,814,966	\$499,669,550
2038	\$619,311,081		30%	30%	94,913,576	\$23,728,394	\$31,269,545	\$502,865,919
2039	\$625,504,192		30%	30%	95,862,711	\$23,965,678	\$31,733,064	\$506,040,243
2040	\$631,759,234		30%	30%	96,821,339	\$24,205,335	\$32,205,742	\$509,190,680
2041	\$638,076,826		30%	30%	97,789,552	\$24,447,388	\$32,687,808	\$512,315,323
2042	\$644,457,595		30%	30%	98,767,447	\$24,691,862	\$33,179,494	\$515,412,194

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	2003\$ \$.11/mile Toll Gross Revenue	Auto		Truck		Number of Transactions per Year	Total Toll Collection Cost	Total Operations Cost	Net Yearly Revenue
		Diversion Percentage	Percentage	Diversion Percentage	Percentage				
2013	\$395,733,332	40%	40%	40%	40%	60,648,787	\$15,162,197	\$18,763,893	\$336,289,091
2014	\$401,728,275	40%	40%	40%	40%	61,567,552	\$15,391,888	\$19,101,635	\$340,725,881
2015	\$407,817,226	40%	40%	40%	40%	62,500,724	\$15,625,181	\$19,446,220	\$345,213,224
2016	\$414,001,705	40%	40%	40%	40%	63,448,537	\$15,862,134	\$19,797,805	\$349,751,385
2017	\$420,283,259	40%	40%	40%	40%	64,411,227	\$16,102,807	\$20,156,547	\$354,340,620
2018	\$426,663,459	40%	40%	40%	40%	65,389,036	\$16,347,259	\$20,522,612	\$358,981,174
2019	\$433,143,904	40%	40%	40%	40%	66,382,208	\$16,595,552	\$20,896,165	\$363,673,275
2020	\$439,726,218	40%	40%	40%	40%	67,390,991	\$16,847,748	\$21,277,379	\$368,417,141
2021	\$444,524,844	40%	40%	40%	40%	68,126,413	\$17,031,603	\$21,594,124	\$371,398,071
2022	\$449,377,476	40%	40%	40%	40%	68,870,111	\$17,217,528	\$21,916,924	\$374,381,924
2023	\$454,284,745	40%	40%	40%	40%	69,622,183	\$17,405,546	\$22,245,924	\$377,367,834
2024	\$459,247,289	40%	40%	40%	40%	70,382,726	\$17,595,682	\$22,581,271	\$380,354,901
2025	\$464,265,754	40%	40%	40%	40%	71,151,840	\$17,787,960	\$22,923,117	\$383,342,187
2026	\$469,340,794	40%	40%	40%	40%	71,929,624	\$17,982,406	\$23,271,618	\$386,328,712
2027	\$474,473,070	40%	40%	40%	40%	72,716,179	\$18,179,045	\$23,626,933	\$389,313,459
2028	\$479,663,251	40%	40%	40%	40%	73,511,609	\$18,377,902	\$23,989,227	\$392,295,366
2029	\$484,912,016	40%	40%	40%	40%	74,316,018	\$18,579,004	\$24,358,669	\$395,273,330
2030	\$490,220,051	40%	40%	40%	40%	75,129,510	\$18,782,377	\$24,735,432	\$398,246,201
2031	\$495,122,252	40%	40%	40%	40%	75,880,805	\$18,970,201	\$25,101,847	\$400,764,834
2032	\$500,073,474	40%	40%	40%	40%	76,639,613	\$19,159,903	\$25,475,499	\$403,264,738
2033	\$505,074,209	40%	40%	40%	40%	77,406,009	\$19,351,502	\$25,856,566	\$405,744,408
2034	\$510,124,951	40%	40%	40%	40%	78,180,069	\$19,545,017	\$26,245,233	\$408,202,286
2035	\$515,226,201	40%	40%	40%	40%	78,961,870	\$19,740,467	\$26,641,689	\$410,636,756
2036	\$520,378,463	40%	40%	40%	40%	79,751,489	\$19,937,872	\$27,046,131	\$413,046,144
2037	\$525,582,247	40%	40%	40%	40%	80,549,003	\$20,137,251	\$27,458,757	\$415,428,717
2038	\$530,838,070	40%	40%	40%	40%	81,354,493	\$20,338,623	\$27,879,775	\$417,782,678
2039	\$536,146,450	40%	40%	40%	40%	82,168,038	\$20,542,010	\$28,309,396	\$420,106,170
2040	\$541,507,915	40%	40%	40%	40%	82,989,719	\$20,747,430	\$28,747,837	\$422,397,266
2041	\$546,922,994	40%	40%	40%	40%	83,819,616	\$20,954,904	\$29,195,324	\$424,653,974
2042	\$552,392,224	40%	40%	40%	40%	84,657,812	\$21,164,453	\$29,652,085	\$426,874,232

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
6 Plaza Scenario

Year	2003\$		Auto Diversión Percentage	Truck Diversión Percentage	Number of Transactions per Year	Total Toll		Total Operations Cost		Net Yearly Revenue
	\$/1/mile Toll Gross Revenue	Collection Cost				Operations Cost	Revenue			
2013	\$329,777,777	\$12,635,164	50%	50%	50,540,655	\$16,236,860	\$272,860,568			
2014	\$334,773,563	\$12,826,573	50%	50%	51,306,293	\$16,536,320	\$276,336,483			
2015	\$339,847,688	\$13,020,984	50%	50%	52,083,937	\$16,842,023	\$279,847,883			
2016	\$345,001,421	\$13,218,445	50%	50%	52,873,781	\$17,154,116	\$283,394,790			
2017	\$350,236,049	\$13,419,006	50%	50%	53,676,023	\$17,472,746	\$286,977,212			
2018	\$355,552,883	\$13,622,716	50%	50%	54,490,863	\$17,798,068	\$290,595,140			
2019	\$360,953,253	\$13,829,627	50%	50%	55,318,506	\$18,130,240	\$294,248,550			
2020	\$366,438,515	\$14,039,790	50%	50%	56,159,159	\$18,469,422	\$297,937,396			
2021	\$370,437,370	\$14,193,003	50%	50%	56,772,011	\$18,755,523	\$300,149,198			
2022	\$374,481,230	\$14,347,940	50%	50%	57,391,759	\$19,047,336	\$302,355,266			
2023	\$378,570,621	\$14,504,621	50%	50%	58,018,486	\$19,345,000	\$304,554,634			
2024	\$382,706,074	\$14,663,068	50%	50%	58,652,272	\$19,648,657	\$306,746,300			
2025	\$386,888,129	\$14,823,300	50%	50%	59,293,200	\$19,958,457	\$308,929,221			
2026	\$391,117,328	\$14,985,338	50%	50%	59,941,353	\$20,274,550	\$311,102,314			
2027	\$395,394,225	\$15,149,204	50%	50%	60,596,816	\$20,597,092	\$313,264,455			
2028	\$399,719,376	\$15,314,919	50%	50%	61,259,674	\$20,926,243	\$315,414,475			
2029	\$404,093,347	\$15,482,504	50%	50%	61,930,015	\$21,262,168	\$317,551,161			
2030	\$408,516,709	\$15,651,981	50%	50%	62,607,925	\$21,605,036	\$319,673,255			
2031	\$412,601,876	\$15,808,501	50%	50%	63,234,004	\$21,940,147	\$321,406,158			
2032	\$416,727,895	\$15,966,586	50%	50%	63,866,344	\$22,282,182	\$323,112,476			
2033	\$420,895,174	\$16,126,252	50%	50%	64,505,008	\$22,631,315	\$324,790,624			
2034	\$425,104,126	\$16,287,514	50%	50%	65,150,058	\$22,987,730	\$326,438,964			
2035	\$429,355,167	\$16,450,390	50%	50%	65,801,558	\$23,351,611	\$328,055,801			
2036	\$433,648,719	\$16,614,893	50%	50%	66,459,574	\$23,723,152	\$329,639,379			
2037	\$437,985,206	\$16,781,042	50%	50%	67,124,169	\$24,102,549	\$331,187,884			
2038	\$442,365,058	\$16,948,853	50%	50%	67,795,411	\$24,490,004	\$332,699,437			
2039	\$446,788,709	\$17,118,341	50%	50%	68,473,365	\$24,885,727	\$334,172,096			
2040	\$451,256,596	\$17,289,525	50%	50%	69,158,099	\$25,289,932	\$335,603,852			
2041	\$455,769,162	\$17,462,420	50%	50%	69,849,680	\$25,702,840	\$336,992,626			
2042	\$460,326,853	\$17,637,044	50%	50%	70,548,177	\$26,124,676	\$338,336,270			

**Estimate of
Annual Operation and Maintenance Costs
2-Plaza Scenario**

Annual Operations and Maintenance Cost Estimates Annual Net Revenue Estimates 2 Plaza Scenario

Year	Roadway Maintenance (\$ / lane-mile) Cost (2003\$)	Lane-miles Total	Roadway Maintenance Cost (2003\$)	Facilities Maintenance Cost (2003\$)	Number of Facilities	Facilities Total Maintenance Cost (2003\$)	ITS Deployment Cost (2003\$)	MAINTENANCE COSTS		Annual Operations and Maintenance Cost Estimates	
								\$/Sk/m/lyr	Total Lane-Miles	equals Roadway Maintenance Cost (\$/lane-mile) times	4% of construction cost of facility = \$3M ea.
2013	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2014	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2015	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2016	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2017	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2018	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2019	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2020	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2021	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2022	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2023	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2024	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2025	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2026	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2027	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2028	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2029	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2030	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2031	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2032	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2033	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2034	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2035	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2036	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2037	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2038	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2039	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2040	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2041	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				
2042	\$15,000	1,456	\$21,840,000	\$120,000	5	\$600,000	\$36,000,000				

Annual Operations and Maintenance Cost Estimates Annual Net Revenue Estimates 2 Plaza Scenario

Year	Maintenance costs assumed to be 10% of Deployment cost	ITS Maintenance/Yr 10%	Total ITS Main. Cost (2003\$)	Collection Cost (2003\$)	15 hrs/plaza x 2 plazas 30 hrs at 500k/plane = \$15M call ctr & data ctr equip. plus contingencies = \$30M	Maintenance costs assumed to be 5% of Toll Coll. Operations cost	Toll Maintenance/Yr 5%	Total Toll Main. Cost (2003\$)	Facilities, ITS, Toll Collection Equip. Maintenance	Total Maintenance Cost (2003\$)	Total Maint. Cost (2003\$) Indexed at 3% to appropriate year
2013	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$38,019,394		
2014	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$39,159,976		
2015	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$40,334,775		
2016	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$41,544,819		
2017	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$42,791,163		
2018	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$44,074,898		
2019	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$45,397,145		
2020	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$46,759,060		
2021	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$48,161,831		
2022	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$49,606,686		
2023	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$51,094,887		
2024	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$52,627,733		
2025	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$54,206,565		
2026	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$55,832,762		
2027	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$57,507,745		
2028	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$59,232,978		
2029	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$61,009,967		
2030	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$62,840,266		
2031	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$64,725,474		
2032	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$66,667,238		
2033	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$68,667,255		
2034	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$70,727,273		
2035	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$72,849,091		
2036	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$75,034,564		
2037	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$77,285,601		
2038	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$79,604,169		
2039	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$81,992,294		
2040	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$84,452,063		
2041	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$86,985,625		
2042	\$3,600,000	\$3,600,000	\$3,600,000	\$45,000,000	\$2,250,000	\$2,250,000	\$2,250,000	\$28,290,000	\$89,595,193		

Annual Operations and Maintenance Cost Estimates Annual Net Revenue Estimates 2 Plaza Scenario

Year	Projected AADT	% Trucks	Toll Collection Cost per Transaction	Total Toll Collection Cost	ITS			Toll			Total Utilities Cost (2003\$)	Indexed at 3% to appropriate year
					ITS Cost (2003\$)	Utilities Cost (2003\$)	Roadway Utilities Cost (2003\$)	ITS Cost (2003\$)	Utilities Cost (2003\$)	Total Utilities Cost (2003\$)		
2013	91,641	15%	\$0.25	\$5,853,573	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$3,214,648			
2014	92,812	15%	\$0.25	\$5,928,392	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$3,311,087			
2015	93,999	15%	\$0.25	\$6,004,205	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$3,410,420			
2016	95,202	15%	\$0.25	\$6,081,023	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$3,512,733			
2017	96,421	15%	\$0.25	\$6,158,861	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$3,618,115			
2018	97,655	15%	\$0.25	\$6,237,733	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$3,726,658			
2019	98,906	15%	\$0.25	\$6,317,653	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$3,838,458			
2020	100,174	15%	\$0.25	\$6,398,635	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$3,953,612			
2021	101,176	15%	\$0.25	\$6,462,621	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$4,072,220			
2022	102,188	15%	\$0.25	\$6,527,247	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$4,194,386			
2023	103,210	15%	\$0.25	\$6,592,520	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$4,320,218			
2024	104,242	15%	\$0.25	\$6,658,445	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$4,449,825			
2025	105,284	15%	\$0.25	\$6,725,029	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$4,583,319			
2026	106,337	15%	\$0.25	\$6,792,280	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$4,720,819			
2027	107,400	15%	\$0.25	\$6,860,202	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$4,862,444			
2028	108,474	15%	\$0.25	\$6,928,804	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$5,008,317			
2029	109,559	15%	\$0.25	\$6,998,093	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$5,158,566			
2030	110,655	15%	\$0.25	\$7,068,073	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$5,313,323			
2031	111,761	15%	\$0.25	\$7,138,754	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$5,472,723			
2032	112,879	15%	\$0.25	\$7,210,142	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$5,636,905			
2033	114,008	15%	\$0.25	\$7,282,243	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$5,806,012			
2034	115,148	15%	\$0.25	\$7,355,066	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$5,980,192			
2035	116,299	15%	\$0.25	\$7,428,616	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$6,159,598			
2036	117,462	15%	\$0.25	\$7,502,902	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$6,344,386			
2037	118,637	15%	\$0.25	\$7,577,931	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$6,534,717			
2038	119,823	15%	\$0.25	\$7,653,711	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$6,730,759			
2039	121,021	15%	\$0.25	\$7,730,248	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$6,932,682			
2040	122,232	15%	\$0.25	\$7,807,550	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$7,140,662			
2041	123,454	15%	\$0.25	\$7,885,626	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$7,354,882			
2042	124,689	15%	\$0.25	\$7,964,482	\$1,300,000	\$362,000	\$730,000	\$2,392,000	\$7,575,529			

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

AAAT minus diverted trucks and cars at each toll plaza
 Gross Revenue minus Total Maint. Costs & Total Utilities Costs

Year	\$0.04/mile Toll Gross Revenue	Auto Diverison Percentage	Truck Diverison Percentage	Number of Transactions Per Year	Total Operational Cost	Net Yearly Revenue
2013	\$152,778,249	30%	30%	23,414,291	\$9,068,221	\$105,690,634
2014	\$154,731,044	30%	30%	23,713,570	\$9,239,480	\$106,331,588
2015	\$156,709,741	30%	30%	24,016,819	\$9,414,625	\$106,960,341
2016	\$158,714,697	30%	30%	24,324,091	\$9,593,756	\$107,576,123
2017	\$160,746,270	30%	30%	24,635,444	\$9,776,976	\$108,178,131
2018	\$162,804,825	30%	30%	24,950,931	\$9,964,391	\$108,765,536
2019	\$164,890,732	30%	30%	25,270,610	\$10,156,110	\$109,337,476
2020	\$167,004,366	30%	30%	25,594,539	\$10,352,246	\$109,893,060
2021	\$168,674,409	30%	30%	25,850,484	\$10,534,841	\$109,977,737
2022	\$170,361,153	30%	30%	26,108,989	\$10,721,634	\$110,032,833
2023	\$172,064,765	30%	30%	26,370,079	\$10,912,738	\$110,057,140
2024	\$173,785,412	30%	30%	26,633,780	\$11,108,270	\$110,049,409
2025	\$175,523,267	30%	30%	26,900,117	\$11,308,349	\$110,008,352
2026	\$177,278,499	30%	30%	27,169,119	\$11,513,099	\$109,932,638
2027	\$179,051,284	30%	30%	27,440,810	\$11,722,646	\$109,820,893
2028	\$180,841,797	30%	30%	27,715,218	\$11,937,121	\$109,671,698
2029	\$182,650,215	30%	30%	27,992,370	\$12,156,659	\$109,483,589
2030	\$184,476,717	30%	30%	28,272,294	\$12,381,397	\$109,255,054
2031	\$186,321,484	30%	30%	28,555,017	\$12,611,477	\$108,984,533
2032	\$188,184,699	30%	30%	28,840,567	\$12,847,046	\$108,670,415
2033	\$190,066,546	30%	30%	29,128,973	\$13,088,255	\$108,311,036
2034	\$191,967,212	30%	30%	29,420,262	\$13,335,258	\$107,904,681
2035	\$193,886,884	30%	30%	29,714,465	\$13,588,214	\$107,449,578
2036	\$195,825,753	30%	30%	30,011,610	\$13,847,288	\$106,943,900
2037	\$197,784,010	30%	30%	30,311,726	\$14,112,649	\$106,385,760
2038	\$199,761,850	30%	30%	30,614,843	\$14,384,470	\$105,773,212
2039	\$201,759,469	30%	30%	30,920,991	\$14,662,930	\$105,104,245
2040	\$203,777,063	30%	30%	31,230,201	\$14,948,213	\$104,376,788
2041	\$205,814,834	30%	30%	31,542,503	\$15,240,508	\$103,588,702
2042	\$207,872,982	30%	30%	31,857,928	\$15,540,011	\$102,737,778

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	REVENUE		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions Per Year	Total		Net Yearly Revenue
	\$.04/mile Toll Gross Revenue	Toll Collection Cost				Operational Cost		
2013	\$130,952,785		40%	40%	23,414,291	\$5,853,573	\$9,068,221	\$83,865,170
2014	\$132,626,609		40%	40%	23,713,570	\$5,928,392	\$9,239,480	\$84,227,153
2015	\$134,322,635		40%	40%	24,016,819	\$6,004,205	\$9,414,625	\$84,573,235
2016	\$136,041,169		40%	40%	24,324,091	\$6,081,023	\$9,593,756	\$84,902,594
2017	\$137,782,517		40%	40%	24,635,444	\$6,158,861	\$9,776,976	\$85,214,378
2018	\$139,546,993		40%	40%	24,950,931	\$6,237,733	\$9,964,391	\$85,507,704
2019	\$141,334,913		40%	40%	25,270,610	\$6,317,653	\$10,156,110	\$85,781,657
2020	\$143,146,599		40%	40%	25,594,539	\$6,398,635	\$10,352,246	\$86,035,293
2021	\$144,578,065		40%	40%	25,850,484	\$6,462,621	\$10,534,841	\$85,881,393
2022	\$146,023,846		40%	40%	26,108,989	\$6,527,247	\$10,721,634	\$85,695,526
2023	\$147,484,084		40%	40%	26,370,079	\$6,592,520	\$10,912,738	\$85,476,459
2024	\$148,958,925		40%	40%	26,633,780	\$6,658,445	\$11,108,270	\$85,222,922
2025	\$150,448,514		40%	40%	26,900,117	\$6,725,029	\$11,308,349	\$84,933,600
2026	\$151,952,999		40%	40%	27,169,119	\$6,792,280	\$11,513,099	\$84,607,138
2027	\$153,472,529		40%	40%	27,440,810	\$6,860,202	\$11,722,646	\$84,242,138
2028	\$155,007,255		40%	40%	27,715,218	\$6,928,804	\$11,937,121	\$83,837,156
2029	\$156,557,327		40%	40%	27,992,370	\$6,998,093	\$12,156,659	\$83,390,701
2030	\$158,122,900		40%	40%	28,272,294	\$7,068,073	\$12,381,397	\$82,901,238
2031	\$159,704,129		40%	40%	28,555,017	\$7,138,754	\$12,611,477	\$82,367,178
2032	\$161,301,171		40%	40%	28,840,567	\$7,210,142	\$12,847,046	\$81,786,886
2033	\$162,914,182		40%	40%	29,128,973	\$7,282,243	\$13,088,255	\$81,158,672
2034	\$164,543,324		40%	40%	29,420,262	\$7,355,066	\$13,335,258	\$80,480,794
2035	\$166,188,758		40%	40%	29,714,465	\$7,428,616	\$13,588,214	\$79,751,452
2036	\$167,850,645		40%	40%	30,011,610	\$7,502,902	\$13,847,288	\$78,968,793
2037	\$169,529,152		40%	40%	30,311,726	\$7,577,931	\$14,112,649	\$78,130,902
2038	\$171,224,443		40%	40%	30,614,843	\$7,653,711	\$14,384,470	\$77,235,805
2039	\$172,936,688		40%	40%	30,920,991	\$7,730,248	\$14,662,930	\$76,281,464
2040	\$174,666,054		40%	40%	31,230,201	\$7,807,550	\$14,948,213	\$75,265,779
2041	\$176,412,715		40%	40%	31,542,503	\$7,885,626	\$15,240,508	\$74,186,582
2042	\$178,176,842		40%	40%	31,857,928	\$7,964,482	\$15,540,011	\$73,041,638

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	2003\$		Auto Diverison Percentage	Truck Diverison Percentage	Number of Transactions Per Year	Total		Operational Cost	Net Yearly Revenue
	\$04/mile Toll Gross Revenue	Toll Collection Cost				Total Cost	Total Cost		
2013	\$109,127,321	\$4,181,123	50%	50%	16,724,494	\$4,181,123	\$7,395,771	\$63,712,155	
2014	\$110,522,174	\$4,234,566	50%	50%	16,938,264	\$4,234,566	\$7,545,653	\$63,816,544	
2015	\$111,935,530	\$4,288,718	50%	50%	17,154,870	\$4,288,718	\$7,699,138	\$63,901,616	
2016	\$113,367,641	\$4,343,588	50%	50%	17,374,351	\$4,343,588	\$7,856,320	\$63,966,501	
2017	\$114,818,764	\$4,399,186	50%	50%	17,596,745	\$4,399,186	\$8,017,301	\$64,010,300	
2018	\$116,289,160	\$4,455,523	50%	50%	17,822,094	\$4,455,523	\$8,182,181	\$64,032,081	
2019	\$117,779,094	\$4,512,609	50%	50%	18,050,436	\$4,512,609	\$8,351,067	\$64,030,882	
2020	\$119,288,833	\$4,570,453	50%	50%	18,281,813	\$4,570,453	\$8,524,065	\$64,005,708	
2021	\$120,481,721	\$4,616,158	50%	50%	18,464,632	\$4,616,158	\$8,688,378	\$63,631,512	
2022	\$121,686,538	\$4,662,319	50%	50%	18,649,278	\$4,662,319	\$8,856,706	\$63,223,146	
2023	\$122,903,403	\$4,708,943	50%	50%	18,835,771	\$4,708,943	\$9,029,161	\$62,779,356	
2024	\$124,132,437	\$4,756,032	50%	50%	19,024,128	\$4,756,032	\$9,205,857	\$62,298,847	
2025	\$125,373,762	\$4,803,592	50%	50%	19,214,370	\$4,803,592	\$9,386,912	\$61,780,285	
2026	\$126,627,499	\$4,851,628	50%	50%	19,406,513	\$4,851,628	\$9,572,447	\$61,222,290	
2027	\$127,893,774	\$4,900,145	50%	50%	19,600,578	\$4,900,145	\$9,762,588	\$60,623,441	
2028	\$129,172,712	\$4,949,146	50%	50%	19,796,584	\$4,949,146	\$9,957,463	\$59,982,272	
2029	\$130,464,439	\$4,998,638	50%	50%	19,994,550	\$4,998,638	\$10,157,204	\$59,297,269	
2030	\$131,769,084	\$5,048,624	50%	50%	20,194,496	\$5,048,624	\$10,361,947	\$58,566,871	
2031	\$133,086,775	\$5,099,110	50%	50%	20,396,441	\$5,099,110	\$10,571,833	\$57,789,467	
2032	\$134,417,642	\$5,150,101	50%	50%	20,600,405	\$5,150,101	\$10,787,006	\$56,963,398	
2033	\$135,761,819	\$5,201,602	50%	50%	20,806,409	\$5,201,602	\$11,007,614	\$56,086,949	
2034	\$137,119,437	\$5,253,618	50%	50%	21,014,473	\$5,253,618	\$11,233,810	\$55,158,353	
2035	\$138,490,631	\$5,306,154	50%	50%	21,224,618	\$5,306,154	\$11,465,752	\$54,175,788	
2036	\$139,875,538	\$5,359,216	50%	50%	21,436,864	\$5,359,216	\$11,703,602	\$53,137,372	
2037	\$141,274,293	\$5,412,808	50%	50%	21,651,233	\$5,412,808	\$11,947,526	\$52,041,167	
2038	\$142,687,036	\$5,466,936	50%	50%	21,867,745	\$5,466,936	\$12,197,695	\$50,885,172	
2039	\$144,113,906	\$5,521,606	50%	50%	22,086,422	\$5,521,606	\$12,454,287	\$49,667,325	
2040	\$145,555,045	\$5,576,822	50%	50%	22,307,287	\$5,576,822	\$12,717,484	\$48,385,499	
2041	\$147,010,596	\$5,632,590	50%	50%	22,530,360	\$5,632,590	\$12,987,472	\$47,037,499	
2042	\$148,480,702	\$5,688,916	50%	50%	22,755,663	\$5,688,916	\$13,264,444	\$45,621,064	

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario**

Year	2003\$		Auto Diversions Percentage	Truck Diversions Percentage	Number of Transactions Per Year	Total		Net Yearly Revenue
	\$0.04/mile Toll Gross Revenue	Revenue				Toll Collection Cost	Operational Cost	
2013	\$87,301,857	\$87,301,857	60%	60%	13,379,595	\$3,344,899	\$6,559,547	\$42,722,916
2014	\$88,417,739	\$88,417,739	60%	60%	13,550,611	\$3,387,653	\$6,698,740	\$42,559,023
2015	\$89,548,424	\$89,548,424	60%	60%	13,723,896	\$3,430,974	\$6,841,394	\$42,372,254
2016	\$90,694,112	\$90,694,112	60%	60%	13,899,481	\$3,474,870	\$6,987,603	\$42,161,691
2017	\$91,855,011	\$91,855,011	60%	60%	14,077,396	\$3,519,349	\$7,137,464	\$41,926,384
2018	\$93,031,328	\$93,031,328	60%	60%	14,257,675	\$3,564,419	\$7,291,077	\$41,665,353
2019	\$94,223,275	\$94,223,275	60%	60%	14,440,349	\$3,610,087	\$7,448,545	\$41,377,585
2020	\$95,431,066	\$95,431,066	60%	60%	14,625,451	\$3,656,363	\$7,609,974	\$41,062,032
2021	\$96,385,377	\$96,385,377	60%	60%	14,771,705	\$3,692,926	\$7,765,146	\$40,458,399
2022	\$97,349,230	\$97,349,230	60%	60%	14,919,422	\$3,729,856	\$7,924,242	\$39,818,302
2023	\$98,322,723	\$98,322,723	60%	60%	15,068,617	\$3,767,154	\$8,087,372	\$39,140,464
2024	\$99,305,950	\$99,305,950	60%	60%	15,219,303	\$3,804,826	\$8,254,650	\$38,423,566
2025	\$100,299,009	\$100,299,009	60%	60%	15,371,496	\$3,842,874	\$8,426,193	\$37,666,251
2026	\$101,302,000	\$101,302,000	60%	60%	15,525,211	\$3,881,303	\$8,602,122	\$36,867,116
2027	\$102,315,020	\$102,315,020	60%	60%	15,680,463	\$3,920,116	\$8,782,559	\$36,024,715
2028	\$103,338,170	\$103,338,170	60%	60%	15,837,267	\$3,959,317	\$8,967,634	\$35,137,558
2029	\$104,371,551	\$104,371,551	60%	60%	15,995,640	\$3,998,910	\$9,157,476	\$34,204,108
2030	\$105,415,267	\$105,415,267	60%	60%	16,155,596	\$4,038,899	\$9,352,222	\$33,222,779
2031	\$106,469,420	\$106,469,420	60%	60%	16,317,152	\$4,079,288	\$9,552,011	\$32,191,935
2032	\$107,534,114	\$107,534,114	60%	60%	16,480,324	\$4,120,081	\$9,756,986	\$31,109,890
2033	\$108,609,455	\$108,609,455	60%	60%	16,645,127	\$4,161,282	\$9,967,294	\$29,974,906
2034	\$109,695,550	\$109,695,550	60%	60%	16,811,578	\$4,202,895	\$10,183,087	\$28,785,190
2035	\$110,792,505	\$110,792,505	60%	60%	16,979,694	\$4,244,924	\$10,404,522	\$27,538,892
2036	\$111,900,430	\$111,900,430	60%	60%	17,149,491	\$4,287,373	\$10,631,759	\$26,234,107
2037	\$113,019,434	\$113,019,434	60%	60%	17,320,986	\$4,330,247	\$10,864,964	\$24,868,870
2038	\$114,149,629	\$114,149,629	60%	60%	17,494,196	\$4,373,549	\$11,104,308	\$23,441,152
2039	\$115,291,125	\$115,291,125	60%	60%	17,669,138	\$4,417,284	\$11,349,966	\$21,948,865
2040	\$116,444,036	\$116,444,036	60%	60%	17,845,829	\$4,461,457	\$11,602,120	\$20,389,854
2041	\$117,608,477	\$117,608,477	60%	60%	18,024,288	\$4,506,072	\$11,860,954	\$18,761,898
2042	\$118,784,561	\$118,784,561	60%	60%	18,204,530	\$4,551,133	\$12,126,661	\$17,062,707

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	REVENUE										Net Yearly Revenue
	\$0.04/mile Toll		Auto		Truck		Number of		Total		
	Gross Revenue	Diversion Percentage	Diversion Percentage	Transactions Per Year	Toll Collection Cost	Operational Cost	Toll Collection Cost	Operational Cost			
2013	\$65,476,392	70%	70%	10,034,696	\$2,508,674	\$5,723,322	\$2,508,674	\$5,723,322	\$21,733,676		
2014	\$66,313,304	70%	70%	10,162,959	\$2,540,740	\$5,851,827	\$2,540,740	\$5,851,827	\$21,301,501		
2015	\$67,161,318	70%	70%	10,292,922	\$2,573,231	\$5,983,651	\$2,573,231	\$5,983,651	\$20,842,892		
2016	\$68,020,584	70%	70%	10,424,611	\$2,606,153	\$6,118,885	\$2,606,153	\$6,118,885	\$20,356,880		
2017	\$68,891,258	70%	70%	10,558,047	\$2,639,512	\$6,257,626	\$2,639,512	\$6,257,626	\$19,842,469		
2018	\$69,773,496	70%	70%	10,693,256	\$2,673,314	\$6,399,972	\$2,673,314	\$6,399,972	\$19,298,626		
2019	\$70,667,456	70%	70%	10,830,262	\$2,707,565	\$6,546,023	\$2,707,565	\$6,546,023	\$18,724,288		
2020	\$71,573,300	70%	70%	10,969,088	\$2,742,272	\$6,695,884	\$2,742,272	\$6,695,884	\$18,118,356		
2021	\$72,289,033	70%	70%	11,078,779	\$2,769,695	\$6,841,915	\$2,769,695	\$6,841,915	\$17,285,287		
2022	\$73,011,923	70%	70%	11,189,567	\$2,797,392	\$6,991,778	\$2,797,392	\$6,991,778	\$16,413,458		
2023	\$73,742,042	70%	70%	11,301,462	\$2,825,366	\$7,145,584	\$2,825,366	\$7,145,584	\$15,501,572		
2024	\$74,479,462	70%	70%	11,414,477	\$2,853,619	\$7,303,444	\$2,853,619	\$7,303,444	\$14,548,285		
2025	\$75,224,257	70%	70%	11,528,622	\$2,882,155	\$7,465,475	\$2,882,155	\$7,465,475	\$13,552,217		
2026	\$75,976,500	70%	70%	11,643,908	\$2,910,977	\$7,631,796	\$2,910,977	\$7,631,796	\$12,511,941		
2027	\$76,736,265	70%	70%	11,760,347	\$2,940,087	\$7,802,530	\$2,940,087	\$7,802,530	\$11,425,989		
2028	\$77,503,627	70%	70%	11,877,951	\$2,969,488	\$7,977,804	\$2,969,488	\$7,977,804	\$10,292,845		
2029	\$78,278,664	70%	70%	11,996,730	\$2,999,183	\$8,157,749	\$2,999,183	\$8,157,749	\$9,110,948		
2030	\$79,061,450	70%	70%	12,116,697	\$3,029,174	\$8,342,498	\$3,029,174	\$8,342,498	\$7,878,687		
2031	\$79,852,065	70%	70%	12,237,864	\$3,059,466	\$8,532,189	\$3,059,466	\$8,532,189	\$6,594,402		
2032	\$80,650,585	70%	70%	12,360,243	\$3,090,061	\$8,726,965	\$3,090,061	\$8,726,965	\$5,256,382		
2033	\$81,457,091	70%	70%	12,483,845	\$3,120,961	\$8,926,973	\$3,120,961	\$8,926,973	\$3,862,863		
2034	\$82,271,662	70%	70%	12,608,684	\$3,152,171	\$9,132,363	\$3,152,171	\$9,132,363	\$2,412,026		
2035	\$83,094,379	70%	70%	12,734,771	\$3,183,693	\$9,343,291	\$3,183,693	\$9,343,291	\$901,997		
2036	\$83,925,323	70%	70%	12,862,118	\$3,215,530	\$9,559,915	\$3,215,530	\$9,559,915	-\$669,157		
2037	\$84,764,576	70%	70%	12,990,740	\$3,247,685	\$9,782,402	\$3,247,685	\$9,782,402	-\$2,303,427		
2038	\$85,612,222	70%	70%	13,120,647	\$3,280,162	\$10,010,921	\$3,280,162	\$10,010,921	-\$4,002,868		
2039	\$86,468,344	70%	70%	13,251,853	\$3,312,963	\$10,245,645	\$3,312,963	\$10,245,645	-\$5,769,595		
2040	\$87,333,027	70%	70%	13,384,372	\$3,346,093	\$10,486,755	\$3,346,093	\$10,486,755	-\$7,605,791		
2041	\$88,206,357	70%	70%	13,518,216	\$3,379,554	\$10,734,436	\$3,379,554	\$10,734,436	-\$9,513,703		
2042	\$89,088,421	70%	70%	13,653,398	\$3,413,349	\$10,988,878	\$3,413,349	\$10,988,878	-\$11,495,650		

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario**

Year	2003\$		Auto Diversions Percentage	Truck Diversions Percentage	Number of Transactions Per Year	Total		Operational Cost	Net Yearly Revenue
	Gross Revenue	\$/06/mile Toll				Toll Collection Cost	Operational Cost		
2013	\$254,630,415		30%	30%	23,414,291	\$5,853,573	\$9,068,221	\$207,542,800	
2014	\$257,885,073		30%	30%	23,713,570	\$5,928,392	\$9,239,480	\$209,485,617	
2015	\$261,182,902		30%	30%	24,016,819	\$6,004,205	\$9,414,625	\$211,433,502	
2016	\$264,524,495		30%	30%	24,324,091	\$6,081,023	\$9,593,756	\$213,385,920	
2017	\$267,910,449		30%	30%	24,635,444	\$6,158,861	\$9,776,976	\$215,342,311	
2018	\$271,341,374		30%	30%	24,950,931	\$6,237,733	\$9,964,391	\$217,302,085	
2019	\$274,817,886		30%	30%	25,270,610	\$6,317,653	\$10,156,110	\$219,264,631	
2020	\$278,340,609		30%	30%	25,594,539	\$6,398,635	\$10,352,246	\$221,229,303	
2021	\$281,124,015		30%	30%	25,850,484	\$6,462,621	\$10,534,841	\$222,427,343	
2022	\$283,935,255		30%	30%	26,108,989	\$6,527,247	\$10,721,634	\$223,606,935	
2023	\$286,774,608		30%	30%	26,370,079	\$6,592,520	\$10,912,738	\$224,766,983	
2024	\$289,642,354		30%	30%	26,633,780	\$6,658,445	\$11,108,270	\$225,906,351	
2025	\$292,538,778		30%	30%	26,900,117	\$6,725,029	\$11,308,349	\$227,023,863	
2026	\$295,464,165		30%	30%	27,169,119	\$6,792,280	\$11,513,099	\$228,118,304	
2027	\$298,418,807		30%	30%	27,440,810	\$6,860,202	\$11,722,646	\$229,188,416	
2028	\$301,402,995		30%	30%	27,715,218	\$6,928,804	\$11,937,121	\$230,232,896	
2029	\$304,417,025		30%	30%	27,992,370	\$6,998,093	\$12,156,659	\$231,250,399	
2030	\$307,461,195		30%	30%	28,272,294	\$7,068,073	\$12,381,397	\$232,239,533	
2031	\$310,535,807		30%	30%	28,555,017	\$7,138,754	\$12,611,477	\$233,198,856	
2032	\$313,641,165		30%	30%	28,840,567	\$7,210,142	\$12,847,046	\$234,126,881	
2033	\$316,777,577		30%	30%	29,128,973	\$7,282,243	\$13,088,255	\$235,022,067	
2034	\$319,945,353		30%	30%	29,420,262	\$7,355,066	\$13,335,258	\$235,882,822	
2035	\$323,144,806		30%	30%	29,714,465	\$7,428,616	\$13,588,214	\$236,707,501	
2036	\$326,376,254		30%	30%	30,011,610	\$7,502,902	\$13,847,288	\$237,494,402	
2037	\$329,640,017		30%	30%	30,311,726	\$7,577,931	\$14,112,649	\$238,241,767	
2038	\$332,936,417		30%	30%	30,614,843	\$7,653,711	\$14,384,470	\$238,947,779	
2039	\$336,265,781		30%	30%	30,920,991	\$7,730,248	\$14,662,930	\$239,610,558	
2040	\$339,628,439		30%	30%	31,230,201	\$7,807,550	\$14,948,213	\$240,228,164	
2041	\$343,024,723		30%	30%	31,542,503	\$7,885,626	\$15,240,508	\$240,798,591	
2042	\$346,454,971		30%	30%	31,857,928	\$7,964,482	\$15,540,011	\$241,319,767	

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	REVENUE									
	2003\$		Auto Diversions Percentage	Truck Diversions Percentage	Number of Transactions Per Year	Total		Total		Net Yearly Revenue
	Gross Revenue	\$/mile Toll				Toll Collection Cost	Operational Cost			
2013	\$218,254,642		40%	40%	20,069,392	\$5,017,348	\$8,231,996	\$172,003,251		
2014	\$221,044,348		40%	40%	20,325,917	\$5,081,479	\$8,392,567	\$173,491,805		
2015	\$223,871,059		40%	40%	20,585,845	\$5,146,461	\$8,556,881	\$174,979,402		
2016	\$226,735,281		40%	40%	20,849,221	\$5,212,305	\$8,725,038	\$176,465,424		
2017	\$229,637,528		40%	40%	21,116,095	\$5,279,024	\$8,897,138	\$177,949,227		
2018	\$232,578,321		40%	40%	21,386,512	\$5,346,628	\$9,073,286	\$179,430,137		
2019	\$235,558,188		40%	40%	21,660,523	\$5,415,131	\$9,253,589	\$180,907,454		
2020	\$238,577,665		40%	40%	21,938,176	\$5,484,544	\$9,438,156	\$182,380,450		
2021	\$240,963,442		40%	40%	22,157,558	\$5,539,389	\$9,611,609	\$183,190,001		
2022	\$243,373,076		40%	40%	22,379,133	\$5,594,783	\$9,789,170	\$183,977,220		
2023	\$245,806,807		40%	40%	22,602,925	\$5,650,731	\$9,970,949	\$184,740,971		
2024	\$248,264,875		40%	40%	22,828,954	\$5,707,239	\$10,157,063	\$185,480,078		
2025	\$250,747,524		40%	40%	23,057,244	\$5,764,311	\$10,347,630	\$186,193,328		
2026	\$253,254,999		40%	40%	23,287,816	\$5,821,954	\$10,542,773	\$186,879,464		
2027	\$255,787,549		40%	40%	23,520,694	\$5,880,174	\$10,742,617	\$187,537,187		
2028	\$258,345,424		40%	40%	23,755,901	\$5,938,975	\$10,947,292	\$188,165,155		
2029	\$260,928,879		40%	40%	23,993,460	\$5,998,365	\$11,156,931	\$188,761,980		
2030	\$263,538,167		40%	40%	24,233,395	\$6,058,349	\$11,371,672	\$189,326,229		
2031	\$266,173,549		40%	40%	24,475,729	\$6,118,932	\$11,591,655	\$189,856,420		
2032	\$268,835,285		40%	40%	24,720,486	\$6,180,121	\$11,817,026	\$190,351,020		
2033	\$271,523,637		40%	40%	24,967,691	\$6,241,923	\$12,047,935	\$190,808,448		
2034	\$274,238,874		40%	40%	25,217,368	\$6,304,342	\$12,284,534	\$191,227,067		
2035	\$276,981,263		40%	40%	25,469,541	\$6,367,385	\$12,526,983	\$191,605,188		
2036	\$279,751,075		40%	40%	25,724,237	\$6,431,059	\$12,775,445	\$191,941,066		
2037	\$282,548,586		40%	40%	25,981,479	\$6,495,370	\$13,030,087	\$192,232,898		
2038	\$285,374,072		40%	40%	26,241,294	\$6,560,323	\$13,291,082	\$192,478,820		
2039	\$288,227,813		40%	40%	26,503,707	\$6,625,927	\$13,558,608	\$192,676,910		
2040	\$291,110,091		40%	40%	26,768,744	\$6,692,186	\$13,832,848	\$192,825,180		
2041	\$294,021,192		40%	40%	27,036,431	\$6,759,108	\$14,113,990	\$192,921,577		
2042	\$296,961,403		40%	40%	27,306,796	\$6,826,699	\$14,402,227	\$192,963,983		

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	2003\$		Auto Diversions Percentage	Truck Diversions Percentage	Number of Transactions Per Year	Total		Net Yearly Revenue
	Gross Revenue	\$/.06/mile Toll				Cost	Operational Cost	
2013	\$181,878,868		50%	50%	16,724,494	\$4,181,123	\$7,395,771	\$136,463,702
2014	\$184,203,623		50%	50%	16,938,264	\$4,234,566	\$7,545,653	\$137,497,994
2015	\$186,559,216		50%	50%	17,154,870	\$4,288,718	\$7,699,138	\$138,525,303
2016	\$188,946,068		50%	50%	17,374,351	\$4,343,588	\$7,856,320	\$139,544,928
2017	\$191,364,607		50%	50%	17,596,745	\$4,399,186	\$8,017,301	\$140,556,142
2018	\$193,815,267		50%	50%	17,822,094	\$4,455,523	\$8,182,181	\$141,558,188
2019	\$196,298,490		50%	50%	18,050,436	\$4,512,609	\$8,351,067	\$142,550,278
2020	\$198,814,721		50%	50%	18,281,813	\$4,570,453	\$8,524,065	\$143,531,596
2021	\$200,802,868		50%	50%	18,464,632	\$4,616,158	\$8,688,378	\$143,952,659
2022	\$202,810,897		50%	50%	18,649,278	\$4,662,319	\$8,856,706	\$144,347,505
2023	\$204,839,006		50%	50%	18,835,771	\$4,708,943	\$9,029,161	\$144,714,958
2024	\$206,887,396		50%	50%	19,024,128	\$4,756,032	\$9,205,857	\$145,053,806
2025	\$208,956,270		50%	50%	19,214,370	\$4,803,592	\$9,386,912	\$145,362,793
2026	\$211,045,832		50%	50%	19,406,513	\$4,851,628	\$9,572,447	\$145,640,623
2027	\$213,156,291		50%	50%	19,600,578	\$4,900,145	\$9,762,588	\$145,885,957
2028	\$215,287,854		50%	50%	19,796,584	\$4,949,146	\$9,957,463	\$146,097,413
2029	\$217,440,732		50%	50%	19,994,550	\$4,998,638	\$10,157,204	\$146,273,561
2030	\$219,615,140		50%	50%	20,194,496	\$5,048,624	\$10,361,947	\$146,412,926
2031	\$221,811,291		50%	50%	20,396,441	\$5,099,110	\$10,571,833	\$146,513,984
2032	\$224,029,404		50%	50%	20,600,405	\$5,150,101	\$10,787,006	\$146,575,160
2033	\$226,269,698		50%	50%	20,806,409	\$5,201,602	\$11,007,614	\$146,594,828
2034	\$228,532,395		50%	50%	21,014,473	\$5,253,618	\$11,233,810	\$146,571,311
2035	\$230,817,719		50%	50%	21,224,618	\$5,306,154	\$11,465,752	\$146,502,875
2036	\$233,125,896		50%	50%	21,436,864	\$5,359,216	\$11,703,602	\$146,387,730
2037	\$235,457,155		50%	50%	21,651,233	\$5,412,808	\$11,947,526	\$146,224,029
2038	\$237,811,726		50%	50%	21,867,745	\$5,466,936	\$12,197,695	\$146,009,862
2039	\$240,189,844		50%	50%	22,086,422	\$5,521,606	\$12,454,287	\$145,743,262
2040	\$242,591,742		50%	50%	22,307,287	\$5,576,822	\$12,717,484	\$145,422,196
2041	\$245,017,660		50%	50%	22,530,360	\$5,632,590	\$12,987,472	\$145,044,563
2042	\$247,467,836		50%	50%	22,755,663	\$5,688,916	\$13,264,444	\$144,608,199

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	2003\$		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions Per Year	Total		Net Yearly Revenue
	\$.06/mile Toll	Gross Revenue				Toll Collection Cost	Operational Cost	
2013	\$145,503,094		60%	60%	13,379,595	\$3,344,899	\$6,559,547	\$100,924,153
2014	\$147,362,899		60%	60%	13,550,611	\$3,387,653	\$6,698,740	\$101,504,182
2015	\$149,247,373		60%	60%	13,723,896	\$3,430,974	\$6,841,394	\$102,071,203
2016	\$151,156,854		60%	60%	13,899,481	\$3,474,870	\$6,987,603	\$102,624,432
2017	\$153,091,685		60%	60%	14,077,396	\$3,519,349	\$7,137,464	\$103,163,058
2018	\$155,052,214		60%	60%	14,257,675	\$3,564,419	\$7,291,077	\$103,686,239
2019	\$157,038,792		60%	60%	14,440,349	\$3,610,087	\$7,448,545	\$104,193,102
2020	\$159,051,777		60%	60%	14,625,451	\$3,656,363	\$7,609,974	\$104,682,743
2021	\$160,642,294		60%	60%	14,771,705	\$3,692,926	\$7,765,146	\$104,715,317
2022	\$162,248,717		60%	60%	14,919,422	\$3,729,856	\$7,924,242	\$104,717,789
2023	\$163,871,205		60%	60%	15,068,617	\$3,767,154	\$8,087,372	\$104,688,946
2024	\$165,509,917		60%	60%	15,219,303	\$3,804,826	\$8,254,650	\$104,627,533
2025	\$167,165,016		60%	60%	15,371,496	\$3,842,874	\$8,426,193	\$104,532,257
2026	\$168,836,666		60%	60%	15,525,211	\$3,881,303	\$8,602,122	\$104,401,782
2027	\$170,525,033		60%	60%	15,680,463	\$3,920,116	\$8,782,559	\$104,234,728
2028	\$172,230,283		60%	60%	15,837,267	\$3,959,317	\$8,967,634	\$104,029,672
2029	\$173,952,586		60%	60%	15,995,640	\$3,998,910	\$9,157,476	\$103,785,142
2030	\$175,692,112		60%	60%	16,155,596	\$4,038,899	\$9,352,222	\$103,499,623
2031	\$177,449,033		60%	60%	16,317,152	\$4,079,288	\$9,552,011	\$103,171,548
2032	\$179,223,523		60%	60%	16,480,324	\$4,120,081	\$9,756,986	\$102,799,299
2033	\$181,015,758		60%	60%	16,645,127	\$4,161,282	\$9,967,294	\$102,381,209
2034	\$182,825,916		60%	60%	16,811,578	\$4,202,895	\$10,183,087	\$101,915,556
2035	\$184,654,175		60%	60%	16,979,694	\$4,244,924	\$10,404,522	\$101,400,562
2036	\$186,500,717		60%	60%	17,149,491	\$4,287,373	\$10,631,759	\$100,834,394
2037	\$188,365,724		60%	60%	17,320,986	\$4,330,247	\$10,864,964	\$100,215,159
2038	\$190,249,381		60%	60%	17,494,196	\$4,373,549	\$11,104,308	\$99,540,904
2039	\$192,151,875		60%	60%	17,669,138	\$4,417,284	\$11,349,966	\$98,809,615
2040	\$194,073,394		60%	60%	17,845,829	\$4,461,457	\$11,602,120	\$98,019,211
2041	\$196,014,128		60%	60%	18,024,288	\$4,506,072	\$11,860,954	\$97,167,549
2042	\$197,974,269		60%	60%	18,204,530	\$4,551,133	\$12,126,661	\$96,252,414

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario**

Year	REVENUE			Number of Transactions Per Year	Total		Net Yearly Revenue
	\$/0.6mile Toll	Auto Diversion Percentage	Truck Diversion Percentage		Toll Collection Cost	Operational Cost	
2013	\$109,127,321	70%	70%	10,034,696	\$2,508,674	\$5,723,322	\$65,384,604
2014	\$110,522,174	70%	70%	10,162,959	\$2,540,740	\$5,851,827	\$65,510,371
2015	\$111,935,530	70%	70%	10,292,922	\$2,573,231	\$5,983,651	\$65,617,103
2016	\$113,367,641	70%	70%	10,424,611	\$2,606,153	\$6,118,885	\$65,703,936
2017	\$114,818,764	70%	70%	10,558,047	\$2,639,512	\$6,257,626	\$65,769,974
2018	\$116,289,160	70%	70%	10,693,256	\$2,673,314	\$6,399,972	\$65,814,290
2019	\$117,779,094	70%	70%	10,830,262	\$2,707,565	\$6,546,023	\$65,835,926
2020	\$119,288,833	70%	70%	10,969,088	\$2,742,272	\$6,695,884	\$65,833,889
2021	\$120,481,721	70%	70%	11,078,779	\$2,769,695	\$6,841,915	\$65,477,975
2022	\$121,686,538	70%	70%	11,189,567	\$2,797,392	\$6,991,778	\$65,088,074
2023	\$122,903,403	70%	70%	11,301,462	\$2,825,366	\$7,145,584	\$64,662,933
2024	\$124,132,437	70%	70%	11,414,477	\$2,853,619	\$7,303,444	\$64,201,260
2025	\$125,373,762	70%	70%	11,528,622	\$2,882,155	\$7,465,475	\$63,701,722
2026	\$126,627,499	70%	70%	11,643,908	\$2,910,977	\$7,631,796	\$63,162,941
2027	\$127,893,774	70%	70%	11,760,347	\$2,940,087	\$7,802,530	\$62,583,499
2028	\$129,172,712	70%	70%	11,877,951	\$2,969,488	\$7,977,804	\$61,961,930
2029	\$130,464,439	70%	70%	11,996,730	\$2,999,183	\$8,157,749	\$61,296,724
2030	\$131,769,084	70%	70%	12,116,697	\$3,029,174	\$8,342,498	\$60,586,320
2031	\$133,086,775	70%	70%	12,237,864	\$3,059,466	\$8,532,189	\$59,829,112
2032	\$134,417,642	70%	70%	12,360,243	\$3,090,061	\$8,726,965	\$59,023,439
2033	\$135,761,819	70%	70%	12,483,845	\$3,120,961	\$8,926,973	\$58,167,590
2034	\$137,119,437	70%	70%	12,608,684	\$3,152,171	\$9,132,363	\$57,259,801
2035	\$138,490,631	70%	70%	12,734,771	\$3,183,693	\$9,343,291	\$56,298,249
2036	\$139,875,538	70%	70%	12,862,118	\$3,215,530	\$9,559,915	\$55,281,058
2037	\$141,274,293	70%	70%	12,990,740	\$3,247,685	\$9,782,402	\$54,206,290
2038	\$142,687,036	70%	70%	13,120,647	\$3,280,162	\$10,010,921	\$53,071,946
2039	\$144,113,906	70%	70%	13,251,853	\$3,312,963	\$10,245,645	\$51,875,967
2040	\$145,555,045	70%	70%	13,384,372	\$3,346,093	\$10,486,755	\$50,616,227
2041	\$147,010,596	70%	70%	13,518,216	\$3,379,554	\$10,734,436	\$49,290,535
2042	\$148,480,702	70%	70%	13,653,398	\$3,413,349	\$10,988,878	\$47,896,630

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario**

Year	2003\$		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions Per Year	Total		Operational Cost	Net Yearly Revenue
	Gross Revenue	Toll Collection Cost				Toll Collection Cost	Operational Cost		
2013	\$305,556,498	\$5,853,573	30%	30%	23,414,291	\$9,068,221	\$258,468,883		
2014	\$309,462,087	\$5,928,392	30%	30%	23,713,570	\$9,239,480	\$261,062,631		
2015	\$313,419,483	\$6,004,205	30%	30%	24,016,819	\$9,414,625	\$263,670,082		
2016	\$317,429,394	\$6,081,023	30%	30%	24,324,091	\$9,593,756	\$266,290,819		
2017	\$321,482,539	\$6,158,861	30%	30%	24,635,444	\$9,776,976	\$268,924,400		
2018	\$325,609,649	\$6,237,733	30%	30%	24,950,931	\$9,964,391	\$271,570,360		
2019	\$329,781,463	\$6,317,653	30%	30%	25,270,610	\$10,156,110	\$274,228,208		
2020	\$334,008,731	\$6,398,635	30%	30%	25,594,539	\$10,352,246	\$276,897,425		
2021	\$337,348,818	\$6,462,621	30%	30%	25,850,484	\$10,534,841	\$278,652,146		
2022	\$340,722,307	\$6,527,247	30%	30%	26,108,989	\$10,721,634	\$280,393,987		
2023	\$344,129,530	\$6,592,520	30%	30%	26,370,079	\$10,912,738	\$282,121,905		
2024	\$347,570,825	\$6,658,445	30%	30%	26,633,780	\$11,108,270	\$283,834,822		
2025	\$351,046,533	\$6,725,029	30%	30%	26,900,117	\$11,308,349	\$285,531,619		
2026	\$354,556,998	\$6,792,280	30%	30%	27,169,119	\$11,513,099	\$287,211,137		
2027	\$358,102,568	\$6,860,202	30%	30%	27,440,810	\$11,722,646	\$288,872,177		
2028	\$361,683,594	\$6,928,804	30%	30%	27,715,218	\$11,937,121	\$290,513,495		
2029	\$365,300,430	\$6,998,093	30%	30%	27,992,370	\$12,156,659	\$292,133,804		
2030	\$368,953,434	\$7,068,073	30%	30%	28,272,294	\$12,381,397	\$293,731,772		
2031	\$372,642,969	\$7,138,754	30%	30%	28,555,017	\$12,611,477	\$295,306,018		
2032	\$376,369,398	\$7,210,142	30%	30%	28,840,567	\$12,847,046	\$296,855,114		
2033	\$380,133,092	\$7,282,243	30%	30%	29,128,973	\$13,088,255	\$298,377,582		
2034	\$383,934,423	\$7,355,066	30%	30%	29,420,262	\$13,335,258	\$299,871,893		
2035	\$387,773,768	\$7,428,616	30%	30%	29,714,465	\$13,588,214	\$301,336,462		
2036	\$391,651,505	\$7,502,902	30%	30%	30,011,610	\$13,847,288	\$302,769,653		
2037	\$395,568,020	\$7,577,931	30%	30%	30,311,726	\$14,112,649	\$304,169,771		
2038	\$399,523,701	\$7,653,711	30%	30%	30,614,843	\$14,384,470	\$305,535,062		
2039	\$403,518,938	\$7,730,248	30%	30%	30,920,991	\$14,662,930	\$306,863,714		
2040	\$407,554,127	\$7,807,550	30%	30%	31,230,201	\$14,948,213	\$308,153,852		
2041	\$411,629,668	\$7,885,626	30%	30%	31,542,503	\$15,240,508	\$309,403,536		
2042	\$415,745,965	\$7,964,482	30%	30%	31,857,928	\$15,540,011	\$310,610,761		

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	2003\$		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions Per Year	Total		Operational Cost	Net Yearly Revenue
	\$/mile Toll	Gross Revenue				Toll Collection Cost	Total Cost		
2013	\$261,905,570		40%	40%	20,069,392	\$5,017,348	\$8,231,996	\$215,654,179	
2014	\$265,253,218		40%	40%	20,325,917	\$5,081,479	\$8,392,567	\$217,700,675	
2015	\$268,645,271		40%	40%	20,585,845	\$5,146,461	\$8,556,881	\$219,753,614	
2016	\$272,082,337		40%	40%	20,849,221	\$5,212,305	\$8,725,038	\$221,812,481	
2017	\$275,565,034		40%	40%	21,116,095	\$5,279,024	\$8,897,138	\$223,876,732	
2018	\$279,093,985		40%	40%	21,386,512	\$5,346,628	\$9,073,286	\$225,945,801	
2019	\$282,669,826		40%	40%	21,660,523	\$5,415,131	\$9,253,589	\$228,019,092	
2020	\$286,293,198		40%	40%	21,938,176	\$5,484,544	\$9,438,156	\$230,095,983	
2021	\$289,156,130		40%	40%	22,157,558	\$5,539,389	\$9,611,609	\$231,382,689	
2022	\$292,047,691		40%	40%	22,379,133	\$5,594,783	\$9,789,170	\$232,651,835	
2023	\$294,968,168		40%	40%	22,602,925	\$5,650,731	\$9,970,949	\$233,902,332	
2024	\$297,917,850		40%	40%	22,828,954	\$5,707,239	\$10,157,063	\$235,133,053	
2025	\$300,897,028		40%	40%	23,057,244	\$5,764,311	\$10,347,630	\$236,342,833	
2026	\$303,905,999		40%	40%	23,287,816	\$5,821,954	\$10,542,773	\$237,530,463	
2027	\$306,945,059		40%	40%	23,520,694	\$5,880,174	\$10,742,617	\$238,694,696	
2028	\$310,014,509		40%	40%	23,755,901	\$5,938,975	\$10,947,292	\$239,834,240	
2029	\$313,114,654		40%	40%	23,993,460	\$5,998,365	\$11,156,931	\$240,947,756	
2030	\$316,245,801		40%	40%	24,233,395	\$6,058,349	\$11,371,672	\$242,033,863	
2031	\$319,408,259		40%	40%	24,475,729	\$6,118,932	\$11,591,655	\$243,091,130	
2032	\$322,602,342		40%	40%	24,720,486	\$6,180,121	\$11,817,026	\$244,118,077	
2033	\$325,828,365		40%	40%	24,967,691	\$6,241,923	\$12,047,935	\$245,113,175	
2034	\$329,086,649		40%	40%	25,217,368	\$6,304,342	\$12,284,534	\$246,074,841	
2035	\$332,377,515		40%	40%	25,469,541	\$6,367,385	\$12,526,983	\$247,001,441	
2036	\$335,701,290		40%	40%	25,724,237	\$6,431,059	\$12,775,445	\$247,891,281	
2037	\$339,058,303		40%	40%	25,981,479	\$6,495,370	\$13,030,087	\$248,742,615	
2038	\$342,448,886		40%	40%	26,241,294	\$6,560,323	\$13,291,082	\$249,553,635	
2039	\$345,873,375		40%	40%	26,503,707	\$6,625,927	\$13,558,608	\$250,322,473	
2040	\$349,332,109		40%	40%	26,768,744	\$6,692,186	\$13,832,848	\$251,047,198	
2041	\$352,825,430		40%	40%	27,036,431	\$6,759,108	\$14,113,990	\$251,725,815	
2042	\$356,353,684		40%	40%	27,306,796	\$6,826,699	\$14,402,227	\$252,356,263	

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	REVENUE										
	2003\$										
	\$.07/mile Toll		Auto		Truck		Number of		Total		Net
	Gross	Diversion	Diversion	Diversion	Transactions	Toll Collection	Operational	Revenue	Cost	Cost	Yearly
	Revenue	Percentage	Percentage	Percentage	Per Year	Cost	Cost	Revenue	Cost	Cost	Revenue
2013	\$218,254,642	50%	50%	50%	16,724,494	\$4,181,123	\$7,395,771	\$172,839,476	\$7,395,771	\$7,395,771	\$172,839,476
2014	\$221,044,348	50%	50%	50%	16,938,264	\$4,234,566	\$7,545,653	\$174,338,718	\$7,545,653	\$7,545,653	\$174,338,718
2015	\$223,871,059	50%	50%	50%	17,154,870	\$4,288,718	\$7,699,138	\$175,837,146	\$7,699,138	\$7,699,138	\$175,837,146
2016	\$226,735,281	50%	50%	50%	17,374,351	\$4,343,588	\$7,856,320	\$177,334,142	\$7,856,320	\$7,856,320	\$177,334,142
2017	\$229,637,528	50%	50%	50%	17,596,745	\$4,399,186	\$8,017,301	\$178,829,064	\$8,017,301	\$8,017,301	\$178,829,064
2018	\$232,578,321	50%	50%	50%	17,822,094	\$4,455,523	\$8,182,181	\$180,321,241	\$8,182,181	\$8,182,181	\$180,321,241
2019	\$235,558,188	50%	50%	50%	18,050,436	\$4,512,609	\$8,351,067	\$181,809,976	\$8,351,067	\$8,351,067	\$181,809,976
2020	\$238,577,665	50%	50%	50%	18,281,813	\$4,570,453	\$8,524,065	\$183,294,541	\$8,524,065	\$8,524,065	\$183,294,541
2021	\$240,963,442	50%	50%	50%	18,464,632	\$4,616,158	\$8,688,378	\$184,113,233	\$8,688,378	\$8,688,378	\$184,113,233
2022	\$243,373,076	50%	50%	50%	18,649,278	\$4,662,319	\$8,856,706	\$184,909,684	\$8,856,706	\$8,856,706	\$184,909,684
2023	\$245,806,807	50%	50%	50%	18,835,771	\$4,708,943	\$9,029,161	\$185,682,759	\$9,029,161	\$9,029,161	\$185,682,759
2024	\$248,264,875	50%	50%	50%	19,024,128	\$4,756,032	\$9,205,857	\$186,431,285	\$9,205,857	\$9,205,857	\$186,431,285
2025	\$250,747,524	50%	50%	50%	19,214,370	\$4,803,592	\$9,386,912	\$187,154,046	\$9,386,912	\$9,386,912	\$187,154,046
2026	\$253,254,999	50%	50%	50%	19,406,513	\$4,851,628	\$9,572,447	\$187,849,789	\$9,572,447	\$9,572,447	\$187,849,789
2027	\$255,787,549	50%	50%	50%	19,600,578	\$4,900,145	\$9,762,588	\$188,517,216	\$9,762,588	\$9,762,588	\$188,517,216
2028	\$258,345,424	50%	50%	50%	19,796,584	\$4,949,146	\$9,957,463	\$189,154,984	\$9,957,463	\$9,957,463	\$189,154,984
2029	\$260,928,879	50%	50%	50%	19,994,550	\$4,998,638	\$10,157,204	\$189,761,708	\$10,157,204	\$10,157,204	\$189,761,708
2030	\$263,538,167	50%	50%	50%	20,194,496	\$5,048,624	\$10,361,947	\$190,335,954	\$10,361,947	\$10,361,947	\$190,335,954
2031	\$266,173,549	50%	50%	50%	20,396,441	\$5,099,110	\$10,571,833	\$190,876,242	\$10,571,833	\$10,571,833	\$190,876,242
2032	\$268,835,285	50%	50%	50%	20,600,405	\$5,150,101	\$10,787,006	\$191,381,040	\$10,787,006	\$10,787,006	\$191,381,040
2033	\$271,523,637	50%	50%	50%	20,806,409	\$5,201,602	\$11,007,614	\$191,848,768	\$11,007,614	\$11,007,614	\$191,848,768
2034	\$274,238,874	50%	50%	50%	21,014,473	\$5,253,618	\$11,233,810	\$192,277,790	\$11,233,810	\$11,233,810	\$192,277,790
2035	\$276,981,263	50%	50%	50%	21,224,618	\$5,306,154	\$11,465,752	\$192,666,419	\$11,465,752	\$11,465,752	\$192,666,419
2036	\$279,751,075	50%	50%	50%	21,436,864	\$5,359,216	\$11,703,602	\$193,012,909	\$11,703,602	\$11,703,602	\$193,012,909
2037	\$282,548,586	50%	50%	50%	21,651,233	\$5,412,808	\$11,947,526	\$193,315,459	\$11,947,526	\$11,947,526	\$193,315,459
2038	\$285,374,072	50%	50%	50%	21,867,745	\$5,466,936	\$12,197,695	\$193,572,208	\$12,197,695	\$12,197,695	\$193,572,208
2039	\$288,227,813	50%	50%	50%	22,086,422	\$5,521,606	\$12,454,287	\$193,781,231	\$12,454,287	\$12,454,287	\$193,781,231
2040	\$291,110,091	50%	50%	50%	22,307,287	\$5,576,822	\$12,717,484	\$193,940,544	\$12,717,484	\$12,717,484	\$193,940,544
2041	\$294,021,192	50%	50%	50%	22,530,360	\$5,632,590	\$12,987,472	\$194,048,095	\$12,987,472	\$12,987,472	\$194,048,095
2042	\$296,961,403	50%	50%	50%	22,755,663	\$5,688,916	\$13,264,444	\$194,101,766	\$13,264,444	\$13,264,444	\$194,101,766

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario**

Year	2003\$		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions Per Year	Total		Net Yearly Revenue
	\$/07/mile Toll Gross Revenue	Auto Diversion Percentage				Toll Collection Cost	Operational Cost	
2013	\$174,603,713	60%	60%	13,379,595	\$3,344,899	\$6,559,547	\$130,024,772	
2014	\$176,835,478	60%	60%	13,550,611	\$3,387,653	\$6,698,740	\$130,976,762	
2015	\$179,096,847	60%	60%	13,723,896	\$3,430,974	\$6,841,394	\$131,920,678	
2016	\$181,388,225	60%	60%	13,899,481	\$3,474,870	\$6,987,603	\$132,855,803	
2017	\$183,710,022	60%	60%	14,077,396	\$3,519,349	\$7,137,464	\$133,781,395	
2018	\$186,062,657	60%	60%	14,257,675	\$3,564,419	\$7,291,077	\$134,696,682	
2019	\$188,446,550	60%	60%	14,440,349	\$3,610,087	\$7,448,545	\$135,600,860	
2020	\$190,862,132	60%	60%	14,625,451	\$3,656,363	\$7,609,974	\$136,493,098	
2021	\$192,770,753	60%	60%	14,771,705	\$3,692,926	\$7,765,146	\$136,843,776	
2022	\$194,698,461	60%	60%	14,919,422	\$3,729,856	\$7,924,242	\$137,167,533	
2023	\$196,645,445	60%	60%	15,068,617	\$3,767,154	\$8,087,372	\$137,463,186	
2024	\$198,611,900	60%	60%	15,219,303	\$3,804,826	\$8,254,650	\$137,729,516	
2025	\$200,598,019	60%	60%	15,371,496	\$3,842,874	\$8,426,193	\$137,965,260	
2026	\$202,603,999	60%	60%	15,525,211	\$3,881,303	\$8,602,122	\$138,169,115	
2027	\$204,630,039	60%	60%	15,680,463	\$3,920,116	\$8,782,559	\$138,339,735	
2028	\$206,676,340	60%	60%	15,837,267	\$3,959,317	\$8,967,634	\$138,475,728	
2029	\$208,743,103	60%	60%	15,995,640	\$3,998,910	\$9,157,476	\$138,575,660	
2030	\$210,830,534	60%	60%	16,155,596	\$4,038,899	\$9,352,222	\$138,638,046	
2031	\$212,938,839	60%	60%	16,317,152	\$4,079,288	\$9,552,011	\$138,661,354	
2032	\$215,068,228	60%	60%	16,480,324	\$4,120,081	\$9,756,986	\$138,644,004	
2033	\$217,218,910	60%	60%	16,645,127	\$4,161,282	\$9,967,294	\$138,584,361	
2034	\$219,391,099	60%	60%	16,811,578	\$4,202,895	\$10,183,087	\$138,480,739	
2035	\$221,585,010	60%	60%	16,979,694	\$4,244,924	\$10,404,522	\$138,331,397	
2036	\$223,800,860	60%	60%	17,149,491	\$4,287,373	\$10,631,759	\$138,134,538	
2037	\$226,038,869	60%	60%	17,320,986	\$4,330,247	\$10,864,964	\$137,888,304	
2038	\$228,299,257	60%	60%	17,494,196	\$4,373,549	\$11,104,308	\$137,590,781	
2039	\$230,582,250	60%	60%	17,669,138	\$4,417,284	\$11,349,966	\$137,239,990	
2040	\$232,888,073	60%	60%	17,845,829	\$4,461,457	\$11,602,120	\$136,833,890	
2041	\$235,216,953	60%	60%	18,024,288	\$4,506,072	\$11,860,954	\$136,370,375	
2042	\$237,569,123	60%	60%	18,204,530	\$4,551,133	\$12,126,661	\$135,847,268	

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	REVENUE									
	2003\$		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions Per Year	Total Toll Collection Cost	Total Operational Cost	Net Yearly Revenue	\$.07/mile Toll	
	Gross Revenue	Revenue								
2013	\$130,952,785	\$130,952,785	70%	70%	10,034,696	\$2,508,674	\$5,723,322	\$87,210,069	\$130,952,785	\$130,952,785
2014	\$132,626,609	\$132,626,609	70%	70%	10,162,959	\$2,540,740	\$5,851,827	\$87,614,806	\$132,626,609	\$132,626,609
2015	\$134,322,635	\$134,322,635	70%	70%	10,292,922	\$2,573,231	\$5,983,651	\$88,004,209	\$134,322,635	\$134,322,635
2016	\$136,041,169	\$136,041,169	70%	70%	10,424,611	\$2,606,153	\$6,118,885	\$88,377,465	\$136,041,169	\$136,041,169
2017	\$137,782,517	\$137,782,517	70%	70%	10,558,047	\$2,639,512	\$6,257,626	\$88,733,727	\$137,782,517	\$137,782,517
2018	\$139,546,993	\$139,546,993	70%	70%	10,693,256	\$2,673,314	\$6,399,972	\$89,072,122	\$139,546,993	\$139,546,993
2019	\$141,334,913	\$141,334,913	70%	70%	10,830,262	\$2,707,565	\$6,546,023	\$89,391,744	\$141,334,913	\$141,334,913
2020	\$143,146,599	\$143,146,599	70%	70%	10,969,088	\$2,742,272	\$6,695,884	\$89,691,656	\$143,146,599	\$143,146,599
2021	\$144,578,065	\$144,578,065	70%	70%	11,078,779	\$2,769,695	\$6,841,915	\$89,574,319	\$144,578,065	\$144,578,065
2022	\$146,023,846	\$146,023,846	70%	70%	11,189,567	\$2,797,392	\$6,991,778	\$89,425,381	\$146,023,846	\$146,023,846
2023	\$147,484,084	\$147,484,084	70%	70%	11,301,462	\$2,825,366	\$7,145,584	\$89,243,614	\$147,484,084	\$147,484,084
2024	\$148,958,925	\$148,958,925	70%	70%	11,414,477	\$2,853,619	\$7,303,444	\$89,027,748	\$148,958,925	\$148,958,925
2025	\$150,448,514	\$150,448,514	70%	70%	11,528,622	\$2,882,155	\$7,465,475	\$88,776,474	\$150,448,514	\$150,448,514
2026	\$151,952,999	\$151,952,999	70%	70%	11,643,908	\$2,910,977	\$7,631,796	\$88,488,441	\$151,952,999	\$151,952,999
2027	\$153,472,529	\$153,472,529	70%	70%	11,760,347	\$2,940,087	\$7,802,530	\$88,162,254	\$153,472,529	\$153,472,529
2028	\$155,007,255	\$155,007,255	70%	70%	11,877,951	\$2,969,488	\$7,977,804	\$87,796,473	\$155,007,255	\$155,007,255
2029	\$156,557,327	\$156,557,327	70%	70%	11,996,730	\$2,999,183	\$8,157,749	\$87,389,611	\$156,557,327	\$156,557,327
2030	\$158,122,900	\$158,122,900	70%	70%	12,116,697	\$3,029,174	\$8,342,498	\$86,940,137	\$158,122,900	\$158,122,900
2031	\$159,704,129	\$159,704,129	70%	70%	12,237,864	\$3,059,466	\$8,532,189	\$86,446,466	\$159,704,129	\$159,704,129
2032	\$161,301,171	\$161,301,171	70%	70%	12,360,243	\$3,090,061	\$8,726,965	\$85,906,967	\$161,301,171	\$161,301,171
2033	\$162,914,182	\$162,914,182	70%	70%	12,483,845	\$3,120,961	\$8,926,973	\$85,319,954	\$162,914,182	\$162,914,182
2034	\$164,543,324	\$164,543,324	70%	70%	12,608,684	\$3,152,171	\$9,132,363	\$84,683,688	\$164,543,324	\$164,543,324
2035	\$166,188,758	\$166,188,758	70%	70%	12,734,771	\$3,183,693	\$9,343,291	\$83,996,376	\$166,188,758	\$166,188,758
2036	\$167,850,645	\$167,850,645	70%	70%	12,862,118	\$3,215,530	\$9,559,915	\$83,256,166	\$167,850,645	\$167,850,645
2037	\$169,529,152	\$169,529,152	70%	70%	12,990,740	\$3,247,685	\$9,782,402	\$82,461,148	\$169,529,152	\$169,529,152
2038	\$171,224,443	\$171,224,443	70%	70%	13,120,647	\$3,280,162	\$10,010,921	\$81,609,354	\$171,224,443	\$171,224,443
2039	\$172,936,688	\$172,936,688	70%	70%	13,251,853	\$3,312,963	\$10,245,645	\$80,698,748	\$172,936,688	\$172,936,688
2040	\$174,666,054	\$174,666,054	70%	70%	13,384,372	\$3,346,093	\$10,486,755	\$79,727,236	\$174,666,054	\$174,666,054
2041	\$176,412,715	\$176,412,715	70%	70%	13,518,216	\$3,379,554	\$10,734,436	\$78,692,654	\$176,412,715	\$176,412,715
2042	\$178,176,842	\$178,176,842	70%	70%	13,653,398	\$3,413,349	\$10,986,878	\$77,592,771	\$178,176,842	\$178,176,842

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	2003\$		Auto Diversions Percentage	Truck Diversions Percentage	Number of Transactions Per Year	Total		Net Yearly Revenue
	Gross Revenue	Toll Collection Cost				Operational Cost		
						\$/mile	Cost	
2013	\$381,945,623		30%	30%	23,414,291	\$5,853,573	\$9,068,221	\$334,858,008
2014	\$386,827,609		30%	30%	23,713,570	\$5,928,392	\$9,239,480	\$338,428,153
2015	\$391,774,353		30%	30%	24,016,819	\$6,004,205	\$9,414,625	\$342,024,953
2016	\$396,786,742		30%	30%	24,324,091	\$6,081,023	\$9,593,756	\$345,648,168
2017	\$401,865,674		30%	30%	24,635,444	\$6,158,861	\$9,776,976	\$349,297,535
2018	\$407,012,062		30%	30%	24,950,931	\$6,237,733	\$9,964,391	\$352,972,773
2019	\$412,226,829		30%	30%	25,270,610	\$6,317,653	\$10,156,110	\$356,673,574
2020	\$417,510,914		30%	30%	25,594,539	\$6,398,635	\$10,352,246	\$360,399,608
2021	\$421,686,023		30%	30%	25,850,484	\$6,462,621	\$10,534,841	\$362,989,351
2022	\$425,902,883		30%	30%	26,108,989	\$6,527,247	\$10,721,634	\$365,574,563
2023	\$430,161,912		30%	30%	26,370,079	\$6,592,520	\$10,912,738	\$368,154,287
2024	\$434,463,531		30%	30%	26,633,780	\$6,658,445	\$11,108,270	\$370,727,528
2025	\$438,808,166		30%	30%	26,900,117	\$6,725,029	\$11,308,349	\$373,293,252
2026	\$443,196,248		30%	30%	27,169,119	\$6,792,280	\$11,513,099	\$375,850,387
2027	\$447,628,211		30%	30%	27,440,810	\$6,860,202	\$11,722,646	\$378,397,819
2028	\$452,104,493		30%	30%	27,715,218	\$6,928,804	\$11,937,121	\$380,934,394
2029	\$456,625,538		30%	30%	27,992,370	\$6,998,093	\$12,156,659	\$383,458,912
2030	\$461,191,793		30%	30%	28,272,294	\$7,068,073	\$12,381,397	\$385,970,130
2031	\$465,803,711		30%	30%	28,555,017	\$7,138,754	\$12,611,477	\$388,466,760
2032	\$470,461,748		30%	30%	28,840,567	\$7,210,142	\$12,847,046	\$390,947,463
2033	\$475,166,366		30%	30%	29,128,973	\$7,282,243	\$13,088,255	\$393,410,855
2034	\$479,918,029		30%	30%	29,420,262	\$7,355,066	\$13,335,258	\$395,855,498
2035	\$484,717,209		30%	30%	29,714,465	\$7,428,616	\$13,588,214	\$398,279,904
2036	\$489,564,382		30%	30%	30,011,610	\$7,502,902	\$13,847,288	\$400,682,529
2037	\$494,460,025		30%	30%	30,311,726	\$7,577,931	\$14,112,649	\$403,061,776
2038	\$499,404,626		30%	30%	30,614,843	\$7,653,711	\$14,384,470	\$405,415,987
2039	\$504,398,672		30%	30%	30,920,991	\$7,730,248	\$14,662,930	\$407,743,448
2040	\$509,442,659		30%	30%	31,230,201	\$7,807,550	\$14,948,213	\$410,042,383
2041	\$514,537,085		30%	30%	31,542,503	\$7,885,626	\$15,240,508	\$412,310,953
2042	\$519,682,456		30%	30%	31,857,928	\$7,964,482	\$15,540,011	\$414,547,252

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	REVENUE										
	2003\$		Auto		Truck		Number of		Total		Net
	\$./m/mile	Toll	Diversion	Percentage	Diversion	Percentage	Transactions	Toll Collection	Operational	Yearly	
Revenue	Gross	Percentage	Percentage	Percentage	Percentage	Per Year	Cost	Cost	Revenue		
2013	\$327,381,962		40%		40%		20,069,392	\$5,017,348	\$8,231,996	\$281,130,572	
2014	\$331,566,522		40%		40%		20,325,917	\$5,081,479	\$8,392,567	\$284,013,979	
2015	\$335,806,589		40%		40%		20,585,845	\$5,146,461	\$8,556,881	\$286,914,932	
2016	\$340,102,922		40%		40%		20,849,221	\$5,212,305	\$8,725,038	\$289,833,065	
2017	\$344,456,292		40%		40%		21,116,095	\$5,279,024	\$8,897,138	\$292,767,991	
2018	\$348,967,481		40%		40%		21,386,512	\$5,346,628	\$9,073,286	\$295,719,297	
2019	\$353,337,282		40%		40%		21,660,523	\$5,415,131	\$9,253,589	\$298,686,548	
2020	\$357,866,498		40%		40%		21,938,176	\$5,484,544	\$9,438,156	\$301,669,282	
2021	\$361,445,163		40%		40%		22,157,568	\$5,539,389	\$9,611,609	\$303,671,722	
2022	\$365,059,614		40%		40%		22,379,133	\$5,594,783	\$9,789,170	\$305,663,758	
2023	\$368,710,210		40%		40%		22,602,925	\$5,650,731	\$9,970,949	\$307,644,374	
2024	\$372,397,312		40%		40%		22,828,954	\$5,707,239	\$10,157,063	\$309,612,516	
2025	\$376,121,286		40%		40%		23,057,244	\$5,764,311	\$10,347,630	\$311,567,090	
2026	\$379,882,498		40%		40%		23,287,816	\$5,821,954	\$10,542,773	\$313,506,963	
2027	\$383,681,323		40%		40%		23,520,694	\$5,880,174	\$10,742,617	\$315,430,961	
2028	\$387,518,137		40%		40%		23,755,901	\$5,938,975	\$10,947,292	\$317,337,867	
2029	\$391,393,318		40%		40%		23,993,460	\$5,998,365	\$11,156,931	\$319,226,420	
2030	\$395,307,251		40%		40%		24,233,395	\$6,058,349	\$11,371,672	\$321,095,313	
2031	\$399,260,324		40%		40%		24,475,729	\$6,118,932	\$11,591,655	\$322,943,195	
2032	\$403,252,927		40%		40%		24,720,486	\$6,180,121	\$11,817,026	\$324,768,663	
2033	\$407,285,456		40%		40%		24,967,691	\$6,241,923	\$12,047,935	\$326,570,266	
2034	\$411,358,311		40%		40%		25,217,368	\$6,304,342	\$12,284,534	\$328,346,504	
2035	\$415,471,894		40%		40%		25,469,541	\$6,367,385	\$12,526,983	\$330,095,819	
2036	\$419,626,613		40%		40%		25,724,237	\$6,431,059	\$12,775,445	\$331,816,604	
2037	\$423,822,879		40%		40%		25,981,479	\$6,495,370	\$13,030,087	\$333,507,191	
2038	\$428,061,108		40%		40%		26,241,294	\$6,560,323	\$13,291,082	\$335,165,856	
2039	\$432,341,719		40%		40%		26,503,707	\$6,625,927	\$13,558,608	\$336,790,816	
2040	\$436,665,136		40%		40%		26,768,744	\$6,692,186	\$13,832,848	\$338,380,225	
2041	\$441,031,787		40%		40%		27,036,431	\$6,759,108	\$14,113,990	\$339,932,173	
2042	\$445,442,105		40%		40%		27,306,796	\$6,826,699	\$14,402,227	\$341,444,684	

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	REVENUE			Number of Transactions Per Year	Total		Net Yearly Revenue
	\$.09/mile Toll Gross Revenue	Auto Diversion Percentage	Truck Diversion Percentage		Toll Collection Cost	Operational Cost	
2013	\$272,818,302	50%	50%	16,724,494	\$4,181,123	\$7,395,771	\$227,403,136
2014	\$276,305,435	50%	50%	16,938,264	\$4,234,566	\$7,545,653	\$229,599,805
2015	\$279,838,824	50%	50%	17,154,870	\$4,288,718	\$7,699,138	\$231,804,911
2016	\$283,419,101	50%	50%	17,374,351	\$4,343,588	\$7,856,320	\$234,017,962
2017	\$287,046,910	50%	50%	17,596,745	\$4,399,186	\$8,017,301	\$236,238,446
2018	\$290,722,901	50%	50%	17,822,094	\$4,455,523	\$8,182,181	\$238,465,822
2019	\$294,447,735	50%	50%	18,050,436	\$4,512,609	\$8,351,067	\$240,699,523
2020	\$298,222,081	50%	50%	18,281,813	\$4,570,453	\$8,524,065	\$242,938,957
2021	\$301,204,302	50%	50%	18,464,632	\$4,616,158	\$8,688,378	\$244,354,093
2022	\$304,216,345	50%	50%	18,649,278	\$4,662,319	\$8,856,706	\$245,752,953
2023	\$307,258,509	50%	50%	18,835,771	\$4,708,943	\$9,029,161	\$247,134,461
2024	\$310,331,094	50%	50%	19,024,128	\$4,756,032	\$9,205,857	\$248,497,504
2025	\$313,434,405	50%	50%	19,214,370	\$4,803,592	\$9,386,912	\$249,840,927
2026	\$316,568,749	50%	50%	19,406,513	\$4,851,628	\$9,572,447	\$251,163,539
2027	\$319,734,436	50%	50%	19,600,578	\$4,900,145	\$9,762,588	\$252,464,103
2028	\$322,931,780	50%	50%	19,796,584	\$4,949,146	\$9,957,463	\$253,741,340
2029	\$326,161,098	50%	50%	19,994,550	\$4,998,638	\$10,157,204	\$254,993,928
2030	\$329,422,709	50%	50%	20,194,496	\$5,048,624	\$10,361,947	\$256,220,496
2031	\$332,716,936	50%	50%	20,396,441	\$5,099,110	\$10,571,833	\$257,419,629
2032	\$336,044,106	50%	50%	20,600,405	\$5,150,101	\$10,787,006	\$258,589,862
2033	\$339,404,547	50%	50%	20,806,409	\$5,201,602	\$11,007,614	\$259,729,677
2034	\$342,798,592	50%	50%	21,014,473	\$5,253,618	\$11,233,810	\$260,837,509
2035	\$346,226,578	50%	50%	21,224,618	\$5,306,154	\$11,465,752	\$261,911,735
2036	\$349,688,844	50%	50%	21,436,864	\$5,359,216	\$11,703,602	\$262,950,678
2037	\$353,185,732	50%	50%	21,651,233	\$5,412,808	\$11,947,526	\$263,952,606
2038	\$356,717,590	50%	50%	21,867,745	\$5,466,936	\$12,197,695	\$264,915,726
2039	\$360,284,766	50%	50%	22,086,422	\$5,521,606	\$12,454,287	\$265,838,184
2040	\$363,887,613	50%	50%	22,307,287	\$5,576,822	\$12,717,484	\$266,718,067
2041	\$367,526,489	50%	50%	22,530,360	\$5,632,590	\$12,987,472	\$267,553,393
2042	\$371,201,754	50%	50%	22,755,663	\$5,688,916	\$13,264,444	\$268,342,117

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	2003\$		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions Per Year	Total		Net Yearly Revenue
	\$/mile Toll Gross Revenue	Toll Collection Cost				Operational Cost		
2013	\$218,254,642	\$3,344,899	60%	60%	13,379,595	\$6,559,547	\$173,675,700	
2014	\$221,044,348	\$3,387,653	60%	60%	13,550,611	\$6,698,740	\$175,185,632	
2015	\$223,871,059	\$3,430,974	60%	60%	13,723,896	\$6,841,394	\$176,694,889	
2016	\$226,735,281	\$3,474,870	60%	60%	13,899,481	\$6,987,603	\$178,202,859	
2017	\$229,637,528	\$3,519,349	60%	60%	14,077,396	\$7,137,464	\$179,708,901	
2018	\$232,578,321	\$3,564,419	60%	60%	14,257,675	\$7,291,077	\$181,212,346	
2019	\$235,558,188	\$3,610,087	60%	60%	14,440,349	\$7,448,545	\$182,712,498	
2020	\$238,577,665	\$3,656,363	60%	60%	14,625,451	\$7,609,974	\$184,208,631	
2021	\$240,963,442	\$3,692,926	60%	60%	14,771,705	\$7,765,146	\$185,036,464	
2022	\$243,373,076	\$3,729,856	60%	60%	14,919,422	\$7,924,242	\$185,842,148	
2023	\$245,806,807	\$3,767,154	60%	60%	15,068,617	\$8,087,372	\$186,624,548	
2024	\$248,264,875	\$3,804,826	60%	60%	15,219,303	\$8,254,650	\$187,382,491	
2025	\$250,747,524	\$3,842,874	60%	60%	15,371,496	\$8,426,193	\$188,114,765	
2026	\$253,254,999	\$3,881,303	60%	60%	15,525,211	\$8,602,122	\$188,820,115	
2027	\$255,787,549	\$3,920,116	60%	60%	15,680,463	\$8,782,559	\$189,497,244	
2028	\$258,345,424	\$3,959,317	60%	60%	15,837,267	\$8,967,634	\$190,144,813	
2029	\$260,928,879	\$3,998,910	60%	60%	15,995,640	\$9,157,476	\$190,761,435	
2030	\$263,538,167	\$4,038,899	60%	60%	16,155,596	\$9,352,222	\$191,345,679	
2031	\$266,173,549	\$4,079,288	60%	60%	16,317,152	\$9,552,011	\$191,896,064	
2032	\$268,835,285	\$4,120,081	60%	60%	16,480,324	\$9,756,986	\$192,411,061	
2033	\$271,523,637	\$4,161,282	60%	60%	16,645,127	\$9,967,294	\$192,889,088	
2034	\$274,238,874	\$4,202,895	60%	60%	16,811,578	\$10,183,087	\$193,328,514	
2035	\$276,981,263	\$4,244,924	60%	60%	16,979,694	\$10,404,522	\$193,727,650	
2036	\$279,751,075	\$4,287,373	60%	60%	17,149,491	\$10,631,759	\$194,084,753	
2037	\$282,548,586	\$4,330,247	60%	60%	17,320,986	\$10,864,964	\$194,398,021	
2038	\$285,374,072	\$4,373,549	60%	60%	17,494,196	\$11,104,308	\$194,665,595	
2039	\$288,227,813	\$4,417,284	60%	60%	17,669,138	\$11,349,966	\$194,885,552	
2040	\$291,110,091	\$4,461,457	60%	60%	17,845,829	\$11,602,120	\$195,055,908	
2041	\$294,021,192	\$4,506,072	60%	60%	18,024,288	\$11,860,954	\$195,174,613	
2042	\$296,961,403	\$4,551,133	60%	60%	18,204,530	\$12,126,661	\$195,239,549	

**Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario**

Year	2003\$		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions Per Year	Total		Net Yearly Revenue
	Gross Revenue	Toll Collection Cost				Operational Cost		
							\$/9/mile Toll	
2013	\$163,690,981	\$2,508,674	70%	70%	10,034,696	\$5,723,322	\$119,948,265	
2014	\$165,783,261	\$2,540,740	70%	70%	10,162,959	\$5,851,827	\$120,771,458	
2015	\$167,903,294	\$2,573,231	70%	70%	10,292,922	\$5,983,651	\$121,584,868	
2016	\$170,051,461	\$2,606,153	70%	70%	10,424,611	\$6,118,885	\$122,387,757	
2017	\$172,228,146	\$2,639,512	70%	70%	10,558,047	\$6,257,626	\$123,179,356	
2018	\$174,433,741	\$2,673,314	70%	70%	10,693,256	\$6,399,972	\$123,958,870	
2019	\$176,668,641	\$2,707,565	70%	70%	10,830,262	\$6,546,023	\$124,725,473	
2020	\$178,933,249	\$2,742,272	70%	70%	10,969,088	\$6,695,884	\$125,478,306	
2021	\$180,722,581	\$2,769,695	70%	70%	11,078,779	\$6,841,915	\$125,718,835	
2022	\$182,529,807	\$2,797,392	70%	70%	11,189,567	\$6,991,778	\$125,931,343	
2023	\$184,355,105	\$2,825,366	70%	70%	11,301,462	\$7,145,584	\$126,114,635	
2024	\$186,198,656	\$2,853,619	70%	70%	11,414,477	\$7,303,444	\$126,267,479	
2025	\$188,060,643	\$2,882,155	70%	70%	11,528,622	\$7,465,475	\$126,388,603	
2026	\$189,941,249	\$2,910,977	70%	70%	11,643,908	\$7,631,796	\$126,476,691	
2027	\$191,840,662	\$2,940,087	70%	70%	11,760,347	\$7,802,530	\$126,530,386	
2028	\$193,759,068	\$2,969,488	70%	70%	11,877,951	\$7,977,804	\$126,548,286	
2029	\$195,696,659	\$2,999,183	70%	70%	11,996,730	\$8,157,749	\$126,528,943	
2030	\$197,653,626	\$3,029,174	70%	70%	12,116,697	\$8,342,498	\$126,470,862	
2031	\$199,630,162	\$3,059,466	70%	70%	12,237,864	\$8,532,189	\$126,372,499	
2032	\$201,626,463	\$3,090,061	70%	70%	12,360,243	\$8,726,965	\$126,232,260	
2033	\$203,642,728	\$3,120,961	70%	70%	12,483,845	\$8,926,973	\$126,048,500	
2034	\$205,679,155	\$3,152,171	70%	70%	12,608,684	\$9,132,363	\$125,819,519	
2035	\$207,735,947	\$3,183,693	70%	70%	12,734,771	\$9,343,291	\$125,543,565	
2036	\$209,813,306	\$3,215,530	70%	70%	12,862,118	\$9,559,915	\$125,218,827	
2037	\$211,911,439	\$3,247,685	70%	70%	12,990,740	\$9,782,402	\$124,843,436	
2038	\$214,030,554	\$3,280,162	70%	70%	13,120,647	\$10,010,921	\$124,415,464	
2039	\$216,170,859	\$3,312,963	70%	70%	13,251,853	\$10,245,645	\$123,932,920	
2040	\$218,332,568	\$3,346,093	70%	70%	13,384,372	\$10,486,755	\$123,393,750	
2041	\$220,515,894	\$3,379,554	70%	70%	13,518,216	\$10,734,436	\$122,795,833	
2042	\$222,721,053	\$3,413,349	70%	70%	13,653,398	\$10,988,878	\$122,136,981	

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	2003\$		Auto Diversions Percentage	Truck Diversions Percentage	Number of Transactions Per Year	Total		Operational Cost	Net Yearly Revenue
	Gross Revenue	Oil/mile Toll				Oil Collection Cost	Total Cost		
2013	\$458,334,747	\$11/mile Toll	30%	30%	23,414,291	\$5,853,573	\$9,068,221	\$411,247,132	
2014	\$464,193,131		30%	30%	23,713,570	\$5,928,392	\$9,239,480	\$415,793,675	
2015	\$470,129,224		30%	30%	24,016,819	\$6,004,205	\$9,414,625	\$420,379,824	
2016	\$476,144,090		30%	30%	24,324,091	\$6,081,023	\$9,593,756	\$425,005,516	
2017	\$482,238,809		30%	30%	24,635,444	\$6,158,861	\$9,776,976	\$429,670,670	
2018	\$488,414,474		30%	30%	24,950,931	\$6,237,733	\$9,964,391	\$434,375,185	
2019	\$494,672,195		30%	30%	25,270,610	\$6,317,653	\$10,156,110	\$439,118,939	
2020	\$501,013,097		30%	30%	25,594,539	\$6,398,635	\$10,352,246	\$443,901,791	
2021	\$506,023,228		30%	30%	25,850,484	\$6,462,621	\$10,534,841	\$447,326,555	
2022	\$511,083,460		30%	30%	26,108,989	\$6,527,247	\$10,721,634	\$450,755,140	
2023	\$516,194,294		30%	30%	26,370,079	\$6,592,520	\$10,912,738	\$454,186,670	
2024	\$521,356,237		30%	30%	26,633,780	\$6,658,445	\$11,108,270	\$457,620,234	
2025	\$526,569,800		30%	30%	26,900,117	\$6,725,029	\$11,308,349	\$461,054,886	
2026	\$531,835,498		30%	30%	27,169,119	\$6,792,280	\$11,513,099	\$464,489,637	
2027	\$537,153,853		30%	30%	27,440,810	\$6,860,202	\$11,722,646	\$467,923,461	
2028	\$542,525,391		30%	30%	27,715,218	\$6,928,804	\$11,937,121	\$471,355,292	
2029	\$547,950,645		30%	30%	27,992,370	\$6,998,093	\$12,156,659	\$474,784,019	
2030	\$553,430,152		30%	30%	28,272,294	\$7,068,073	\$12,381,397	\$478,208,489	
2031	\$558,964,453		30%	30%	28,555,017	\$7,138,754	\$12,611,477	\$481,627,502	
2032	\$564,554,098		30%	30%	28,840,567	\$7,210,142	\$12,847,046	\$485,039,813	
2033	\$570,199,639		30%	30%	29,128,973	\$7,282,243	\$13,088,255	\$488,444,128	
2034	\$575,901,635		30%	30%	29,420,262	\$7,355,066	\$13,335,258	\$491,839,104	
2035	\$581,660,651		30%	30%	29,714,465	\$7,428,616	\$13,588,214	\$495,223,346	
2036	\$587,477,258		30%	30%	30,011,610	\$7,502,902	\$13,847,288	\$498,595,406	
2037	\$593,352,030		30%	30%	30,311,726	\$7,577,931	\$14,112,649	\$501,953,781	
2038	\$599,285,551		30%	30%	30,614,843	\$7,653,711	\$14,384,470	\$505,296,912	
2039	\$605,278,406		30%	30%	30,920,991	\$7,730,248	\$14,662,930	\$508,623,183	
2040	\$611,331,190		30%	30%	31,230,201	\$7,807,550	\$14,948,213	\$511,930,915	
2041	\$617,444,502		30%	30%	31,542,503	\$7,885,626	\$15,240,508	\$515,218,370	
2042	\$623,618,947		30%	30%	31,857,928	\$7,964,482	\$15,540,011	\$518,483,743	

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	2003\$		Auto Diversión Percentage	Truck Diversión Percentage	Number of Transactions Per Year	Total		Net Yearly Revenue
	\$.11/mile Toll Gross Revenue	Revenue				Toll Collection Cost	Operational Cost	
2013	\$392,858,355	40%	40%	20,069,392	\$5,017,348	\$8,231,996	\$346,606,964	
2014	\$397,879,826	40%	40%	20,325,917	\$5,081,479	\$8,392,567	\$350,327,284	
2015	\$402,967,906	40%	40%	20,585,845	\$5,146,461	\$8,556,881	\$354,076,250	
2016	\$408,123,506	40%	40%	20,849,221	\$5,212,305	\$8,725,038	\$357,853,649	
2017	\$413,347,551	40%	40%	21,116,095	\$5,279,024	\$8,897,138	\$361,659,249	
2018	\$418,640,978	40%	40%	21,386,512	\$5,346,628	\$9,073,286	\$365,492,793	
2019	\$424,004,738	40%	40%	21,660,523	\$5,415,131	\$9,253,589	\$369,354,005	
2020	\$429,439,797	40%	40%	21,938,176	\$5,484,544	\$9,438,156	\$373,242,582	
2021	\$433,734,195	40%	40%	22,157,558	\$5,539,389	\$9,611,609	\$375,960,754	
2022	\$438,071,537	40%	40%	22,379,133	\$5,594,783	\$9,789,170	\$378,675,681	
2023	\$442,452,252	40%	40%	22,602,925	\$5,650,731	\$9,970,949	\$381,386,416	
2024	\$446,876,775	40%	40%	22,828,954	\$5,707,239	\$10,157,063	\$384,091,978	
2025	\$451,345,543	40%	40%	23,057,244	\$5,764,311	\$10,347,630	\$386,791,347	
2026	\$455,858,998	40%	40%	23,287,816	\$5,821,954	\$10,542,773	\$389,483,463	
2027	\$460,417,588	40%	40%	23,520,694	\$5,880,174	\$10,742,617	\$392,167,226	
2028	\$465,021,764	40%	40%	23,755,901	\$5,938,975	\$10,947,292	\$394,841,494	
2029	\$469,671,982	40%	40%	23,993,460	\$5,998,365	\$11,156,931	\$397,505,083	
2030	\$474,368,701	40%	40%	24,233,395	\$6,058,349	\$11,371,672	\$400,156,763	
2031	\$479,112,388	40%	40%	24,475,729	\$6,118,932	\$11,591,655	\$402,795,259	
2032	\$483,903,512	40%	40%	24,720,486	\$6,180,121	\$11,817,026	\$405,419,248	
2033	\$488,742,547	40%	40%	24,967,691	\$6,241,923	\$12,047,935	\$408,027,358	
2034	\$493,629,973	40%	40%	25,217,368	\$6,304,342	\$12,284,534	\$410,618,166	
2035	\$498,566,273	40%	40%	25,469,541	\$6,367,385	\$12,526,983	\$413,190,198	
2036	\$503,551,935	40%	40%	25,724,237	\$6,431,059	\$12,775,445	\$415,741,926	
2037	\$508,587,455	40%	40%	25,981,479	\$6,495,370	\$13,030,087	\$418,271,767	
2038	\$513,673,329	40%	40%	26,241,294	\$6,560,323	\$13,291,082	\$420,778,078	
2039	\$518,810,063	40%	40%	26,503,707	\$6,625,927	\$13,558,608	\$423,259,160	
2040	\$523,998,163	40%	40%	26,768,744	\$6,692,186	\$13,832,848	\$425,713,252	
2041	\$529,238,145	40%	40%	27,036,431	\$6,759,108	\$14,113,990	\$428,138,530	
2042	\$534,530,526	40%	40%	27,306,796	\$6,826,699	\$14,402,227	\$430,533,105	

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

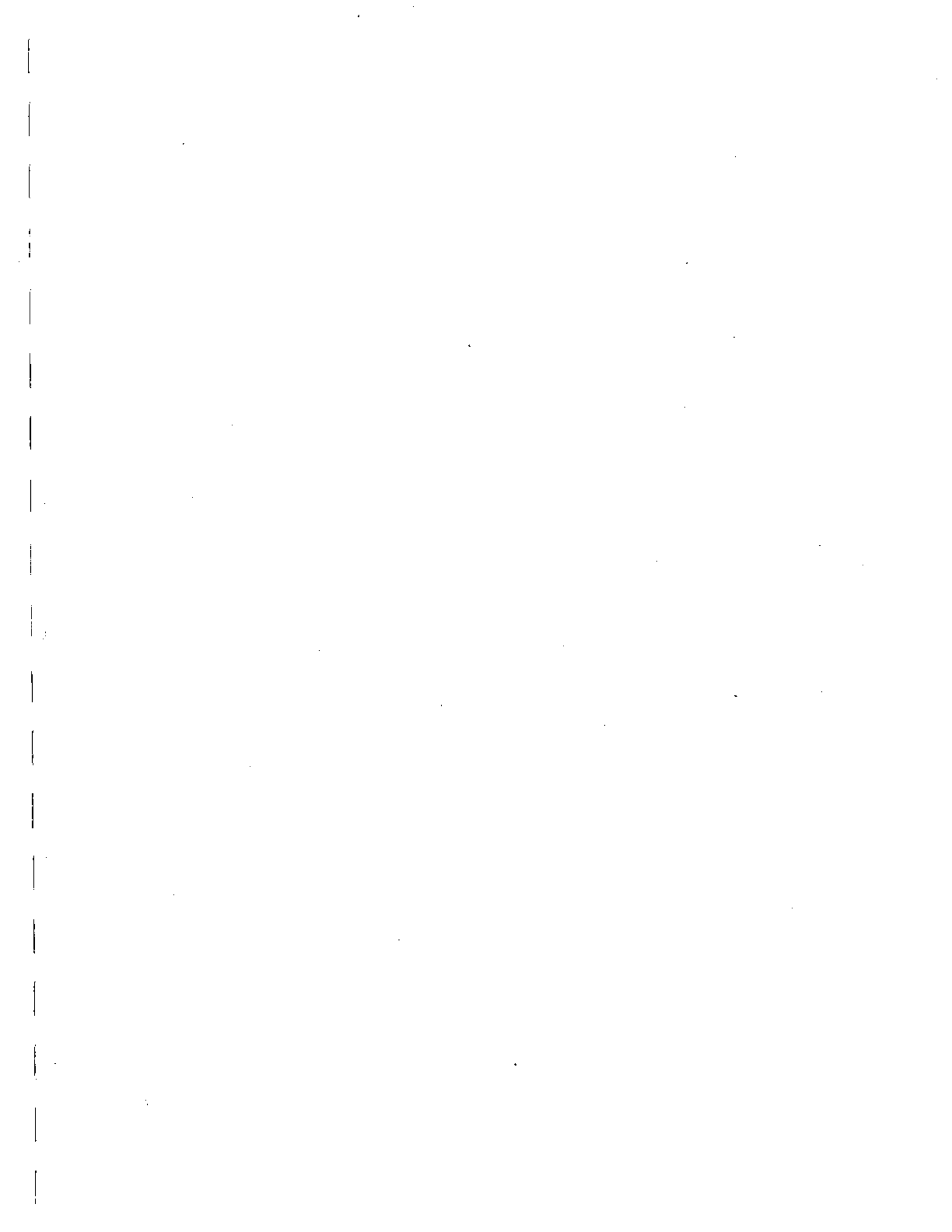
Year	REVENUE									
	2003\$		Auto Diversions Percentage	Truck Diversions Percentage	Number of Transactions Per Year	Total		Operational Cost	Net Yearly Revenue	
	Gross Revenue	Toll Collection Cost								
2013	\$327,381,962	\$4,181,123	50%	50%	16,724,494	\$4,181,123	\$7,395,771	\$281,966,797		
2014	\$331,566,522	\$4,234,566	50%	50%	16,938,264	\$4,234,566	\$7,545,653	\$284,860,892		
2015	\$335,806,589	\$4,288,718	50%	50%	17,154,870	\$4,288,718	\$7,699,138	\$287,772,675		
2016	\$340,102,922	\$4,343,588	50%	50%	17,374,351	\$4,343,588	\$7,856,320	\$290,701,782		
2017	\$344,456,292	\$4,399,186	50%	50%	17,596,745	\$4,399,186	\$8,017,301	\$293,647,828		
2018	\$348,867,481	\$4,455,523	50%	50%	17,822,094	\$4,455,523	\$8,182,181	\$296,610,402		
2019	\$353,337,282	\$4,512,609	50%	50%	18,050,436	\$4,512,609	\$8,351,067	\$299,589,070		
2020	\$357,866,498	\$4,570,453	50%	50%	18,281,813	\$4,570,453	\$8,524,065	\$302,583,373		
2021	\$361,445,163	\$4,616,158	50%	50%	18,464,632	\$4,616,158	\$8,688,378	\$304,594,953		
2022	\$365,059,614	\$4,662,319	50%	50%	18,649,278	\$4,662,319	\$8,856,706	\$306,596,222		
2023	\$368,710,210	\$4,708,943	50%	50%	18,835,771	\$4,708,943	\$9,029,161	\$308,586,163		
2024	\$372,397,312	\$4,756,032	50%	50%	19,024,128	\$4,756,032	\$9,205,857	\$310,563,722		
2025	\$376,121,286	\$4,803,592	50%	50%	19,214,370	\$4,803,592	\$9,386,912	\$312,527,808		
2026	\$379,882,498	\$4,851,628	50%	50%	19,406,513	\$4,851,628	\$9,572,447	\$314,477,289		
2027	\$383,681,323	\$4,900,145	50%	50%	19,600,578	\$4,900,145	\$9,762,588	\$316,410,990		
2028	\$387,518,137	\$4,949,146	50%	50%	19,796,584	\$4,949,146	\$9,957,463	\$318,327,696		
2029	\$391,393,318	\$4,998,638	50%	50%	19,994,550	\$4,998,638	\$10,157,204	\$320,226,147		
2030	\$395,307,251	\$5,048,624	50%	50%	20,194,496	\$5,048,624	\$10,361,947	\$322,105,038		
2031	\$399,260,324	\$5,099,110	50%	50%	20,396,441	\$5,099,110	\$10,571,833	\$323,963,017		
2032	\$403,252,927	\$5,150,101	50%	50%	20,600,405	\$5,150,101	\$10,787,006	\$325,798,683		
2033	\$407,285,456	\$5,201,602	50%	50%	20,806,409	\$5,201,602	\$11,007,614	\$327,610,587		
2034	\$411,358,311	\$5,253,618	50%	50%	21,014,473	\$5,253,618	\$11,233,810	\$329,397,227		
2035	\$415,471,894	\$5,306,154	50%	50%	21,224,618	\$5,306,154	\$11,465,752	\$331,157,050		
2036	\$419,626,613	\$5,359,216	50%	50%	21,436,864	\$5,359,216	\$11,703,602	\$332,888,447		
2037	\$423,822,879	\$5,412,808	50%	50%	21,651,233	\$5,412,808	\$11,947,526	\$334,589,752		
2038	\$428,061,108	\$5,466,936	50%	50%	21,867,745	\$5,466,936	\$12,197,695	\$336,259,244		
2039	\$432,341,719	\$5,521,606	50%	50%	22,086,422	\$5,521,606	\$12,454,287	\$337,895,137		
2040	\$436,665,136	\$5,576,822	50%	50%	22,307,287	\$5,576,822	\$12,717,484	\$339,495,589		
2041	\$441,031,787	\$5,632,590	50%	50%	22,530,360	\$5,632,590	\$12,987,472	\$341,058,691		
2042	\$445,442,105	\$5,688,916	50%	50%	22,755,663	\$5,688,916	\$13,264,444	\$342,582,468		

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	2003\$		Auto Diversion Percentage	Truck Diversion Percentage	Number of Transactions Per Year	Total		Net Yearly Revenue
	\$/1/mile Toll Gross Revenue	Revenue				Toll Collection Cost	Operational Cost	
2013	\$261,905,570	\$261,905,570	60%	60%	13,379,595	\$3,344,899	\$6,559,547	\$217,326,629
2014	\$265,253,218	\$265,253,218	60%	60%	13,550,611	\$3,387,653	\$6,698,740	\$219,394,501
2015	\$268,645,271	\$268,645,271	60%	60%	13,723,896	\$3,430,974	\$6,841,394	\$221,469,101
2016	\$272,082,337	\$272,082,337	60%	60%	13,899,481	\$3,474,870	\$6,987,603	\$223,549,916
2017	\$275,565,034	\$275,565,034	60%	60%	14,077,396	\$3,519,349	\$7,137,464	\$225,636,407
2018	\$279,093,985	\$279,093,985	60%	60%	14,257,675	\$3,564,419	\$7,291,077	\$227,728,010
2019	\$282,669,826	\$282,669,826	60%	60%	14,440,349	\$3,610,087	\$7,448,545	\$229,824,136
2020	\$286,293,198	\$286,293,198	60%	60%	14,625,451	\$3,656,363	\$7,609,974	\$231,924,164
2021	\$289,156,130	\$289,156,130	60%	60%	14,771,705	\$3,692,926	\$7,765,146	\$233,229,153
2022	\$292,047,691	\$292,047,691	60%	60%	14,919,422	\$3,729,856	\$7,924,242	\$234,516,763
2023	\$294,968,168	\$294,968,168	60%	60%	15,068,617	\$3,767,154	\$8,087,372	\$235,785,909
2024	\$297,917,850	\$297,917,850	60%	60%	15,219,303	\$3,804,826	\$8,254,650	\$237,035,466
2025	\$300,897,028	\$300,897,028	60%	60%	15,371,496	\$3,842,874	\$8,426,193	\$238,264,270
2026	\$303,905,999	\$303,905,999	60%	60%	15,525,211	\$3,881,303	\$8,602,122	\$239,471,115
2027	\$306,945,059	\$306,945,059	60%	60%	15,680,463	\$3,920,116	\$8,782,559	\$240,654,754
2028	\$310,014,509	\$310,014,509	60%	60%	15,837,267	\$3,959,317	\$8,967,634	\$241,813,898
2029	\$313,114,654	\$313,114,654	60%	60%	15,995,640	\$3,998,910	\$9,157,476	\$242,947,211
2030	\$316,245,801	\$316,245,801	60%	60%	16,155,596	\$4,038,899	\$9,352,222	\$244,053,313
2031	\$319,408,259	\$319,408,259	60%	60%	16,317,152	\$4,079,288	\$9,552,011	\$245,130,774
2032	\$322,602,342	\$322,602,342	60%	60%	16,480,324	\$4,120,081	\$9,756,986	\$246,178,118
2033	\$325,828,365	\$325,828,365	60%	60%	16,645,127	\$4,161,282	\$9,967,294	\$247,193,816
2034	\$329,086,649	\$329,086,649	60%	60%	16,811,578	\$4,202,895	\$10,183,087	\$248,176,289
2035	\$332,377,515	\$332,377,515	60%	60%	16,979,694	\$4,244,924	\$10,404,522	\$249,123,902
2036	\$335,701,290	\$335,701,290	60%	60%	17,149,491	\$4,287,373	\$10,631,759	\$250,034,968
2037	\$339,058,303	\$339,058,303	60%	60%	17,320,986	\$4,330,247	\$10,864,964	\$250,907,738
2038	\$342,448,886	\$342,448,886	60%	60%	17,494,196	\$4,373,549	\$11,104,308	\$251,740,409
2039	\$345,873,375	\$345,873,375	60%	60%	17,669,138	\$4,417,284	\$11,349,966	\$252,531,115
2040	\$349,332,109	\$349,332,109	60%	60%	17,845,829	\$4,461,457	\$11,602,120	\$253,277,926
2041	\$352,825,430	\$352,825,430	60%	60%	18,024,288	\$4,506,072	\$11,860,954	\$253,978,851
2042	\$356,353,684	\$356,353,684	60%	60%	18,204,530	\$4,551,133	\$12,126,661	\$254,631,830

Annual Operations and Maintenance Cost Estimates
Annual Net Revenue Estimates
2 Plaza Scenario

Year	REVENUE			Number of Transactions Per Year	Total		Net Yearly Revenue
	\$/1/mile Toll	Auto Diversion Percentage	Truck Diversion Percentage		Toll Collection Cost	Operational Cost	
2013	\$196,429,177	70%	70%	10,034,696	\$2,508,674	\$5,723,322	\$152,686,461
2014	\$198,939,913	70%	70%	10,162,959	\$2,540,740	\$5,851,827	\$153,928,110
2015	\$201,483,953	70%	70%	10,292,922	\$2,573,231	\$5,983,651	\$155,165,527
2016	\$204,061,753	70%	70%	10,424,611	\$2,606,153	\$6,118,885	\$156,398,049
2017	\$206,673,775	70%	70%	10,558,047	\$2,639,512	\$6,257,626	\$157,624,986
2018	\$209,320,489	70%	70%	10,693,256	\$2,673,314	\$6,399,972	\$158,845,619
2019	\$212,002,369	70%	70%	10,830,262	\$2,707,565	\$6,546,023	\$160,059,201
2020	\$214,719,899	70%	70%	10,969,088	\$2,742,272	\$6,695,884	\$161,264,955
2021	\$216,867,098	70%	70%	11,078,779	\$2,769,695	\$6,841,915	\$161,863,352
2022	\$219,035,768	70%	70%	11,189,567	\$2,797,392	\$6,991,778	\$162,437,304
2023	\$221,226,126	70%	70%	11,301,462	\$2,825,366	\$7,145,584	\$162,985,656
2024	\$223,438,387	70%	70%	11,414,477	\$2,853,619	\$7,303,444	\$163,507,210
2025	\$225,672,771	70%	70%	11,528,622	\$2,882,155	\$7,465,475	\$164,000,731
2026	\$227,929,499	70%	70%	11,643,908	\$2,910,977	\$7,631,796	\$164,464,941
2027	\$230,208,794	70%	70%	11,760,347	\$2,940,087	\$7,802,530	\$164,898,518
2028	\$232,510,882	70%	70%	11,877,951	\$2,969,488	\$7,977,804	\$165,300,100
2029	\$234,835,991	70%	70%	11,996,730	\$2,999,183	\$8,157,749	\$165,668,275
2030	\$237,184,351	70%	70%	12,116,697	\$3,029,174	\$8,342,498	\$166,001,587
2031	\$239,556,194	70%	70%	12,237,864	\$3,059,466	\$8,532,189	\$166,298,531
2032	\$241,951,756	70%	70%	12,360,243	\$3,090,061	\$8,726,965	\$166,557,553
2033	\$244,371,274	70%	70%	12,483,845	\$3,120,961	\$8,926,973	\$166,777,045
2034	\$246,814,986	70%	70%	12,608,684	\$3,152,171	\$9,132,363	\$166,955,350
2035	\$249,283,136	70%	70%	12,734,771	\$3,183,693	\$9,343,291	\$167,090,755
2036	\$251,775,968	70%	70%	12,862,118	\$3,215,530	\$9,559,915	\$167,181,488
2037	\$254,293,727	70%	70%	12,990,740	\$3,247,685	\$9,782,402	\$167,225,724
2038	\$256,836,665	70%	70%	13,120,647	\$3,280,162	\$10,010,921	\$167,221,575
2039	\$259,405,031	70%	70%	13,251,853	\$3,312,963	\$10,245,645	\$167,167,092
2040	\$261,999,082	70%	70%	13,384,372	\$3,346,093	\$10,486,755	\$167,060,264
2041	\$264,619,072	70%	70%	13,518,216	\$3,379,554	\$10,734,436	\$166,899,012
2042	\$267,265,263	70%	70%	13,653,398	\$3,413,349	\$10,988,878	\$166,681,192



Appendix E

Estimates of Net Revenue (2003\$)

Estimates of Net Revenue (2003\$)
6-Plaza Scenario

6 Plaza Net Revenue (2003\$) Summary

\$.04/mile toll rate, 10% Toll Diversion

Year	Gross		Annual Maintenance		Annual Operational		Annual Net Revenue	Present Value		Present Value
	Revenue	Cost	Cost	Cost	Cost	Cost		2003	5.5%	
2013	\$197,866,666	\$40,680,349	\$26,344,991	\$130,841,327	\$80,325,224	\$76,598,514	\$73,061,113			
2014	\$200,864,138	\$41,900,759	\$26,797,579	\$132,165,800	\$77,274,606	\$73,340,190	\$69,623,295			
2015	\$203,908,613	\$43,157,782	\$27,258,811	\$133,492,020	\$74,333,352	\$70,214,335	\$66,341,444			
2016	\$207,000,852	\$44,452,516	\$27,728,872	\$134,819,465	\$71,497,641	\$67,215,684	\$63,208,626			
2017	\$210,141,629	\$45,786,091	\$28,207,951	\$136,147,588	\$68,763,783	\$64,339,179	\$60,218,209			
2018	\$213,331,730	\$47,159,674	\$28,696,241	\$137,475,815	\$66,128,217	\$61,579,961	\$57,363,854			
2019	\$216,571,952	\$48,574,464	\$29,193,941	\$138,803,547	\$63,587,504	\$58,933,361	\$54,639,500			
2020	\$219,863,109	\$50,031,698	\$29,701,253	\$140,130,158	\$61,138,324	\$56,394,896	\$52,039,355			
2021	\$222,262,422	\$51,532,649	\$30,109,925	\$140,619,848	\$58,430,451	\$53,641,677	\$49,265,291			
2022	\$224,688,738	\$53,078,628	\$30,525,688	\$141,084,422	\$55,831,896	\$51,013,172	\$46,630,237			
2023	\$227,142,372	\$54,670,987	\$30,948,697	\$141,522,689	\$53,338,413	\$48,503,924	\$44,127,443			
2024	\$229,623,645	\$56,311,117	\$31,379,112	\$141,933,416	\$50,945,916	\$46,108,713	\$41,750,481			
2025	\$232,132,877	\$58,000,450	\$31,817,097	\$142,315,330	\$48,650,477	\$43,822,543	\$39,493,229			
2026	\$234,670,397	\$59,740,464	\$32,262,821	\$142,667,113	\$46,448,318	\$41,640,631	\$37,349,859			
2027	\$237,236,535	\$61,532,678	\$32,716,455	\$142,987,402	\$44,335,805	\$39,558,402	\$35,314,821			
2028	\$239,831,626	\$63,378,658	\$33,178,178	\$143,274,789	\$42,309,442	\$37,571,479	\$33,382,830			
2029	\$242,456,008	\$65,280,018	\$33,648,171	\$143,527,819	\$40,365,869	\$35,675,670	\$31,548,854			
2030	\$245,110,026	\$67,238,418	\$34,126,621	\$143,744,987	\$38,501,853	\$33,866,966	\$29,808,103			
2031	\$247,561,126	\$69,255,571	\$34,586,948	\$143,918,607	\$36,661,702	\$32,095,499	\$28,115,692			
2032	\$250,036,737	\$71,333,238	\$35,055,450	\$143,648,049	\$34,898,765	\$30,407,338	\$26,511,215			
2033	\$252,537,104	\$73,473,235	\$35,532,317	\$143,531,553	\$33,209,964	\$28,798,747	\$24,990,297			
2034	\$255,062,476	\$75,677,432	\$36,017,741	\$143,367,302	\$31,592,343	\$27,266,153	\$23,548,773			
2035	\$257,613,100	\$77,947,755	\$36,511,923	\$143,153,422	\$30,043,060	\$25,806,139	\$22,182,682			
2036	\$260,189,231	\$80,286,188	\$37,015,067	\$142,887,977	\$28,559,383	\$24,415,438	\$20,888,254			
2037	\$262,791,124	\$82,694,773	\$37,527,382	\$142,568,968	\$27,138,687	\$23,090,928	\$19,661,905			
2038	\$265,419,035	\$85,175,516	\$38,049,086	\$142,194,332	\$25,778,451	\$21,829,621	\$18,500,225			
2039	\$268,073,225	\$87,730,885	\$38,580,400	\$141,761,940	\$24,476,250	\$20,628,664	\$17,399,970			
2040	\$270,753,957	\$90,362,812	\$39,121,552	\$141,269,594	\$23,229,755	\$19,485,327	\$16,358,056			
2041	\$273,461,497	\$93,073,696	\$39,672,776	\$140,715,025	\$22,036,728	\$18,397,000	\$15,371,548			
2042	\$276,196,112	\$95,865,907	\$40,234,312	\$140,095,893	\$20,895,018	\$17,361,190	\$14,437,655			
					\$1,380,727,200		\$1,249,601,340		\$1,133,132,817	

6 Plaza Net Revenue (2003\$) Summary

\$.04/mile toll rate, 20% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		Present Value
		Maintenance Cost	Operational Cost		2003 Net Revenue	2003 Net Revenue	
2013	\$175,881,481	\$40,680,349	\$23,817,958	\$111,383,174	\$68,379,607	\$65,207,116	\$62,195,783
2014	\$178,545,900	\$41,900,759	\$24,232,264	\$112,412,877	\$65,725,481	\$62,379,086	\$59,217,701
2015	\$181,252,100	\$43,157,782	\$24,654,614	\$113,439,704	\$63,167,472	\$59,667,188	\$56,376,058
2016	\$184,000,758	\$44,452,516	\$25,085,183	\$114,463,060	\$60,702,204	\$57,066,781	\$53,664,749
2017	\$186,792,559	\$45,786,091	\$25,524,150	\$115,482,319	\$58,326,418	\$54,573,406	\$51,077,941
2018	\$189,628,204	\$47,159,674	\$25,971,698	\$116,496,832	\$56,036,968	\$52,182,781	\$48,610,058
2019	\$192,508,402	\$48,574,464	\$26,428,016	\$117,505,922	\$53,830,817	\$49,890,792	\$46,255,770
2020	\$195,433,875	\$50,031,698	\$26,893,295	\$118,508,882	\$51,705,032	\$47,693,488	\$44,009,982
2021	\$197,566,597	\$51,532,649	\$27,271,325	\$118,762,624	\$49,348,323	\$45,303,892	\$41,607,748
2022	\$199,723,323	\$53,078,628	\$27,656,100	\$118,988,594	\$47,087,827	\$43,023,784	\$39,327,279
2023	\$201,904,331	\$54,670,987	\$28,047,772	\$119,185,572	\$44,919,788	\$40,848,347	\$37,162,625
2024	\$204,109,906	\$56,311,117	\$28,446,498	\$119,352,291	\$42,840,594	\$38,772,974	\$35,108,121
2025	\$206,340,335	\$58,000,450	\$28,852,437	\$119,487,448	\$40,846,769	\$36,793,252	\$33,158,376
2026	\$208,595,908	\$59,740,464	\$29,265,753	\$119,589,692	\$38,934,972	\$34,904,962	\$31,308,254
2027	\$210,876,920	\$61,532,678	\$29,686,615	\$119,657,628	\$37,101,991	\$33,104,067	\$29,552,867
2028	\$213,183,667	\$63,378,658	\$30,115,195	\$119,689,815	\$35,344,734	\$31,386,703	\$27,887,563
2029	\$215,516,452	\$65,280,018	\$30,551,671	\$119,684,764	\$33,660,231	\$29,749,174	\$26,307,911
2030	\$217,875,578	\$67,238,418	\$30,996,224	\$119,640,936	\$32,045,623	\$28,187,943	\$24,809,696
2031	\$220,054,334	\$69,255,571	\$31,425,248	\$119,373,516	\$30,451,424	\$26,658,709	\$23,353,058
2032	\$222,254,877	\$71,333,238	\$31,862,133	\$119,059,506	\$28,925,069	\$25,202,449	\$21,973,234
2033	\$224,477,426	\$73,473,235	\$32,307,066	\$118,697,125	\$27,463,838	\$23,815,868	\$20,666,372
2034	\$226,722,200	\$75,677,432	\$32,760,238	\$118,284,530	\$26,065,117	\$22,495,813	\$19,428,807
2035	\$228,989,422	\$77,947,755	\$33,221,845	\$117,819,822	\$24,726,394	\$21,239,273	\$18,257,053
2036	\$231,279,317	\$80,286,188	\$33,692,088	\$117,301,041	\$23,445,257	\$20,043,368	\$17,147,796
2037	\$233,592,110	\$82,694,773	\$34,171,174	\$116,726,163	\$22,219,385	\$18,905,344	\$16,097,884
2038	\$235,928,031	\$85,175,616	\$34,659,316	\$116,093,099	\$21,046,513	\$17,822,569	\$15,104,318
2039	\$238,287,311	\$87,730,885	\$35,156,732	\$115,399,694	\$19,924,613	\$16,792,529	\$14,164,248
2040	\$240,670,184	\$90,362,812	\$35,663,647	\$114,643,726	\$18,851,514	\$15,812,818	\$13,274,962
2041	\$243,076,886	\$93,073,696	\$36,180,292	\$113,822,899	\$17,825,277	\$14,881,139	\$12,433,883
2042	\$245,507,655	\$95,865,907	\$36,706,903	\$112,934,845	\$16,844,003	\$13,995,294	\$11,638,559
					\$1,157,793,294	\$1,048,400,913	\$951,178,652

6 Plaza Net Revenue (2003\$) Summary

\$.04/mile toll rate, 30% Toll Diversion

Year	Gross Revenue	Annual Maintenance		Annual Net Revenue	Present Value		
		Cost	Operational Cost		2003 5%	2003 5.5%	2003 6%
2013	\$153,896,296	\$40,680,349	\$21,290,925	\$91,925,022	\$50,433,989	\$51,330,452	
2014	\$156,227,663	\$41,900,759	\$21,666,949	\$92,659,954	\$54,176,356	\$48,812,108	
2015	\$158,595,588	\$43,157,782	\$22,050,417	\$93,387,389	\$52,001,592	\$46,410,671	
2016	\$161,000,663	\$44,452,516	\$22,441,494	\$94,106,654	\$49,906,768	\$44,120,872	
2017	\$163,443,490	\$45,786,091	\$22,840,348	\$94,817,050	\$47,889,053	\$41,937,673	
2018	\$165,924,679	\$47,159,674	\$23,247,155	\$95,517,850	\$45,945,719	\$39,856,261	
2019	\$168,444,852	\$48,574,464	\$23,662,090	\$96,208,297	\$44,074,129	\$37,872,039	
2020	\$171,004,640	\$50,031,698	\$24,085,337	\$96,887,605	\$42,271,741	\$35,980,609	
2021	\$172,870,773	\$51,532,649	\$24,432,724	\$96,905,399	\$40,266,195	\$33,950,205	
2022	\$174,757,907	\$53,078,628	\$24,786,512	\$96,892,767	\$38,343,758	\$32,024,320	
2023	\$176,666,290	\$54,670,987	\$25,146,848	\$96,848,454	\$36,501,164	\$30,197,806	
2024	\$178,596,168	\$56,311,117	\$25,513,885	\$96,771,167	\$34,735,271	\$28,465,762	
2025	\$180,547,793	\$58,000,450	\$25,887,777	\$96,659,566	\$33,043,060	\$26,823,522	
2026	\$182,521,420	\$59,740,464	\$26,268,685	\$96,512,271	\$31,421,626	\$25,266,648	
2027	\$184,517,305	\$61,532,678	\$26,656,774	\$96,327,853	\$29,868,176	\$23,790,913	
2028	\$186,535,709	\$63,378,658	\$27,052,211	\$96,104,840	\$28,380,026	\$22,392,296	
2029	\$188,576,895	\$65,280,018	\$27,455,170	\$95,841,708	\$26,954,592	\$21,066,969	
2030	\$190,641,131	\$67,238,418	\$27,865,828	\$95,536,885	\$25,589,394	\$19,811,288	
2031	\$192,547,542	\$69,255,571	\$28,263,548	\$95,028,424	\$24,241,146	\$18,590,424	
2032	\$194,473,018	\$71,333,238	\$28,668,816	\$94,470,964	\$22,951,373	\$17,435,253	
2033	\$196,417,748	\$73,473,235	\$29,081,816	\$93,862,697	\$21,717,711	\$16,342,446	
2034	\$198,381,925	\$75,677,432	\$29,502,735	\$93,201,758	\$20,537,890	\$15,308,840	
2035	\$200,365,745	\$77,947,755	\$29,931,767	\$92,486,222	\$19,409,729	\$14,331,424	
2036	\$202,369,402	\$80,286,188	\$30,369,109	\$91,714,105	\$18,331,131	\$13,407,339	
2037	\$204,393,096	\$82,694,773	\$30,814,966	\$90,883,357	\$17,300,083	\$12,533,863	
2038	\$206,437,027	\$85,175,616	\$31,269,545	\$89,991,865	\$16,314,651	\$11,708,411	
2039	\$208,501,397	\$87,730,885	\$31,733,064	\$89,037,449	\$15,372,976	\$10,928,525	
2040	\$210,586,411	\$90,362,812	\$32,205,742	\$88,017,858	\$14,473,272	\$10,191,868	
2041	\$212,692,275	\$93,073,696	\$32,687,808	\$86,930,772	\$13,613,825	\$9,496,218	
2042	\$214,819,198	\$95,865,907	\$33,179,494	\$85,773,797	\$12,792,987	\$8,839,463	
					\$934,859,387	\$847,200,485	\$769,224,488

6 Plaza Net Revenue (2003\$) Summary

\$.04/mile toll rate, 40% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		
		Maintenance Cost	Operational Cost		2003 Net Revenue 5%	2003 Net Revenue 5.5%	2003 Net Revenue 6%
2013	\$131,911,111	\$40,680,349	\$18,763,893	\$72,466,869	\$44,488,372	\$42,424,321	\$40,465,121
2014	\$133,909,425	\$41,900,759	\$19,101,635	\$72,907,031	\$42,627,231	\$40,456,877	\$38,406,515
2015	\$135,939,075	\$43,157,782	\$19,446,220	\$73,335,073	\$40,835,713	\$38,572,893	\$36,445,285
2016	\$138,000,568	\$44,452,516	\$19,797,805	\$73,750,248	\$39,111,331	\$36,768,974	\$34,576,994
2017	\$140,094,420	\$45,786,091	\$20,156,547	\$74,151,781	\$37,451,688	\$35,041,860	\$32,797,404
2018	\$142,221,153	\$47,159,674	\$20,522,612	\$74,538,868	\$35,854,470	\$33,388,422	\$31,102,465
2019	\$144,381,301	\$48,574,464	\$20,896,165	\$74,910,672	\$34,317,442	\$31,805,655	\$29,488,308
2020	\$146,575,406	\$50,031,698	\$21,277,379	\$75,266,329	\$32,838,450	\$30,290,673	\$27,951,236
2021	\$148,174,948	\$51,532,649	\$21,594,124	\$75,048,175	\$31,184,067	\$28,628,320	\$26,292,662
2022	\$149,792,492	\$53,078,628	\$21,916,924	\$74,796,940	\$29,599,689	\$27,045,007	\$24,721,362
2023	\$151,428,248	\$54,670,987	\$22,245,924	\$74,511,337	\$28,082,539	\$25,537,193	\$23,232,987
2024	\$153,082,430	\$56,311,117	\$22,581,271	\$74,190,042	\$26,629,949	\$24,101,494	\$21,823,402
2025	\$154,755,251	\$58,000,450	\$22,923,117	\$73,831,684	\$25,239,352	\$22,734,670	\$20,488,669
2026	\$156,446,931	\$59,740,464	\$23,271,618	\$73,434,850	\$23,908,280	\$21,433,626	\$19,225,043
2027	\$158,157,690	\$61,532,678	\$23,626,933	\$72,998,079	\$22,634,362	\$20,195,397	\$18,028,960
2028	\$159,887,750	\$63,378,658	\$23,989,227	\$72,519,865	\$21,415,317	\$19,017,153	\$16,897,029
2029	\$161,637,339	\$65,280,018	\$24,358,669	\$71,998,652	\$20,248,954	\$17,896,183	\$15,826,026
2030	\$163,406,684	\$67,238,418	\$24,735,432	\$71,432,834	\$19,133,164	\$16,785,129	\$14,812,880
2031	\$165,040,751	\$69,255,571	\$25,101,847	\$70,882,421	\$18,030,866	\$15,792,672	\$13,827,790
2032	\$166,691,158	\$71,333,238	\$25,475,499	\$69,882,421	\$16,977,677	\$14,792,672	\$12,897,272
2033	\$168,358,070	\$73,473,235	\$25,856,566	\$69,028,269	\$15,971,585	\$13,850,109	\$12,018,521
2034	\$170,041,650	\$75,677,432	\$26,245,233	\$68,118,986	\$15,010,664	\$12,955,134	\$11,188,673
2035	\$171,742,067	\$77,947,755	\$26,641,689	\$67,152,623	\$14,093,063	\$12,105,543	\$10,405,796
2036	\$173,459,488	\$80,286,188	\$27,046,131	\$66,127,169	\$13,217,005	\$11,299,228	\$9,666,881
2037	\$175,194,082	\$82,694,773	\$27,458,757	\$65,040,552	\$12,380,781	\$10,534,177	\$8,969,842
2038	\$176,946,023	\$85,175,616	\$27,879,775	\$63,890,632	\$11,582,751	\$9,808,466	\$8,312,505
2039	\$178,715,483	\$87,730,885	\$28,309,396	\$62,675,203	\$10,821,339	\$9,120,260	\$7,692,803
2040	\$180,502,638	\$90,362,812	\$28,747,837	\$61,391,990	\$10,095,031	\$8,467,802	\$7,108,774
2041	\$182,307,665	\$93,073,696	\$29,195,324	\$60,038,645	\$9,402,374	\$7,849,417	\$6,558,553
2042	\$184,130,741	\$95,865,907	\$29,652,085	\$58,612,749	\$8,741,972	\$7,263,504	\$6,040,367
					\$711,925,481	\$646,000,057	\$587,270,324

6 Plaza Net Revenue (2003\$) Summary

\$.04/mile toll rate, 50% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		
					2003 Net Revenue	2003 Net Revenue	2003 Net Revenue
				5%	5.5%	6%	
2013	\$109,925,926	\$40,680,349	\$16,236,860	\$53,008,717	\$32,542,754	\$31,032,924	\$29,599,791
2014	\$111,591,188	\$41,900,759	\$16,536,320	\$53,154,108	\$31,078,106	\$29,495,773	\$28,000,921
2015	\$113,282,563	\$43,157,782	\$16,842,023	\$53,282,757	\$29,669,833	\$28,025,746	\$26,479,898
2016	\$115,000,474	\$44,452,516	\$17,154,116	\$53,393,843	\$28,315,895	\$26,620,070	\$25,033,117
2017	\$116,745,350	\$45,786,091	\$17,472,746	\$53,486,513	\$27,014,323	\$25,276,087	\$23,657,136
2018	\$118,517,628	\$47,159,674	\$17,798,068	\$53,559,885	\$25,763,221	\$23,991,243	\$22,348,669
2019	\$120,317,751	\$48,574,464	\$18,130,240	\$53,613,047	\$24,560,755	\$22,763,086	\$21,104,577
2020	\$122,146,172	\$50,031,698	\$18,469,422	\$53,645,052	\$23,405,159	\$21,589,265	\$19,921,864
2021	\$123,479,123	\$51,532,649	\$18,755,523	\$53,190,951	\$22,101,939	\$20,290,534	\$18,635,120
2022	\$124,827,077	\$53,078,628	\$19,047,336	\$52,701,112	\$20,855,620	\$19,055,618	\$17,418,403
2023	\$126,190,207	\$54,670,987	\$19,345,000	\$52,174,220	\$19,663,915	\$17,881,616	\$16,268,168
2024	\$127,568,691	\$56,311,117	\$19,648,657	\$51,608,917	\$18,524,627	\$16,765,754	\$15,181,042
2025	\$128,962,710	\$58,000,450	\$19,958,457	\$51,003,802	\$17,435,643	\$15,705,380	\$14,153,815
2026	\$130,372,443	\$59,740,464	\$20,274,550	\$50,357,429	\$16,394,934	\$14,697,957	\$13,183,437
2027	\$131,798,075	\$61,532,678	\$20,597,092	\$49,668,305	\$15,400,548	\$13,741,062	\$12,267,006
2028	\$133,239,792	\$63,378,658	\$20,926,243	\$48,934,891	\$14,450,609	\$12,832,378	\$11,401,762
2029	\$134,697,782	\$65,280,018	\$21,262,168	\$48,155,596	\$13,543,315	\$11,969,688	\$10,585,083
2030	\$136,172,236	\$67,238,418	\$21,605,036	\$47,328,783	\$12,676,935	\$11,150,874	\$9,814,473
2031	\$137,533,959	\$69,255,571	\$21,940,147	\$46,338,241	\$11,820,590	\$10,348,340	\$9,065,157
2032	\$138,909,298	\$71,333,238	\$22,282,182	\$45,293,879	\$11,003,981	\$9,587,783	\$8,359,291
2033	\$140,298,391	\$73,473,235	\$22,631,315	\$44,193,841	\$10,225,459	\$8,867,230	\$7,694,595
2034	\$141,701,375	\$75,677,432	\$22,987,730	\$43,036,214	\$9,483,437	\$8,184,795	\$7,068,906
2035	\$143,118,389	\$77,947,755	\$23,351,611	\$41,819,023	\$8,776,398	\$7,538,678	\$6,480,167
2036	\$144,549,573	\$80,286,188	\$23,723,152	\$40,540,233	\$8,102,879	\$6,927,158	\$5,926,424
2037	\$145,995,069	\$82,694,773	\$24,102,549	\$39,197,747	\$7,461,479	\$6,348,593	\$5,405,821
2038	\$147,455,019	\$85,175,616	\$24,490,004	\$37,789,399	\$6,850,851	\$5,801,414	\$4,916,598
2039	\$148,929,570	\$87,730,885	\$24,885,727	\$36,312,957	\$6,269,701	\$5,284,125	\$4,457,080
2040	\$150,418,865	\$90,362,812	\$25,289,932	\$34,766,121	\$5,716,789	\$4,795,294	\$4,025,680
2041	\$151,923,054	\$93,073,696	\$25,702,840	\$33,146,518	\$5,190,923	\$4,333,556	\$3,620,888
2042	\$153,442,284	\$95,865,907	\$26,124,676	\$31,451,701	\$4,690,957	\$3,897,609	\$3,241,271
				\$488,991,574	\$444,799,630	\$405,316,160	

6 Plaza Net Revenue (2003\$) Summary

\$.06/mile toll rate, 10% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		
		Maintenance Cost	Operational Cost		2003 Net Revenue	2003 Present Value	2003 Net Revenue
2013	\$329,777,777	\$40,680,349	\$26,344,991	\$262,752,437	\$161,307,204	\$153,823,312	\$146,719,589
2014	\$334,773,563	\$41,900,759	\$26,797,579	\$266,075,225	\$155,568,673	\$147,647,937	\$140,165,109
2015	\$339,847,688	\$43,157,782	\$27,258,811	\$269,431,095	\$150,029,316	\$141,715,777	\$133,899,000
2016	\$345,001,421	\$44,452,516	\$27,728,872	\$272,820,034	\$144,682,289	\$136,017,342	\$127,908,678
2017	\$350,236,049	\$45,786,091	\$28,207,951	\$276,242,007	\$139,520,985	\$130,543,510	\$122,182,106
2018	\$355,552,883	\$47,159,674	\$28,696,241	\$279,686,968	\$134,539,024	\$125,285,515	\$116,707,772
2019	\$360,953,253	\$48,574,464	\$29,193,941	\$283,184,848	\$129,730,242	\$120,234,931	\$111,474,653
2020	\$366,438,515	\$50,031,698	\$29,701,253	\$286,705,564	\$125,088,688	\$115,383,659	\$106,472,245
2021	\$370,437,370	\$51,532,649	\$30,109,925	\$288,794,796	\$120,000,203	\$110,165,368	\$101,177,464
2022	\$374,481,230	\$53,078,628	\$30,525,688	\$290,876,914	\$115,109,872	\$105,175,000	\$96,138,604
2023	\$378,570,621	\$54,670,987	\$30,948,697	\$292,950,937	\$110,410,127	\$100,402,771	\$91,343,487
2024	\$382,706,074	\$56,311,117	\$31,379,112	\$295,015,846	\$105,893,685	\$95,839,313	\$86,780,505
2025	\$386,888,129	\$58,000,450	\$31,817,097	\$297,070,581	\$101,553,540	\$91,475,656	\$82,438,600
2026	\$391,117,328	\$59,740,464	\$32,262,821	\$299,114,044	\$97,382,950	\$87,303,214	\$78,307,237
2027	\$395,394,225	\$61,532,678	\$32,716,455	\$301,145,092	\$93,375,429	\$83,313,764	\$74,376,378
2028	\$399,719,376	\$63,378,658	\$33,178,178	\$303,162,540	\$89,524,738	\$79,499,436	\$70,636,457
2029	\$404,093,347	\$65,280,018	\$33,648,171	\$305,165,158	\$85,824,873	\$75,852,692	\$67,078,362
2030	\$408,516,709	\$67,238,418	\$34,126,621	\$307,151,670	\$82,270,059	\$72,366,317	\$63,693,413
2031	\$412,601,876	\$69,255,571	\$34,586,948	\$308,759,358	\$78,762,548	\$68,952,697	\$60,402,637
2032	\$416,727,895	\$71,333,238	\$35,055,450	\$310,339,207	\$75,395,769	\$65,692,428	\$57,275,192
2033	\$420,895,174	\$73,473,235	\$35,532,317	\$311,889,622	\$72,164,225	\$62,578,786	\$54,303,143
2034	\$425,104,126	\$75,677,432	\$36,017,741	\$313,408,953	\$69,062,632	\$59,605,337	\$51,478,938
2035	\$429,355,167	\$77,947,755	\$36,511,923	\$314,895,489	\$66,085,909	\$56,765,927	\$48,795,385
2036	\$433,648,719	\$80,286,188	\$37,015,067	\$316,347,464	\$63,229,171	\$54,054,666	\$46,245,641
2037	\$437,985,206	\$82,694,773	\$37,527,382	\$317,763,050	\$60,487,722	\$51,465,923	\$43,823,189
2038	\$442,365,058	\$85,175,616	\$38,049,086	\$319,140,355	\$57,857,046	\$48,994,309	\$41,521,826
2039	\$446,788,709	\$87,730,885	\$38,580,400	\$320,477,423	\$55,332,803	\$46,634,668	\$39,335,646
2040	\$451,256,596	\$90,362,812	\$39,121,552	\$321,772,232	\$52,910,821	\$44,382,070	\$37,259,030
2041	\$455,769,162	\$93,073,696	\$39,672,776	\$323,022,690	\$50,587,086	\$42,231,797	\$35,286,627
2042	\$460,326,853	\$95,865,907	\$40,234,312	\$324,226,635	\$48,357,743	\$40,179,337	\$33,413,344
					\$2,892,045,371	\$2,613,583,460	\$2,366,640,268

6 Plaza Net Revenue (2003\$) Summary

\$.06/mile toll rate, 20% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		
		Maintenance Cost	Operational Cost		2003 Net Revenue 5%	2003 Net Revenue 5.5%	2003 Net Revenue 6%
2013	\$293,135,802	\$40,680,349	\$23,817,958	\$228,637,495	\$140,363,588	\$133,851,381	\$127,669,983
2014	\$297,576,500	\$41,900,759	\$24,232,264	\$231,443,477	\$135,320,208	\$128,430,416	\$121,921,536
2015	\$302,086,834	\$43,157,782	\$24,654,614	\$234,274,438	\$130,452,773	\$123,224,025	\$116,427,218
2016	\$306,667,930	\$44,452,516	\$25,085,183	\$237,130,231	\$125,755,225	\$118,223,810	\$111,175,906
2017	\$311,320,932	\$45,786,091	\$25,524,150	\$240,010,692	\$121,221,709	\$113,421,700	\$106,156,960
2018	\$316,047,007	\$47,159,674	\$25,971,698	\$242,915,635	\$116,846,574	\$108,809,941	\$101,360,207
2019	\$320,847,336	\$48,574,464	\$26,428,016	\$245,844,857	\$112,624,361	\$104,381,077	\$96,775,914
2020	\$325,723,125	\$50,031,698	\$26,893,295	\$248,798,131	\$108,549,801	\$100,127,944	\$92,394,773
2021	\$329,277,662	\$51,532,649	\$27,271,325	\$250,473,688	\$104,076,991	\$95,547,172	\$87,751,902
2022	\$332,872,204	\$53,078,628	\$27,656,100	\$252,137,476	\$99,779,361	\$91,167,631	\$83,334,716
2023	\$336,507,218	\$54,670,987	\$28,047,772	\$253,788,459	\$95,650,201	\$86,980,655	\$79,132,441
2024	\$340,183,177	\$56,311,117	\$28,446,498	\$255,425,562	\$91,683,055	\$82,977,951	\$75,134,809
2025	\$343,900,559	\$58,000,450	\$28,852,437	\$257,047,671	\$87,871,713	\$79,151,575	\$71,332,039
2026	\$347,659,847	\$59,740,464	\$29,265,753	\$258,653,631	\$84,210,200	\$75,493,925	\$67,714,812
2027	\$351,461,533	\$61,532,678	\$29,686,615	\$260,242,241	\$80,692,768	\$71,997,723	\$64,274,251
2028	\$355,306,112	\$63,378,658	\$30,115,195	\$261,812,259	\$77,313,886	\$68,655,999	\$61,001,898
2029	\$359,194,086	\$65,280,018	\$30,551,671	\$263,362,398	\$74,068,234	\$65,462,083	\$57,889,696
2030	\$363,125,964	\$67,238,418	\$30,996,224	\$264,891,321	\$70,950,695	\$62,409,589	\$54,929,971
2031	\$366,757,223	\$69,255,571	\$31,425,248	\$266,076,405	\$67,874,398	\$59,420,663	\$52,052,565
2032	\$370,424,796	\$71,333,238	\$31,862,133	\$267,229,425	\$64,922,406	\$56,566,974	\$49,318,991
2033	\$374,129,044	\$73,473,235	\$32,307,066	\$268,348,742	\$62,089,847	\$53,842,569	\$46,722,235
2034	\$377,870,334	\$75,677,432	\$32,760,238	\$269,432,664	\$59,372,040	\$51,241,755	\$44,255,619
2035	\$381,649,037	\$77,947,755	\$33,221,845	\$270,479,437	\$56,764,483	\$48,759,085	\$41,912,789
2036	\$385,465,528	\$80,286,188	\$33,692,088	\$271,487,252	\$54,262,847	\$46,389,349	\$39,687,696
2037	\$389,320,183	\$82,694,773	\$34,171,174	\$272,454,236	\$51,862,971	\$44,127,562	\$37,574,581
2038	\$393,213,385	\$85,175,616	\$34,659,316	\$273,378,453	\$49,560,858	\$41,968,959	\$35,567,963
2039	\$397,145,519	\$87,730,885	\$35,156,732	\$274,257,902	\$47,352,660	\$39,908,978	\$33,662,627
2040	\$401,116,974	\$90,362,812	\$35,663,647	\$275,090,515	\$45,234,683	\$37,943,257	\$31,853,606
2041	\$405,128,144	\$93,073,696	\$36,180,292	\$275,874,156	\$43,203,373	\$36,067,625	\$30,136,176
2042	\$409,179,425	\$95,865,907	\$36,706,903	\$276,606,615	\$41,255,314	\$34,278,092	\$28,505,838
					\$2,501,187,224	\$2,260,829,463	\$2,047,629,720

6 Plaza Net Revenue (2003\$) Summary

\$.06/mile toll rate, 30% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		
		Maintenance Cost	Operational Cost		2003 Net Revenue	2003 Present Value	2003 Present Value
2013	\$256,493,827	\$40,680,349	\$21,290,925	\$194,522,552	\$119,419,973	\$113,879,451	\$108,620,377
2014	\$260,379,438	\$41,900,759	\$21,666,949	\$196,811,729	\$115,071,742	\$109,212,895	\$103,677,964
2015	\$264,325,980	\$43,157,782	\$22,050,417	\$199,117,781	\$110,876,231	\$104,732,273	\$98,955,437
2016	\$268,334,438	\$44,452,516	\$22,441,494	\$201,440,429	\$106,828,160	\$100,430,278	\$94,443,134
2017	\$272,405,816	\$45,786,091	\$22,840,348	\$203,779,376	\$102,922,433	\$96,299,891	\$90,131,815
2018	\$276,541,131	\$47,159,674	\$23,247,155	\$206,134,302	\$99,154,124	\$92,334,366	\$86,012,642
2019	\$280,741,419	\$48,574,464	\$23,662,090	\$208,504,865	\$95,518,481	\$88,527,222	\$82,077,165
2020	\$285,007,734	\$50,031,698	\$24,085,337	\$210,890,699	\$92,010,913	\$84,872,230	\$78,317,302
2021	\$288,117,954	\$51,532,649	\$24,432,724	\$212,152,581	\$88,153,779	\$80,928,976	\$74,326,340
2022	\$291,263,179	\$53,078,628	\$24,786,512	\$213,398,039	\$84,448,850	\$77,160,261	\$70,530,828
2023	\$294,443,816	\$54,670,987	\$25,146,848	\$215,835,279	\$80,890,275	\$73,558,540	\$66,921,395
2024	\$297,660,280	\$56,311,117	\$25,513,885	\$215,835,279	\$77,472,425	\$70,116,589	\$63,489,113
2025	\$300,912,989	\$58,000,450	\$25,887,777	\$217,024,762	\$74,189,887	\$66,827,494	\$60,225,478
2026	\$304,202,366	\$59,740,464	\$26,268,685	\$218,193,217	\$71,037,451	\$63,684,637	\$57,122,387
2027	\$307,528,841	\$61,532,678	\$26,656,774	\$219,339,390	\$68,010,106	\$60,681,681	\$54,172,124
2028	\$310,892,848	\$63,378,658	\$27,052,211	\$220,461,979	\$65,103,034	\$57,812,561	\$51,367,339
2029	\$314,294,825	\$65,280,018	\$27,455,170	\$221,559,638	\$62,311,595	\$55,071,473	\$48,701,030
2030	\$317,735,218	\$67,238,418	\$27,865,828	\$222,630,972	\$59,631,332	\$52,452,860	\$46,166,529
2031	\$320,912,571	\$69,255,571	\$28,263,548	\$223,393,452	\$56,986,248	\$49,888,629	\$43,702,493
2032	\$324,121,696	\$71,333,238	\$28,668,816	\$224,119,642	\$54,449,043	\$47,441,520	\$41,362,790
2033	\$327,362,913	\$73,473,235	\$29,081,816	\$224,807,862	\$52,015,470	\$45,106,352	\$39,141,326
2034	\$330,636,542	\$75,677,432	\$29,502,735	\$225,456,375	\$49,681,448	\$42,878,173	\$37,032,301
2035	\$333,942,908	\$77,947,755	\$29,931,767	\$226,063,386	\$47,443,056	\$40,752,243	\$35,030,194
2036	\$337,282,337	\$80,286,188	\$30,369,109	\$226,627,040	\$45,296,522	\$38,724,031	\$33,129,751
2037	\$340,655,160	\$82,694,773	\$30,814,966	\$227,145,421	\$43,238,221	\$36,789,201	\$31,325,973
2038	\$344,061,712	\$85,175,616	\$31,269,545	\$227,616,550	\$41,264,669	\$34,943,608	\$29,614,101
2039	\$347,502,329	\$87,730,885	\$31,733,064	\$228,038,380	\$39,372,517	\$33,183,287	\$27,989,607
2040	\$350,977,352	\$90,362,812	\$32,205,742	\$228,408,799	\$37,558,545	\$31,504,444	\$26,448,181
2041	\$354,487,126	\$93,073,696	\$32,687,808	\$228,725,622	\$35,819,659	\$29,903,454	\$24,985,724
2042	\$358,031,997	\$95,865,907	\$33,179,494	\$228,986,596	\$34,152,885	\$28,376,847	\$23,598,332
				\$22,110,329,076	\$1,908,075,467	\$1,728,619,172	

6 Plaza Net Revenue (2003\$) Summary

\$.06/mile toll rate, 40% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value			
		Maintenance Cost	Operational Cost		2003 Net Revenue	2003 Net Revenue	2003 Net Revenue	
2013	\$219,851,851	\$40,680,349	\$18,763,893	\$160,407,610	\$98,476,358	\$93,907,520	\$89,570,772	
2014	\$223,182,375	\$41,900,759	\$19,101,635	\$162,179,981	\$94,823,276	\$89,995,375	\$85,434,391	
2015	\$226,565,125	\$43,157,782	\$19,446,220	\$163,961,123	\$91,299,689	\$86,240,521	\$81,483,655	
2016	\$230,000,947	\$44,452,516	\$19,797,805	\$165,750,627	\$87,901,096	\$82,636,745	\$77,710,362	
2017	\$233,490,699	\$45,786,091	\$20,156,547	\$167,548,061	\$84,623,156	\$79,178,081	\$74,106,669	
2018	\$237,035,255	\$47,159,674	\$20,522,612	\$169,352,970	\$81,461,674	\$75,858,792	\$70,665,077	
2019	\$240,635,502	\$48,574,464	\$20,896,165	\$171,164,873	\$78,412,601	\$72,673,368	\$67,378,416	
2020	\$244,292,344	\$50,031,698	\$21,277,379	\$172,983,266	\$75,472,026	\$69,616,515	\$64,239,830	
2021	\$246,958,247	\$51,532,649	\$21,594,124	\$173,831,474	\$72,230,568	\$66,310,780	\$60,900,778	
2022	\$249,654,153	\$53,078,628	\$21,916,924	\$174,658,601	\$69,118,339	\$63,152,892	\$57,726,940	
2023	\$252,380,414	\$54,670,987	\$22,245,924	\$175,463,503	\$66,130,349	\$60,136,424	\$54,710,350	
2024	\$255,137,383	\$56,311,117	\$22,581,271	\$176,244,995	\$63,261,795	\$57,255,227	\$51,843,418	
2025	\$257,925,419	\$58,000,450	\$22,923,117	\$177,001,852	\$60,508,060	\$54,503,413	\$49,118,916	
2026	\$260,744,886	\$59,740,464	\$23,271,618	\$177,732,804	\$57,864,701	\$51,875,348	\$46,529,961	
2027	\$263,596,150	\$61,532,678	\$23,626,933	\$178,436,539	\$55,327,445	\$49,365,639	\$44,069,997	
2028	\$266,479,584	\$63,378,658	\$23,989,227	\$179,111,699	\$52,892,181	\$46,969,124	\$41,732,781	
2029	\$269,395,565	\$65,280,018	\$24,358,669	\$179,756,878	\$50,554,956	\$44,680,864	\$39,512,365	
2030	\$272,344,473	\$67,238,418	\$24,735,432	\$180,370,623	\$48,311,968	\$42,496,131	\$37,403,087	
2031	\$275,067,918	\$69,255,571	\$25,101,847	\$180,710,499	\$46,098,099	\$40,356,595	\$35,352,421	
2032	\$277,818,597	\$71,333,238	\$25,475,499	\$181,009,860	\$43,975,680	\$38,316,065	\$33,406,589	
2033	\$280,596,783	\$73,473,235	\$25,856,566	\$181,266,982	\$41,941,092	\$36,370,135	\$31,560,418	
2034	\$283,402,751	\$75,677,432	\$26,245,233	\$181,480,086	\$39,990,856	\$34,514,591	\$29,808,983	
2035	\$286,236,778	\$77,947,755	\$26,641,689	\$181,647,334	\$38,121,630	\$32,745,401	\$28,147,598	
2036	\$289,099,146	\$80,286,188	\$27,046,131	\$181,766,828	\$36,330,197	\$31,058,713	\$26,571,806	
2037	\$291,990,137	\$82,694,773	\$27,458,757	\$181,836,607	\$34,613,471	\$29,450,840	\$25,077,365	
2038	\$294,910,039	\$85,175,616	\$27,879,775	\$181,854,647	\$32,968,481	\$27,918,258	\$23,660,239	
2039	\$297,859,139	\$87,730,885	\$28,309,396	\$181,818,859	\$31,392,374	\$26,457,596	\$22,316,587	
2040	\$300,837,730	\$90,362,812	\$28,747,837	\$181,727,082	\$29,882,408	\$25,065,631	\$21,042,757	
2041	\$303,846,108	\$93,073,696	\$29,195,324	\$181,577,088	\$28,435,946	\$23,739,282	\$19,835,272	
2042	\$306,884,569	\$95,865,907	\$29,652,085	\$181,366,577	\$27,050,456	\$22,475,602	\$18,690,827	
						\$1,719,470,928	\$1,555,321,470	\$1,409,608,625

6 Plaza Net Revenue (2003\$) Summary

\$/.06/mile toll rate, 50% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		
		Maintenance Cost	Operational Cost		2003 Net Revenue	2003 Present Value 5.5%	2003 Present Value 6%
2013	\$183,209,876	\$40,680,349	\$16,236,860	\$126,292,668	\$77,532,742	\$73,935,590	\$70,521,166
2014	\$185,985,313	\$41,900,759	\$16,536,320	\$127,548,233	\$74,574,810	\$70,777,854	\$67,190,818
2015	\$188,804,271	\$43,157,782	\$16,842,023	\$128,804,466	\$71,723,146	\$67,748,768	\$64,011,873
2016	\$191,667,456	\$44,452,516	\$17,154,116	\$130,060,925	\$68,974,032	\$64,843,213	\$60,977,590
2017	\$194,575,583	\$45,786,091	\$17,472,746	\$131,316,746	\$66,323,880	\$62,056,271	\$58,081,523
2018	\$197,529,379	\$47,159,674	\$17,798,068	\$132,571,637	\$63,789,224	\$59,383,217	\$55,317,512
2019	\$200,529,585	\$48,574,464	\$18,130,240	\$133,824,881	\$61,306,720	\$56,819,514	\$52,679,667
2020	\$203,576,953	\$50,031,698	\$18,469,422	\$135,075,834	\$58,933,139	\$54,360,800	\$50,162,358
2021	\$205,798,539	\$51,532,649	\$18,755,523	\$135,510,367	\$56,307,356	\$51,692,585	\$47,475,216
2022	\$208,045,128	\$53,078,628	\$19,047,336	\$135,919,163	\$53,787,828	\$49,145,523	\$44,923,052
2023	\$210,317,012	\$54,670,987	\$19,345,000	\$136,301,025	\$51,370,423	\$46,714,309	\$42,499,304
2024	\$212,614,486	\$56,311,117	\$19,648,657	\$136,654,712	\$49,051,165	\$44,393,865	\$40,197,722
2025	\$214,937,849	\$58,000,450	\$19,958,457	\$136,978,942	\$46,826,234	\$42,179,332	\$38,012,355
2026	\$217,287,405	\$59,740,464	\$20,274,550	\$137,272,391	\$44,691,952	\$40,066,059	\$35,937,536
2027	\$219,663,458	\$61,532,678	\$20,597,092	\$137,533,688	\$42,644,783	\$38,049,597	\$33,967,871
2028	\$222,066,320	\$63,378,658	\$20,926,243	\$137,761,419	\$40,681,329	\$36,125,687	\$32,098,222
2029	\$224,496,304	\$65,280,018	\$21,262,168	\$137,954,118	\$38,798,318	\$34,290,255	\$30,323,699
2030	\$226,953,727	\$67,238,418	\$21,605,036	\$138,110,273	\$36,992,605	\$32,539,403	\$28,639,645
2031	\$229,223,265	\$69,255,571	\$21,940,147	\$138,027,547	\$35,209,949	\$30,824,561	\$27,002,349
2032	\$231,515,497	\$71,333,238	\$22,282,182	\$137,726,102	\$33,502,317	\$29,190,611	\$25,450,389
2033	\$233,830,652	\$73,473,432	\$22,631,315	\$137,503,797	\$31,866,714	\$27,633,918	\$23,979,510
2034	\$236,168,959	\$75,677,432	\$22,987,730	\$137,231,282	\$30,300,265	\$26,151,009	\$22,585,664
2035	\$238,530,648	\$77,947,755	\$23,351,611	\$136,906,615	\$28,800,203	\$24,738,560	\$21,265,002
2036	\$240,915,955	\$80,286,188	\$23,723,152	\$136,527,793	\$27,363,873	\$23,393,396	\$20,013,861
2037	\$243,325,114	\$82,694,773	\$24,102,549	\$136,092,745	\$25,988,721	\$22,112,479	\$18,828,757
2038	\$245,758,366	\$85,175,616	\$24,490,004	\$135,599,337	\$24,672,293	\$20,892,908	\$17,706,376
2039	\$248,215,949	\$87,730,885	\$24,885,727	\$135,099,337	\$23,412,231	\$19,731,905	\$16,643,567
2040	\$250,698,109	\$90,362,812	\$25,289,932	\$134,545,365	\$22,206,270	\$18,626,818	\$15,637,332
2041	\$253,205,090	\$93,073,696	\$25,702,840	\$134,428,554	\$21,052,233	\$17,575,110	\$14,684,821
2042	\$255,737,141	\$95,865,907	\$26,124,676	\$133,746,557	\$19,948,027	\$16,574,357	\$13,783,321

\$1,328,612,781 \$1,202,567,474 \$1,090,598,077

6 Plaza Net Revenue (2003\$) Summary

\$.07/mile toll rate, 10% Toll Diversion

Year	Gross		Annual Maintenance		Annual Operational		Annual Net		Present Value		Present Value		Present Value		
	Revenue	Cost	Cost	Revenue	Cost	Revenue	Revenue	Net Revenue	5%	2003	Net Revenue	5.5%	2003	Net Revenue	6%
2013	\$395,733,332	\$40,680,349	\$26,344,991	\$328,707,993	\$201,798,193	\$192,435,711	\$183,548,826								
2014	\$401,728,275	\$41,900,759	\$26,797,579	\$333,029,937	\$194,715,707	\$184,801,810	\$175,436,017								
2015	\$407,817,226	\$43,157,782	\$27,258,811	\$337,400,633	\$187,877,297	\$177,466,497	\$167,677,778								
2016	\$414,001,705	\$44,452,516	\$27,728,872	\$341,820,318	\$181,274,613	\$170,418,170	\$160,258,704								
2017	\$420,283,259	\$45,786,091	\$28,207,951	\$346,289,217	\$174,899,586	\$163,645,676	\$153,164,055								
2018	\$426,663,459	\$47,159,674	\$28,696,241	\$350,807,544	\$168,744,427	\$157,138,293	\$146,379,731								
2019	\$433,143,904	\$48,574,464	\$29,193,941	\$355,375,499	\$162,801,611	\$150,885,716	\$139,892,245								
2020	\$439,726,218	\$50,031,698	\$29,701,253	\$359,993,267	\$157,063,870	\$144,878,041	\$133,688,690								
2021	\$444,524,844	\$51,532,649	\$30,109,925	\$362,882,270	\$150,785,078	\$138,427,213	\$127,133,550								
2022	\$449,377,476	\$53,078,628	\$30,525,688	\$365,773,160	\$144,748,860	\$132,255,914	\$120,892,788								
2023	\$454,284,745	\$54,670,987	\$30,948,697	\$368,665,061	\$138,945,984	\$126,352,194	\$114,951,509								
2024	\$459,247,289	\$56,311,117	\$31,379,112	\$371,557,061	\$133,367,570	\$120,704,613	\$109,295,517								
2025	\$464,265,754	\$58,000,450	\$31,817,097	\$374,448,207	\$128,005,071	\$115,302,213	\$103,911,286								
2026	\$469,340,794	\$59,740,464	\$32,262,821	\$377,337,510	\$122,850,266	\$110,134,506	\$98,785,927								
2027	\$474,473,070	\$61,532,678	\$32,716,455	\$380,223,937	\$117,895,241	\$105,191,445	\$93,907,156								
2028	\$479,663,251	\$63,378,658	\$33,178,178	\$383,106,415	\$113,132,386	\$100,463,414	\$89,263,270								
2029	\$484,912,016	\$65,280,018	\$33,648,171	\$385,983,827	\$108,554,375	\$95,941,203	\$84,843,116								
2030	\$490,220,051	\$67,238,418	\$34,126,621	\$388,855,012	\$104,154,161	\$91,615,993	\$80,636,067								
2031	\$495,122,252	\$69,255,571	\$34,586,948	\$391,279,733	\$99,812,970	\$87,381,296	\$76,546,110								
2032	\$500,073,474	\$71,333,238	\$35,055,450	\$393,684,786	\$95,644,270	\$83,334,974	\$72,657,180								
2033	\$505,074,209	\$73,473,235	\$35,532,317	\$396,068,657	\$91,641,355	\$79,468,806	\$68,959,566								
2034	\$510,124,951	\$75,677,432	\$36,017,741	\$398,429,778	\$87,797,777	\$75,774,929	\$65,444,020								
2035	\$515,226,201	\$77,947,755	\$36,511,923	\$400,766,523	\$84,107,334	\$72,245,821	\$62,101,737								
2036	\$520,378,463	\$80,286,188	\$37,015,067	\$403,077,208	\$80,564,065	\$68,874,280	\$58,924,335								
2037	\$525,582,247	\$82,694,773	\$37,527,382	\$405,360,091	\$77,162,239	\$65,653,421	\$55,903,831								
2038	\$530,838,070	\$85,175,616	\$38,049,086	\$407,613,367	\$73,896,344	\$62,576,653	\$53,032,626								
2039	\$536,146,450	\$87,730,885	\$38,580,400	\$409,835,165	\$70,761,080	\$59,637,671	\$50,303,485								
2040	\$541,507,915	\$90,362,812	\$39,121,552	\$412,023,551	\$67,751,353	\$56,830,442	\$47,709,518								
2041	\$546,922,994	\$93,073,696	\$39,672,776	\$414,176,522	\$64,862,265	\$54,149,196	\$45,244,167								
2042	\$552,392,224	\$95,865,907	\$40,234,312	\$416,292,005	\$62,089,106	\$51,588,410	\$42,901,189								
					\$3,647,704,457	\$3,295,574,520	\$2,983,393,993								

6 Plaza Net Revenue (2003\$) Summary

\$.07/mile toll rate, 20% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		
		Maintenance Cost	Operational Cost		2003 Net Revenue	2003 Net Revenue 5.5%	2003 Net Revenue 6%
2013	\$351,762,962	\$40,680,349	\$23,817,958	\$287,264,655	\$176,355,579	\$168,173,514	\$160,407,083
2014	\$357,091,800	\$41,900,759	\$24,232,264	\$290,958,777	\$170,117,571	\$161,456,081	\$153,273,454
2015	\$362,504,201	\$43,157,782	\$24,654,614	\$294,691,805	\$164,095,424	\$155,002,443	\$146,452,799
2016	\$368,001,516	\$44,452,516	\$25,085,183	\$298,463,817	\$158,281,735	\$148,802,324	\$139,931,484
2017	\$373,585,119	\$45,786,091	\$25,524,150	\$302,274,878	\$152,669,354	\$142,845,848	\$133,696,470
2018	\$379,256,408	\$47,159,674	\$25,971,698	\$306,125,036	\$147,251,377	\$137,123,521	\$127,735,282
2019	\$385,016,804	\$48,574,464	\$26,428,016	\$310,014,324	\$142,021,134	\$131,626,219	\$122,035,987
2020	\$390,867,750	\$50,031,698	\$26,893,295	\$313,942,756	\$136,972,185	\$126,345,173	\$116,587,169
2021	\$395,133,194	\$51,532,649	\$27,271,325	\$316,329,221	\$131,441,325	\$120,668,812	\$110,823,978
2022	\$399,446,645	\$53,078,628	\$27,656,100	\$318,711,917	\$126,125,128	\$115,239,554	\$105,338,435
2023	\$403,808,662	\$54,670,987	\$28,047,772	\$321,089,903	\$121,015,407	\$110,046,809	\$100,117,349
2024	\$408,219,813	\$56,311,117	\$28,446,498	\$323,462,198	\$116,104,286	\$105,080,440	\$95,148,153
2025	\$412,680,670	\$58,000,450	\$28,852,437	\$325,827,783	\$111,384,186	\$100,330,737	\$90,418,871
2026	\$417,191,817	\$59,740,464	\$29,265,753	\$328,185,600	\$106,847,814	\$95,788,407	\$85,918,091
2027	\$421,753,840	\$61,532,678	\$29,686,615	\$330,534,548	\$102,488,156	\$91,444,550	\$81,634,943
2028	\$426,367,334	\$63,378,658	\$30,115,195	\$332,873,482	\$98,298,462	\$87,290,646	\$77,559,065
2029	\$431,032,903	\$65,280,018	\$30,551,671	\$335,201,215	\$94,272,236	\$83,318,537	\$73,680,589
2030	\$435,751,157	\$67,238,418	\$30,996,224	\$337,516,514	\$90,403,231	\$79,520,411	\$69,990,108
2031	\$440,108,668	\$69,255,571	\$31,425,248	\$339,427,850	\$86,585,885	\$75,801,640	\$66,402,319
2032	\$444,509,755	\$71,333,238	\$31,862,133	\$341,314,384	\$82,921,074	\$72,249,236	\$62,991,870
2033	\$448,954,852	\$73,473,235	\$32,307,066	\$343,174,551	\$79,402,852	\$68,855,920	\$59,750,166
2034	\$453,444,401	\$75,677,432	\$32,760,238	\$345,006,730	\$76,025,502	\$65,614,726	\$56,669,025
2035	\$457,978,845	\$77,947,755	\$33,221,845	\$346,809,245	\$72,783,527	\$62,518,991	\$53,740,658
2036	\$462,558,633	\$80,286,188	\$33,692,088	\$348,580,358	\$69,671,641	\$59,562,339	\$50,957,646
2037	\$467,184,220	\$82,694,773	\$34,171,174	\$350,318,272	\$66,684,765	\$56,738,672	\$48,312,929
2038	\$471,856,062	\$85,175,616	\$34,659,316	\$352,021,130	\$63,818,011	\$54,042,153	\$45,799,786
2039	\$476,574,623	\$87,730,885	\$35,156,732	\$353,687,005	\$61,066,684	\$51,467,202	\$43,411,816
2040	\$481,340,369	\$90,362,812	\$35,663,547	\$355,313,910	\$58,426,268	\$49,008,477	\$41,142,928
2041	\$486,153,772	\$93,073,696	\$36,180,292	\$356,899,785	\$55,892,421	\$46,660,869	\$38,987,322
2042	\$491,015,310	\$95,865,907	\$36,706,903	\$358,442,500	\$53,460,970	\$44,419,490	\$36,939,478
					\$3,172,884,188	\$2,867,043,739	\$2,595,855,254

6 Plaza Net Revenue (2003\$) Summary

\$.07/mile toll rate, 30% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		Present Value
		Maintenance Cost	Operational Cost		2003 Net Revenue	2003 Net Revenue	
2013	\$307,792,592	\$40,680,349	\$21,290,925	\$245,821,318	\$150,912,965	\$143,911,316	\$137,265,340
2014	\$312,455,325	\$41,900,789	\$21,666,949	\$248,887,617	\$145,519,435	\$138,110,352	\$131,110,892
2015	\$317,191,176	\$43,157,782	\$22,050,417	\$251,982,977	\$140,313,550	\$132,538,389	\$125,227,819
2016	\$322,001,326	\$44,452,516	\$22,441,494	\$255,107,317	\$135,288,857	\$127,186,478	\$119,604,265
2017	\$326,886,979	\$45,786,091	\$22,840,348	\$258,260,540	\$130,439,122	\$122,046,019	\$114,228,886
2018	\$331,849,357	\$47,159,674	\$23,247,155	\$261,442,529	\$125,758,326	\$117,108,749	\$109,090,833
2019	\$336,889,703	\$48,574,464	\$23,662,090	\$264,653,149	\$121,240,657	\$112,366,722	\$104,179,728
2020	\$342,009,281	\$50,031,698	\$24,085,337	\$267,892,246	\$116,880,499	\$107,812,304	\$99,485,648
2021	\$345,741,545	\$51,532,649	\$24,432,724	\$269,776,172	\$112,097,572	\$102,910,411	\$94,514,407
2022	\$349,515,815	\$53,078,628	\$24,786,512	\$271,650,674	\$107,501,396	\$98,223,194	\$89,784,082
2023	\$353,332,579	\$54,670,987	\$25,146,848	\$273,514,744	\$103,084,830	\$93,741,425	\$85,283,190
2024	\$357,192,336	\$56,311,117	\$25,513,885	\$275,367,335	\$98,841,002	\$89,456,266	\$81,000,789
2025	\$361,095,587	\$58,000,450	\$25,887,777	\$277,207,359	\$94,763,300	\$85,359,260	\$76,926,455
2026	\$365,042,840	\$59,740,464	\$26,268,685	\$279,033,691	\$90,845,363	\$81,442,308	\$73,050,256
2027	\$369,034,610	\$61,532,678	\$26,656,774	\$280,845,158	\$87,081,071	\$77,697,655	\$69,362,730
2028	\$373,071,418	\$63,378,658	\$27,052,211	\$282,640,549	\$83,464,537	\$74,117,878	\$65,854,861
2029	\$377,153,791	\$65,280,018	\$27,455,170	\$284,418,603	\$79,990,097	\$70,695,871	\$62,518,061
2030	\$381,282,262	\$67,238,418	\$27,865,828	\$286,178,016	\$76,652,300	\$67,424,830	\$59,344,149
2031	\$385,095,085	\$69,255,571	\$28,263,548	\$287,575,966	\$73,358,799	\$64,221,984	\$56,258,527
2032	\$388,946,035	\$71,333,238	\$28,668,816	\$288,943,982	\$70,197,877	\$61,163,499	\$53,326,559
2033	\$392,835,496	\$73,473,235	\$29,081,816	\$290,280,445	\$67,164,349	\$58,243,034	\$50,540,766
2034	\$396,763,851	\$75,677,432	\$29,502,735	\$291,583,683	\$64,253,227	\$55,454,522	\$47,894,031
2035	\$400,731,489	\$77,947,755	\$29,931,767	\$292,851,967	\$61,459,720	\$52,792,161	\$45,379,578
2036	\$404,738,804	\$80,286,188	\$30,369,109	\$294,083,507	\$58,779,217	\$50,250,397	\$42,990,957
2037	\$408,786,192	\$82,694,773	\$30,814,966	\$295,276,453	\$56,207,290	\$47,823,922	\$40,722,028
2038	\$412,874,054	\$85,175,616	\$31,269,545	\$296,428,892	\$53,739,678	\$45,507,654	\$38,566,946
2039	\$417,002,795	\$87,730,885	\$31,733,064	\$297,538,846	\$51,372,288	\$43,296,733	\$36,520,148
2040	\$421,172,823	\$90,362,812	\$32,205,742	\$298,604,269	\$49,101,182	\$41,186,511	\$34,576,338
2041	\$425,384,551	\$93,073,696	\$32,687,808	\$299,623,047	\$46,922,577	\$39,172,542	\$32,730,477
2042	\$429,638,396	\$95,865,907	\$33,179,494	\$300,592,995	\$44,832,834	\$37,250,571	\$30,977,767
				\$2,698,063,920		\$2,438,512,958	\$2,208,316,514

6 Plaza Net Revenue (2003\$) Summary

\$.07/mile toll rate, 40% Toll Diversion

Year	Gross Revenue	Annual Maintenance		Annual Operational		Annual Net Revenue	Present Value		Present Value		Present Value	
		Cost	Cost	Cost	Cost		2003 Net Revenue 5%	2003 Net Revenue 5.5%	2003 Net Revenue 6%			
2013	\$263,822,222	\$40,680,349	\$18,763,893	\$204,377,980	\$125,470,351	\$119,649,119	\$114,123,597					
2014	\$267,818,850	\$41,900,759	\$19,101,635	\$206,816,456	\$120,921,299	\$114,764,624	\$108,948,329					
2015	\$271,878,151	\$43,157,782	\$19,446,220	\$209,274,148	\$116,531,676	\$110,074,334	\$104,002,840					
2016	\$276,001,137	\$44,452,516	\$19,797,805	\$211,750,817	\$112,295,979	\$105,570,631	\$99,277,046					
2017	\$280,188,839	\$45,786,091	\$20,156,547	\$214,246,201	\$108,208,890	\$101,246,191	\$94,761,301					
2018	\$284,442,306	\$47,159,674	\$20,522,612	\$216,760,021	\$104,265,276	\$97,093,977	\$90,446,383					
2019	\$288,762,603	\$48,574,464	\$20,896,165	\$219,291,974	\$100,460,180	\$93,107,225	\$86,323,470					
2020	\$293,150,812	\$50,031,698	\$21,277,379	\$221,841,735	\$96,788,814	\$89,279,436	\$82,384,127					
2021	\$296,349,896	\$51,532,649	\$21,594,124	\$223,223,123	\$92,753,818	\$85,152,011	\$78,204,835					
2022	\$299,584,984	\$53,078,628	\$21,916,924	\$224,589,432	\$88,877,664	\$81,206,835	\$74,229,729					
2023	\$302,856,497	\$54,670,987	\$22,245,924	\$225,939,586	\$85,154,254	\$77,436,040	\$70,449,031					
2024	\$306,164,859	\$56,311,117	\$22,581,271	\$227,272,472	\$81,577,718	\$73,832,093	\$66,853,425					
2025	\$309,510,503	\$58,000,450	\$22,923,117	\$228,586,936	\$78,142,414	\$70,387,784	\$63,434,040					
2026	\$312,893,863	\$59,740,464	\$23,271,618	\$229,881,781	\$74,842,912	\$67,096,209	\$60,182,421					
2027	\$316,315,380	\$61,532,678	\$23,626,933	\$231,155,769	\$71,673,986	\$63,950,759	\$57,090,516					
2028	\$319,775,501	\$63,378,658	\$23,989,227	\$232,407,616	\$68,630,613	\$60,945,110	\$54,150,656					
2029	\$323,274,678	\$65,280,018	\$24,358,669	\$233,635,991	\$65,707,958	\$58,073,205	\$51,355,534					
2030	\$326,813,367	\$67,238,418	\$24,735,432	\$234,839,517	\$62,901,370	\$55,329,248	\$48,698,190					
2031	\$330,081,501	\$69,255,571	\$25,101,847	\$235,724,083	\$60,131,714	\$52,642,328	\$46,114,736					
2032	\$333,382,316	\$71,333,238	\$25,475,499	\$236,573,579	\$57,474,681	\$50,077,762	\$43,661,248					
2033	\$336,716,139	\$73,473,235	\$25,856,566	\$237,386,339	\$54,925,845	\$47,630,148	\$41,331,366					
2034	\$340,083,301	\$75,677,432	\$26,245,233	\$238,160,636	\$52,480,953	\$45,294,319	\$39,119,037					
2035	\$343,484,134	\$77,947,755	\$26,641,689	\$238,894,689	\$50,135,913	\$43,065,331	\$37,018,499					
2036	\$346,918,975	\$80,286,188	\$27,046,131	\$239,586,657	\$47,886,794	\$40,938,456	\$35,024,269					
2037	\$350,388,165	\$82,694,773	\$27,458,757	\$240,234,634	\$45,729,816	\$38,909,172	\$33,131,126					
2038	\$353,892,046	\$85,175,616	\$27,879,775	\$240,836,655	\$43,661,346	\$36,973,154	\$31,334,106					
2039	\$357,430,967	\$87,730,885	\$28,309,396	\$241,390,686	\$41,677,892	\$35,126,264	\$29,628,479					
2040	\$361,005,277	\$90,362,812	\$28,747,837	\$241,894,628	\$39,776,096	\$33,364,546	\$28,009,748					
2041	\$364,615,329	\$93,073,696	\$29,195,324	\$242,346,310	\$37,952,732	\$31,684,215	\$26,473,632					
2042	\$368,261,483	\$95,865,907	\$29,652,085	\$242,743,491	\$36,204,698	\$30,081,651	\$25,016,056					
					\$2,223,243,652	\$2,009,982,177	\$1,820,777,775					

6 Plaza Net Revenue (2003\$) Summary

\$.07/mile toll rate, 50% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		
		Maintenance Cost	Operational Cost		2003 Net Revenue	2003 5.5% Net Revenue	2003 6% Net Revenue
2013	\$219,851,851	\$40,680,349	\$12,635,164	\$162,934,643	\$100,027,737	\$95,386,922	\$90,981,853
2014	\$223,182,375	\$41,900,759	\$12,826,573	\$164,745,296	\$96,323,162	\$91,418,895	\$86,785,767
2015	\$226,565,125	\$43,157,782	\$13,020,984	\$166,565,320	\$92,749,803	\$87,610,280	\$82,777,861
2016	\$230,000,947	\$44,452,516	\$13,218,445	\$168,394,316	\$89,303,101	\$83,954,785	\$78,949,827
2017	\$233,490,699	\$45,786,091	\$13,419,006	\$170,231,862	\$85,978,658	\$80,446,363	\$75,293,717
2018	\$237,035,255	\$47,159,674	\$13,622,716	\$172,077,513	\$82,772,226	\$77,079,205	\$71,801,934
2019	\$240,635,502	\$48,574,464	\$13,829,627	\$173,930,799	\$79,679,703	\$73,847,728	\$68,467,212
2020	\$244,292,344	\$50,031,698	\$14,039,790	\$175,791,224	\$76,697,129	\$70,746,568	\$65,282,606
2021	\$246,958,247	\$51,532,649	\$14,193,003	\$176,670,074	\$73,410,065	\$67,393,610	\$61,895,264
2022	\$249,654,153	\$53,078,628	\$14,347,940	\$177,528,189	\$70,253,933	\$64,190,475	\$58,675,376
2023	\$252,380,414	\$54,670,987	\$14,504,621	\$178,364,427	\$67,223,677	\$61,130,655	\$55,614,872
2024	\$255,137,383	\$56,311,117	\$14,663,068	\$179,177,609	\$64,314,435	\$58,207,920	\$52,706,062
2025	\$257,925,419	\$58,000,450	\$14,823,300	\$179,966,512	\$61,521,529	\$55,416,308	\$49,941,624
2026	\$260,744,886	\$59,740,464	\$14,985,338	\$180,729,872	\$58,840,460	\$52,750,110	\$47,314,585
2027	\$263,596,150	\$61,532,678	\$15,149,204	\$181,466,380	\$56,266,901	\$50,203,864	\$44,818,303
2028	\$266,479,584	\$63,378,658	\$15,314,919	\$182,174,683	\$53,796,689	\$47,772,342	\$42,446,452
2029	\$269,395,565	\$65,280,018	\$15,482,504	\$182,853,379	\$51,425,819	\$45,450,539	\$40,193,006
2030	\$272,344,473	\$67,238,418	\$15,651,981	\$183,501,019	\$49,150,439	\$43,233,667	\$38,052,230
2031	\$275,067,918	\$69,255,571	\$15,808,501	\$183,872,200	\$46,904,628	\$41,062,672	\$35,970,945
2032	\$277,818,597	\$71,333,238	\$15,966,586	\$184,203,177	\$44,751,484	\$38,992,025	\$33,995,938
2033	\$280,596,783	\$73,473,235	\$16,126,252	\$184,492,232	\$42,687,342	\$37,017,262	\$32,121,967
2034	\$283,402,751	\$75,677,432	\$16,287,514	\$184,737,589	\$40,708,678	\$35,134,115	\$30,344,043
2035	\$286,236,778	\$77,947,755	\$16,450,390	\$184,937,412	\$38,812,106	\$33,338,501	\$28,657,420
2036	\$289,099,146	\$80,286,188	\$16,614,893	\$185,089,806	\$36,994,370	\$31,626,515	\$27,057,580
2037	\$291,990,137	\$82,694,773	\$16,781,042	\$185,192,815	\$35,252,341	\$29,994,423	\$25,540,225
2038	\$294,910,039	\$85,175,616	\$16,948,853	\$185,244,418	\$33,583,013	\$28,438,654	\$24,101,285
2039	\$297,859,139	\$87,730,885	\$17,118,341	\$185,242,527	\$31,983,496	\$26,955,795	\$22,736,811
2040	\$300,837,730	\$90,362,812	\$17,289,525	\$185,184,987	\$30,451,011	\$25,542,580	\$21,443,159
2041	\$303,846,108	\$93,073,696	\$17,462,420	\$185,069,572	\$28,982,888	\$24,195,887	\$20,216,787
2042	\$306,884,569	\$95,865,907	\$17,637,044	\$184,893,986	\$27,576,562	\$22,912,731	\$19,054,346
					\$1,748,423,384	\$1,581,451,396	\$1,433,239,036

6 Plaza Net Revenue (2003\$) Summary

\$.09/mile toll rate, 10% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		
		Maintenance Cost	Operational Cost		2003	2003	2003
				5%	5.5%	6%	
2013	\$494,666,665	\$40,680,349	\$26,344,991	\$427,641,326	\$262,534,678	\$238,792,683	
2014	\$502,160,344	\$41,900,759	\$26,797,579	\$433,462,006	\$253,436,258	\$228,342,378	
2015	\$509,771,532	\$43,157,782	\$27,258,811	\$439,354,940	\$244,649,270	\$218,345,945	
2016	\$517,502,131	\$44,452,516	\$27,728,872	\$445,320,744	\$236,163,098	\$208,783,742	
2017	\$525,354,073	\$45,786,091	\$28,207,951	\$451,360,032	\$227,967,487	\$199,636,977	
2018	\$533,329,324	\$47,159,674	\$28,696,241	\$457,473,409	\$220,052,532	\$190,887,670	
2019	\$541,429,880	\$48,574,464	\$29,193,941	\$463,661,475	\$212,408,664	\$182,518,617	
2020	\$549,657,773	\$50,031,698	\$29,701,253	\$469,924,822	\$205,026,643	\$174,513,358	
2021	\$555,656,055	\$51,532,649	\$30,109,925	\$474,013,481	\$196,962,392	\$166,067,680	
2022	\$561,721,845	\$53,078,628	\$30,525,688	\$478,117,529	\$189,207,342	\$158,024,064	
2023	\$567,855,931	\$54,670,987	\$30,948,697	\$482,236,247	\$181,749,770	\$150,363,541	
2024	\$574,059,111	\$56,311,117	\$31,379,112	\$486,368,883	\$174,578,397	\$143,068,035	
2025	\$580,332,193	\$58,000,450	\$31,817,097	\$490,514,646	\$167,682,368	\$136,120,314	
2026	\$586,675,992	\$59,740,464	\$32,262,821	\$494,672,708	\$161,051,239	\$129,503,960	
2027	\$593,091,337	\$61,532,678	\$32,716,455	\$498,842,204	\$154,674,960	\$123,203,323	
2028	\$599,579,064	\$63,378,658	\$33,178,178	\$503,022,228	\$148,543,858	\$117,203,490	
2029	\$606,140,020	\$65,280,018	\$33,648,171	\$507,211,832	\$142,648,628	\$111,490,247	
2030	\$612,775,064	\$67,238,418	\$34,126,621	\$511,410,025	\$136,980,316	\$106,050,049	
2031	\$618,902,815	\$69,255,571	\$34,586,948	\$515,060,296	\$131,388,604	\$100,761,319	
2032	\$625,091,843	\$71,333,238	\$35,055,450	\$518,703,154	\$126,017,023	\$95,730,163	
2033	\$631,342,761	\$73,473,235	\$35,532,317	\$522,337,209	\$120,857,051	\$90,944,200	
2034	\$637,656,189	\$75,677,432	\$36,017,741	\$525,961,015	\$115,900,493	\$86,391,643	
2035	\$644,032,751	\$77,947,755	\$36,511,923	\$529,573,073	\$111,139,471	\$82,061,265	
2036	\$650,473,078	\$80,286,188	\$37,015,067	\$533,171,824	\$106,566,406	\$77,942,375	
2037	\$656,977,809	\$82,694,773	\$37,527,382	\$536,755,653	\$102,174,015	\$74,024,794	
2038	\$663,547,587	\$85,175,616	\$38,049,086	\$540,322,884	\$97,955,290	\$70,298,827	
2039	\$670,183,063	\$87,730,885	\$38,580,400	\$543,871,778	\$93,903,495	\$66,755,242	
2040	\$676,884,894	\$90,362,812	\$39,121,552	\$547,400,530	\$90,012,153	\$63,385,249	
2041	\$683,653,742	\$93,073,696	\$39,672,776	\$550,907,271	\$86,275,034	\$60,180,477	
2042	\$690,490,280	\$95,865,907	\$40,234,312	\$554,390,061	\$82,686,150	\$57,132,955	
				\$4,781,193,085	\$4,318,561,109	\$3,908,524,582	

6 Plaza Net Revenue (2003\$) Summary

\$.09/mile toll rate, 20% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		
		Maintenance Cost	Operational Cost		2003 Net Revenue	2003 Present Value	2003 Present Value
					5%	5.5%	6%
2013	\$439,703,703	\$40,680,349	\$23,817,958	\$375,209,396	\$230,343,565	\$219,656,712	\$209,512,733
2014	\$446,364,750	\$41,900,759	\$24,232,264	\$380,231,727	\$222,313,616	\$210,994,578	\$200,301,331
2015	\$453,130,251	\$43,157,782	\$24,654,614	\$385,317,855	\$214,559,400	\$202,670,070	\$191,491,169
2016	\$460,001,894	\$44,452,516	\$25,085,183	\$390,464,196	\$207,071,500	\$194,670,096	\$183,064,852
2017	\$466,981,399	\$45,786,091	\$25,524,150	\$395,671,158	\$199,840,822	\$186,982,068	\$175,005,735
2018	\$474,070,510	\$47,159,674	\$25,971,698	\$400,939,138	\$192,858,581	\$179,593,890	\$167,297,894
2019	\$481,271,004	\$48,574,464	\$26,428,016	\$406,268,525	\$186,116,292	\$172,493,932	\$159,926,095
2020	\$488,584,687	\$50,031,698	\$26,893,295	\$411,659,694	\$179,605,761	\$165,671,015	\$152,875,763
2021	\$493,916,493	\$51,532,649	\$27,271,325	\$415,112,519	\$172,487,826	\$158,351,273	\$145,432,094
2022	\$499,308,306	\$53,078,628	\$27,656,100	\$418,573,578	\$165,643,778	\$151,347,439	\$138,344,013
2023	\$504,760,828	\$54,670,987	\$28,047,772	\$422,042,068	\$159,063,217	\$144,646,040	\$131,594,712
2024	\$510,274,766	\$56,311,117	\$28,446,498	\$425,517,151	\$152,736,132	\$138,234,172	\$125,168,169
2025	\$515,850,838	\$58,000,450	\$28,852,437	\$428,997,951	\$146,652,894	\$132,099,479	\$119,049,118
2026	\$521,489,771	\$59,740,464	\$29,265,753	\$432,483,554	\$140,804,236	\$126,230,129	\$113,223,010
2027	\$527,192,300	\$61,532,678	\$29,686,615	\$435,973,007	\$135,181,239	\$120,614,791	\$107,675,980
2028	\$532,959,168	\$63,378,658	\$30,115,195	\$439,465,315	\$129,775,326	\$115,242,617	\$102,394,817
2029	\$538,791,129	\$65,280,018	\$30,551,671	\$442,959,441	\$124,578,239	\$110,103,218	\$97,366,927
2030	\$544,688,946	\$67,238,418	\$30,996,224	\$446,454,303	\$119,582,035	\$105,186,645	\$92,580,314
2031	\$550,135,835	\$69,255,571	\$31,425,248	\$449,455,017	\$114,653,115	\$100,373,106	\$87,926,949
2032	\$555,637,194	\$71,333,238	\$31,862,133	\$452,441,822	\$109,919,076	\$95,772,630	\$83,501,187
2033	\$561,193,565	\$73,473,235	\$32,307,066	\$455,413,264	\$105,372,359	\$91,375,946	\$79,292,063
2034	\$566,805,501	\$75,677,432	\$32,760,238	\$458,367,831	\$101,005,694	\$87,174,182	\$75,289,135
2035	\$572,473,556	\$77,947,755	\$33,221,845	\$461,303,956	\$96,812,093	\$83,158,849	\$71,482,460
2036	\$578,198,292	\$80,286,188	\$33,692,088	\$464,220,016	\$92,784,834	\$79,321,824	\$67,862,571
2037	\$583,980,275	\$82,694,773	\$34,171,174	\$467,114,327	\$88,917,454	\$75,655,335	\$64,420,452
2038	\$589,820,077	\$85,175,616	\$34,659,316	\$469,985,145	\$85,203,741	\$72,151,945	\$61,147,520
2039	\$595,718,278	\$87,730,885	\$35,156,732	\$472,830,661	\$81,637,720	\$68,804,538	\$58,035,600
2040	\$601,675,461	\$90,362,812	\$35,663,647	\$475,649,002	\$78,213,645	\$65,606,306	\$55,076,911
2041	\$607,692,216	\$93,073,696	\$36,180,292	\$478,438,228	\$74,925,993	\$62,550,734	\$52,264,042
2042	\$613,769,138	\$95,865,907	\$36,706,903	\$481,196,328	\$71,769,454	\$59,631,589	\$49,589,937
				\$4,180,429,636	\$3,776,365,152	\$3,418,193,555	

6 Plaza Net Revenue (2003\$) Summary

\$.09/mile toll rate, 30% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		Present Value	
		Maintenance Cost	Operational Cost		2003	5.5%	2003	6%
2013	\$384,740,740	\$40,680,349	\$21,290,925	\$322,769,466	\$198,152,453	\$188,959,115	\$180,232,784	
2014	\$390,569,157	\$41,900,759	\$21,666,949	\$327,001,448	\$191,190,974	\$181,456,538	\$172,260,284	
2015	\$396,488,970	\$43,157,782	\$22,050,417	\$331,280,770	\$184,469,529	\$174,247,563	\$164,636,394	
2016	\$402,501,658	\$44,452,516	\$22,441,494	\$335,607,648	\$177,979,901	\$167,320,778	\$157,345,962	
2017	\$408,608,724	\$45,786,091	\$22,840,348	\$339,982,284	\$171,714,156	\$160,665,212	\$150,374,492	
2018	\$414,811,696	\$47,159,674	\$23,247,155	\$344,404,868	\$165,664,630	\$154,270,322	\$143,708,118	
2019	\$421,112,129	\$48,574,464	\$23,662,090	\$348,875,575	\$159,823,920	\$148,125,971	\$137,333,573	
2020	\$427,511,601	\$50,031,608	\$24,085,337	\$353,394,566	\$154,184,879	\$142,222,416	\$131,238,168	
2021	\$432,176,931	\$51,532,649	\$24,432,724	\$356,211,558	\$148,013,260	\$135,882,564	\$124,796,508	
2022	\$436,894,768	\$53,078,628	\$24,786,512	\$359,029,628	\$142,080,215	\$129,817,594	\$118,663,963	
2023	\$441,665,724	\$54,670,987	\$25,146,848	\$361,847,889	\$136,376,664	\$124,015,752	\$112,825,882	
2024	\$446,490,420	\$56,311,117	\$25,513,885	\$364,665,419	\$130,893,868	\$118,465,783	\$107,268,303	
2025	\$451,369,483	\$58,000,450	\$25,887,777	\$367,481,256	\$125,623,420	\$113,156,910	\$101,977,922	
2026	\$456,303,550	\$59,740,464	\$26,268,685	\$370,294,401	\$120,557,232	\$108,078,815	\$96,942,060	
2027	\$461,293,262	\$61,532,678	\$26,656,774	\$373,103,811	\$115,687,519	\$103,221,616	\$92,148,638	
2028	\$466,339,272	\$63,378,658	\$27,052,211	\$375,908,403	\$111,006,793	\$98,575,853	\$87,586,143	
2029	\$471,442,238	\$65,280,018	\$27,455,170	\$378,707,051	\$106,507,849	\$94,132,467	\$83,243,608	
2030	\$476,602,828	\$67,238,418	\$27,865,828	\$381,498,581	\$102,183,754	\$89,882,784	\$79,110,579	
2031	\$481,368,856	\$69,255,571	\$28,283,548	\$383,849,737	\$97,917,626	\$85,722,016	\$75,092,579	
2032	\$486,182,544	\$71,333,238	\$28,668,816	\$386,180,491	\$93,821,129	\$81,746,469	\$71,272,212	
2033	\$491,044,370	\$73,473,235	\$29,081,816	\$388,489,319	\$89,887,667	\$77,948,057	\$67,639,926	
2034	\$495,954,814	\$75,677,432	\$29,502,735	\$390,774,646	\$86,110,896	\$74,319,047	\$64,186,627	
2035	\$500,914,362	\$77,947,755	\$29,931,767	\$393,034,839	\$82,484,715	\$70,852,037	\$60,903,656	
2036	\$505,923,505	\$80,286,188	\$30,369,109	\$395,268,208	\$79,003,261	\$67,539,947	\$57,782,767	
2037	\$510,982,740	\$82,694,773	\$30,814,966	\$397,473,001	\$75,660,894	\$64,376,003	\$54,816,110	
2038	\$516,092,568	\$85,175,616	\$31,269,545	\$399,647,406	\$72,452,192	\$61,353,722	\$51,996,213	
2039	\$521,253,493	\$87,730,885	\$31,733,064	\$401,789,545	\$69,371,944	\$58,466,902	\$49,315,959	
2040	\$526,466,028	\$90,362,812	\$32,205,742	\$403,897,475	\$66,415,137	\$55,709,612	\$46,768,573	
2041	\$531,730,689	\$93,073,696	\$32,687,808	\$405,969,185	\$63,576,952	\$53,076,173	\$44,347,607	
2042	\$537,047,995	\$95,865,907	\$33,179,494	\$408,002,595	\$60,852,757	\$50,561,156	\$42,046,919	
				\$3,579,666,186	\$3,234,169,194	\$2,927,862,528		

6 Plaza Net Revenue (2003\$) Summary

\$.09/mile toll rate, 40% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		Present Value
		Maintenance Cost	Operational Cost		2003 Net Revenue 5%	2003 Net Revenue 5.5%	
2013	\$329,777,777	\$40,680,349	\$18,763,893	\$270,333,536	\$165,961,340	\$158,261,518	\$150,952,834
2014	\$334,773,563	\$41,900,759	\$19,101,635	\$273,771,169	\$160,068,332	\$151,918,497	\$144,219,237
2015	\$339,847,688	\$43,157,782	\$19,446,220	\$277,243,686	\$154,379,658	\$145,825,055	\$137,781,618
2016	\$345,001,421	\$44,452,516	\$19,797,805	\$280,751,101	\$148,888,303	\$139,971,460	\$131,627,072
2017	\$350,236,049	\$45,786,091	\$20,156,547	\$284,293,411	\$143,587,491	\$134,348,357	\$125,743,250
2018	\$355,552,883	\$47,159,674	\$20,522,612	\$287,870,597	\$138,470,679	\$128,946,754	\$120,118,342
2019	\$360,953,253	\$48,574,464	\$20,896,165	\$291,482,624	\$133,531,549	\$123,758,010	\$114,741,052
2020	\$366,438,515	\$50,031,698	\$21,277,379	\$295,129,438	\$128,763,996	\$118,773,818	\$109,600,572
2021	\$370,437,370	\$51,532,649	\$21,594,124	\$297,310,597	\$123,538,694	\$113,413,856	\$104,160,922
2022	\$374,481,230	\$53,078,628	\$21,916,924	\$299,485,678	\$118,516,652	\$108,287,749	\$98,983,913
2023	\$378,570,621	\$54,670,987	\$22,245,924	\$301,653,710	\$113,690,111	\$103,385,463	\$94,057,053
2024	\$382,706,074	\$56,311,117	\$22,581,271	\$303,813,687	\$109,051,603	\$98,697,393	\$89,368,437
2025	\$386,888,129	\$58,000,450	\$22,923,117	\$305,964,561	\$104,593,946	\$94,214,341	\$84,906,725
2026	\$391,117,328	\$59,740,464	\$23,271,618	\$308,105,247	\$100,310,228	\$89,927,501	\$80,661,110
2027	\$395,394,225	\$61,532,678	\$23,626,933	\$310,234,614	\$96,193,798	\$85,828,440	\$76,621,295
2028	\$399,719,376	\$63,378,658	\$23,989,227	\$312,351,491	\$92,238,261	\$81,909,088	\$72,777,470
2029	\$404,093,347	\$65,280,018	\$24,358,669	\$314,454,660	\$88,437,460	\$78,161,716	\$69,120,288
2030	\$408,516,709	\$67,238,418	\$24,735,432	\$316,542,859	\$84,785,473	\$74,578,924	\$65,640,844
2031	\$412,601,876	\$69,255,571	\$25,101,847	\$318,244,458	\$81,182,136	\$71,070,927	\$62,258,209
2032	\$416,727,895	\$71,333,238	\$25,475,499	\$319,919,159	\$77,723,183	\$67,720,307	\$59,043,237
2033	\$420,895,174	\$73,473,235	\$25,856,566	\$321,565,373	\$74,402,976	\$64,520,168	\$55,987,789
2034	\$425,104,126	\$75,677,432	\$26,245,233	\$323,181,461	\$71,216,097	\$61,463,911	\$53,084,119
2035	\$429,355,167	\$77,947,755	\$26,641,689	\$324,765,723	\$68,157,337	\$58,545,225	\$50,324,851
2036	\$433,648,719	\$80,286,188	\$27,046,131	\$326,316,401	\$65,221,688	\$55,758,070	\$47,702,962
2037	\$437,985,206	\$82,694,773	\$27,458,757	\$327,831,676	\$62,404,333	\$53,096,670	\$45,211,768
2038	\$442,365,058	\$85,175,616	\$27,879,775	\$329,309,667	\$59,700,643	\$50,555,498	\$42,844,906
2039	\$446,788,709	\$87,730,885	\$28,309,396	\$330,748,428	\$57,106,168	\$48,129,266	\$40,596,317
2040	\$451,256,596	\$90,362,812	\$28,747,837	\$332,145,947	\$54,616,629	\$45,812,918	\$38,460,236
2041	\$455,769,162	\$93,073,696	\$29,195,324	\$333,500,142	\$52,227,911	\$43,601,613	\$36,431,172
2042	\$460,326,853	\$95,865,907	\$29,652,085	\$334,808,861	\$49,936,061	\$41,490,724	\$34,503,901
				\$2,978,902,737		\$2,691,973,237	\$2,437,531,500

6 Plaza Net Revenue (2003\$) Summary

\$.09/mile toll rate, 50% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value 2003		Present Value 2003	
					Net Revenue	5%	Net Revenue	6%
2013	\$274,814,814	\$40,680,349	\$16,236,860	\$217,897,606	\$133,770,228	\$127,563,921	\$121,672,885	
2014	\$278,977,969	\$41,900,759	\$16,536,320	\$220,540,890	\$128,945,691	\$122,380,456	\$116,178,189	
2015	\$283,206,407	\$43,157,782	\$16,842,023	\$223,206,601	\$124,289,788	\$117,402,547	\$110,926,843	
2016	\$287,501,184	\$44,452,516	\$17,154,116	\$225,894,553	\$119,796,704	\$112,622,142	\$105,908,181	
2017	\$291,863,374	\$45,786,091	\$17,472,746	\$228,604,537	\$115,460,826	\$108,031,501	\$101,112,007	
2018	\$296,294,069	\$47,159,674	\$17,798,068	\$231,336,327	\$111,276,729	\$103,623,186	\$96,528,566	
2019	\$300,794,378	\$48,574,464	\$18,130,240	\$234,089,674	\$107,239,177	\$99,390,049	\$92,148,530	
2020	\$305,365,429	\$50,031,698	\$18,469,422	\$236,864,310	\$103,343,114	\$95,325,219	\$87,962,977	
2021	\$308,697,808	\$51,532,649	\$18,755,523	\$238,409,636	\$99,064,128	\$90,945,147	\$83,525,336	
2022	\$312,067,692	\$53,078,628	\$19,047,336	\$239,941,727	\$94,953,089	\$86,757,903	\$79,303,863	
2023	\$315,475,517	\$54,670,987	\$19,345,000	\$241,459,531	\$91,003,558	\$82,755,175	\$75,288,223	
2024	\$318,921,729	\$56,311,117	\$19,648,657	\$242,961,954	\$87,209,338	\$78,929,004	\$71,468,572	
2025	\$322,406,774	\$58,000,450	\$19,958,457	\$244,447,867	\$83,564,472	\$75,271,772	\$67,835,529	
2026	\$325,931,107	\$59,740,464	\$20,274,550	\$245,916,093	\$80,063,224	\$71,776,186	\$64,380,160	
2027	\$329,495,187	\$61,532,678	\$20,597,092	\$247,365,417	\$76,700,078	\$68,435,265	\$61,093,952	
2028	\$333,099,480	\$63,378,658	\$20,926,243	\$248,794,579	\$73,469,729	\$65,242,324	\$57,968,796	
2029	\$336,744,456	\$65,280,018	\$21,262,168	\$250,202,270	\$70,387,070	\$62,190,965	\$54,996,968	
2030	\$340,430,591	\$67,238,418	\$21,605,036	\$251,587,137	\$67,367,192	\$59,275,063	\$52,171,109	
2031	\$343,834,897	\$69,255,571	\$21,940,147	\$252,639,179	\$64,446,647	\$56,419,838	\$49,423,839	
2032	\$347,273,246	\$71,333,238	\$22,282,182	\$253,657,827	\$61,625,236	\$53,694,146	\$46,814,261	
2033	\$350,745,978	\$73,477,432	\$22,631,315	\$254,641,428	\$58,918,284	\$51,092,279	\$44,335,652	
2034	\$354,253,438	\$75,677,432	\$22,987,730	\$255,588,276	\$56,321,298	\$48,608,775	\$41,981,612	
2035	\$357,795,973	\$77,947,755	\$23,351,611	\$256,486,606	\$53,829,959	\$46,238,412	\$39,746,046	
2036	\$361,373,932	\$80,286,188	\$23,723,152	\$257,364,593	\$51,440,115	\$43,976,193	\$37,623,158	
2037	\$364,987,672	\$82,694,773	\$24,102,549	\$258,190,350	\$49,147,772	\$41,817,338	\$35,607,427	
2038	\$368,637,548	\$85,175,616	\$24,490,004	\$258,971,928	\$46,949,095	\$39,757,274	\$33,693,599	
2039	\$372,323,924	\$87,730,885	\$24,885,727	\$259,707,312	\$44,840,393	\$37,791,631	\$31,876,676	
2040	\$376,047,163	\$90,362,812	\$25,289,932	\$260,394,419	\$42,818,121	\$35,916,224	\$30,151,898	
2041	\$379,807,635	\$93,073,696	\$25,702,840	\$261,031,099	\$40,878,870	\$34,127,053	\$28,514,737	
2042	\$383,605,711	\$95,865,907	\$26,124,676	\$261,615,128	\$39,019,364	\$32,420,292	\$26,960,883	
					\$2,378,139,288	\$2,149,777,279	\$1,947,200,473	

6 Plaza Net Revenue (2003\$) Summary

\$.11/mile toll rate, 10% Toll Diversion

Year	Gross Revenue	Annual Maintenance		Annual Operational		Annual Net Revenue	Present Value		
		Cost	Cost	Cost	Cost		2003	2003	2003
							5%	5.5%	6%
2013	\$593,599,999	\$40,680,349	\$26,344,991	\$526,574,659	\$323,271,162	\$308,272,908	\$294,036,539		
2014	\$602,592,413	\$41,900,759	\$26,797,579	\$533,894,075	\$312,156,808	\$296,263,429	\$281,248,739		
2015	\$611,725,839	\$43,157,782	\$27,258,811	\$541,309,246	\$301,421,243	\$284,718,659	\$269,014,111		
2016	\$621,002,557	\$44,452,516	\$27,728,872	\$548,821,170	\$291,051,584	\$273,620,656	\$257,308,781		
2017	\$630,424,888	\$45,786,091	\$28,207,951	\$556,430,846	\$281,035,389	\$262,952,172	\$246,109,900		
2018	\$639,995,189	\$47,159,674	\$28,696,241	\$564,139,274	\$271,360,636	\$252,696,624	\$235,395,608		
2019	\$649,715,856	\$48,574,464	\$29,193,941	\$571,947,451	\$262,015,717	\$242,838,071	\$225,144,989		
2020	\$659,589,328	\$50,031,698	\$29,701,253	\$579,856,376	\$252,989,416	\$233,361,186	\$215,338,026		
2021	\$666,787,266	\$51,532,649	\$30,109,925	\$585,144,691	\$243,139,705	\$223,212,749	\$205,001,810		
2022	\$674,066,214	\$53,078,628	\$30,525,688	\$590,461,898	\$233,665,823	\$213,498,656	\$195,155,339		
2023	\$681,427,117	\$54,670,987	\$30,948,697	\$595,807,434	\$224,553,556	\$204,200,464	\$185,775,574		
2024	\$688,870,934	\$56,311,117	\$31,379,112	\$601,180,705	\$215,789,224	\$195,300,512	\$176,840,552		
2025	\$696,398,631	\$58,000,450	\$31,817,097	\$606,581,084	\$207,359,665	\$186,781,884	\$168,329,343		
2026	\$704,011,191	\$59,740,464	\$32,262,821	\$612,007,906	\$199,252,213	\$178,628,381	\$160,221,994		
2027	\$711,709,605	\$61,532,678	\$32,716,455	\$617,460,472	\$191,454,678	\$170,824,489	\$152,499,491		
2028	\$719,494,877	\$63,378,658	\$33,178,178	\$622,938,041	\$183,955,330	\$163,355,350	\$145,143,710		
2029	\$727,368,025	\$65,280,018	\$33,648,171	\$628,439,836	\$176,742,881	\$156,206,735	\$138,137,378		
2030	\$735,330,077	\$67,238,418	\$34,126,621	\$633,965,038	\$169,806,470	\$149,365,019	\$131,464,031		
2031	\$742,683,378	\$69,255,571	\$34,586,948	\$638,840,859	\$162,964,238	\$142,667,094	\$124,976,529		
2032	\$750,110,211	\$71,333,238	\$35,055,450	\$643,721,523	\$156,389,776	\$136,262,609	\$118,803,145		
2033	\$757,611,313	\$73,473,235	\$35,532,317	\$648,605,762	\$150,072,746	\$130,138,865	\$112,928,834		
2034	\$765,187,427	\$75,677,432	\$36,017,741	\$653,492,253	\$144,003,210	\$124,283,706	\$107,339,266		
2035	\$772,839,301	\$77,947,755	\$36,511,923	\$658,379,623	\$138,171,608	\$118,685,502	\$102,020,792		
2036	\$780,567,694	\$80,286,188	\$37,015,067	\$663,266,440	\$132,568,748	\$113,333,123	\$96,960,416		
2037	\$788,373,371	\$82,694,773	\$37,527,382	\$668,151,215	\$127,185,791	\$108,215,915	\$92,145,757		
2038	\$796,257,104	\$85,175,616	\$38,049,086	\$673,032,402	\$122,014,236	\$103,323,685	\$87,565,028		
2039	\$804,219,676	\$87,730,885	\$38,580,400	\$677,908,390	\$117,045,910	\$98,646,677	\$83,206,999		
2040	\$812,261,872	\$90,362,812	\$39,121,552	\$682,777,509	\$112,272,952	\$94,175,558	\$79,060,980		
2041	\$820,384,491	\$93,073,696	\$39,672,776	\$687,638,019	\$107,687,803	\$89,901,392	\$75,116,787		
2042	\$828,588,336	\$95,865,907	\$40,234,312	\$692,488,117	\$103,283,194	\$85,815,631	\$71,364,722		
					\$5,914,681,713	\$5,341,547,699	\$4,833,655,170		

6 Plaza Net Revenue (2003\$) Summary

\$.11/mile toll rate, 20% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value	
		Maintenance Cost	Operational Cost		2003	2003
				5%	5.5%	6%
2013	\$527,644,443	\$40,680,349	\$23,817,958	\$284,331,551	\$271,139,911	\$258,618,383
2014	\$535,637,700	\$41,900,759	\$24,232,264	\$274,509,661	\$260,533,076	\$247,329,207
2015	\$543,756,301	\$43,157,782	\$24,654,614	\$265,023,375	\$250,337,698	\$236,529,540
2016	\$552,002,273	\$44,452,516	\$25,085,183	\$255,861,265	\$240,537,867	\$226,198,220
2017	\$560,377,678	\$45,786,091	\$25,524,150	\$247,012,290	\$231,118,289	\$216,314,999
2018	\$568,884,612	\$47,159,674	\$25,971,698	\$238,465,785	\$222,064,260	\$206,860,506
2019	\$577,525,205	\$48,574,464	\$26,428,016	\$230,211,451	\$213,361,646	\$197,816,203
2020	\$586,301,625	\$50,031,698	\$26,893,295	\$222,239,337	\$204,996,857	\$189,164,357
2021	\$592,699,792	\$51,532,649	\$27,271,325	\$213,534,327	\$196,033,733	\$180,040,209
2022	\$599,169,968	\$53,078,628	\$27,656,100	\$205,162,429	\$187,455,325	\$171,349,592
2023	\$605,712,993	\$54,670,987	\$28,047,772	\$197,111,026	\$179,245,272	\$163,072,074
2024	\$612,329,719	\$56,311,117	\$28,446,498	\$189,367,979	\$171,387,905	\$155,188,185
2025	\$619,021,006	\$58,000,450	\$28,852,437	\$181,921,603	\$163,868,222	\$147,679,365
2026	\$625,787,725	\$59,740,464	\$29,265,753	\$174,760,657	\$156,671,851	\$140,527,929
2027	\$632,630,760	\$61,532,678	\$29,686,615	\$167,874,322	\$149,785,033	\$133,717,018
2028	\$639,551,002	\$63,378,658	\$30,115,195	\$161,252,190	\$143,194,589	\$127,230,568
2029	\$646,549,355	\$65,280,018	\$30,551,671	\$154,894,241	\$136,887,899	\$121,053,266
2030	\$653,626,735	\$67,238,418	\$30,996,224	\$148,760,838	\$130,852,879	\$115,170,521
2031	\$660,163,002	\$69,255,571	\$31,425,248	\$142,720,345	\$124,944,571	\$109,451,580
2032	\$666,764,632	\$71,333,238	\$31,862,133	\$136,917,079	\$119,296,024	\$104,010,505
2033	\$673,432,279	\$73,473,235	\$32,307,066	\$131,341,866	\$113,895,972	\$98,833,960
2034	\$680,166,601	\$75,677,432	\$32,760,238	\$125,985,887	\$108,733,638	\$93,909,244
2035	\$686,968,267	\$77,947,755	\$33,221,845	\$120,840,559	\$103,798,708	\$89,224,262
2036	\$693,837,950	\$80,286,188	\$33,692,088	\$115,898,026	\$99,081,310	\$84,767,495
2037	\$700,776,330	\$82,694,773	\$34,171,174	\$111,150,144	\$94,571,999	\$80,527,975
2038	\$707,784,093	\$85,175,616	\$34,659,316	\$106,589,471	\$90,261,737	\$76,495,254
2039	\$714,861,934	\$87,730,885	\$35,156,732	\$102,208,755	\$86,141,875	\$72,659,385
2040	\$722,010,553	\$90,362,812	\$35,663,647	\$98,001,022	\$82,204,135	\$69,010,894
2041	\$729,230,659	\$93,073,696	\$36,180,292	\$93,959,565	\$78,440,598	\$65,540,762
2042	\$736,522,965	\$95,865,907	\$36,706,903	\$90,077,938	\$74,843,687	\$62,240,397
				\$5,187,975,083	\$4,685,686,565	\$4,240,531,855

6 Plaza Net Revenue (2003\$) Summary

\$.11/mile toll rate, 30% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost		Annual Operational Cost		Annual Net Revenue	Present Value	
		Cost	Cost	Cost	Cost		2003	2003
2013	\$461,688,888	\$40,680,349	\$21,290,925	\$399,717,614	\$245,391,941	\$234,006,914	\$223,200,228	
2014	\$468,682,988	\$41,900,759	\$21,666,949	\$405,115,279	\$236,862,513	\$224,802,723	\$213,409,675	
2015	\$475,786,764	\$43,157,782	\$22,050,417	\$410,578,564	\$228,625,508	\$215,956,737	\$204,044,968	
2016	\$483,001,989	\$44,452,516	\$22,441,494	\$416,107,980	\$220,670,946	\$207,455,078	\$195,087,658	
2017	\$490,330,469	\$45,786,091	\$22,840,348	\$421,704,029	\$212,989,191	\$199,284,406	\$186,520,099	
2018	\$497,774,036	\$47,159,674	\$23,247,155	\$427,367,207	\$205,570,934	\$191,431,896	\$178,325,404	
2019	\$505,334,555	\$48,574,464	\$23,662,090	\$433,098,000	\$198,407,184	\$183,885,220	\$170,487,418	
2020	\$513,013,921	\$50,031,698	\$24,085,337	\$438,896,886	\$191,489,258	\$176,632,529	\$162,990,687	
2021	\$518,612,318	\$51,532,649	\$24,432,724	\$442,646,945	\$183,928,948	\$168,854,717	\$155,078,609	
2022	\$524,273,722	\$53,078,628	\$24,786,512	\$446,408,582	\$176,659,034	\$161,411,994	\$147,543,844	
2023	\$529,998,869	\$54,670,987	\$25,146,848	\$450,181,034	\$169,668,497	\$154,290,079	\$140,368,574	
2024	\$535,788,504	\$56,311,117	\$25,513,885	\$453,963,503	\$162,946,733	\$147,475,299	\$133,535,817	
2025	\$541,643,380	\$58,000,450	\$26,268,685	\$457,755,153	\$156,483,540	\$140,954,560	\$127,029,388	
2026	\$547,564,260	\$59,740,464	\$26,656,774	\$461,555,110	\$150,269,100	\$134,715,322	\$120,833,864	
2027	\$553,551,915	\$61,532,678	\$27,052,211	\$465,362,463	\$144,293,966	\$128,745,577	\$114,934,546	
2028	\$559,607,126	\$63,378,658	\$27,455,170	\$469,176,258	\$138,549,049	\$123,033,828	\$109,317,425	
2029	\$565,730,686	\$65,280,018	\$27,865,828	\$472,995,498	\$133,025,602	\$117,569,063	\$103,969,154	
2030	\$571,923,393	\$67,238,418	\$28,263,548	\$476,819,147	\$127,715,207	\$112,340,739	\$98,877,010	
2031	\$577,642,627	\$69,255,571	\$28,668,816	\$480,123,509	\$122,476,452	\$107,222,049	\$93,926,631	
2032	\$583,419,053	\$71,333,238	\$29,081,816	\$483,416,999	\$117,444,382	\$102,329,438	\$89,217,865	
2033	\$589,253,244	\$73,473,235	\$29,502,735	\$486,698,193	\$112,610,986	\$97,653,080	\$84,739,086	
2034	\$595,145,776	\$75,677,432	\$29,931,767	\$489,965,609	\$107,968,564	\$93,183,571	\$80,479,223	
2035	\$601,097,234	\$77,947,755	\$30,369,109	\$493,217,712	\$103,509,710	\$88,911,913	\$76,427,733	
2036	\$607,108,206	\$80,286,188	\$30,814,966	\$496,452,909	\$99,227,304	\$84,829,497	\$72,574,576	
2037	\$613,179,288	\$82,694,773	\$31,269,545	\$502,865,919	\$95,114,497	\$80,928,084	\$68,910,193	
2038	\$619,311,081	\$85,175,616	\$31,733,064	\$506,040,243	\$91,164,706	\$77,199,790	\$65,425,480	
2039	\$625,504,192	\$87,730,885	\$32,205,742	\$509,190,680	\$87,371,600	\$73,637,072	\$62,111,770	
2040	\$631,759,234	\$90,362,812	\$32,687,808	\$512,315,323	\$83,729,092	\$70,232,712	\$58,960,809	
2041	\$638,076,826	\$93,073,696	\$33,179,494	\$515,412,194	\$80,231,328	\$66,979,805	\$55,964,737	
2042	\$644,457,595	\$95,865,907			\$76,872,681	\$63,871,742	\$53,116,071	

\$4,461,268,453

\$4,029,825,431

\$3,647,408,541

6 Plaza Net Revenue (2003\$) Summary

\$.11/mile toll rate, 40% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost		Annual Operational Cost		Annual Net Revenue	Net Revenue	Present Value 2003	Present Value 2003	Present Value 2003
		Cost	Cost	Cost	Cost					
2013	\$395,733,332	\$40,680,349	\$18,763,893	\$336,289,091	\$206,452,330	\$196,873,917	\$187,782,072			
2014	\$334,773,563	\$41,900,759	\$19,101,635	\$340,725,881	\$199,215,366	\$189,072,370	\$179,490,144			
2015	\$339,847,688	\$43,157,782	\$19,446,220	\$345,213,224	\$192,227,640	\$181,575,775	\$171,560,396			
2016	\$345,001,421	\$44,452,516	\$19,797,805	\$349,751,385	\$185,480,627	\$174,372,289	\$163,977,097			
2017	\$350,236,049	\$45,786,091	\$20,156,547	\$354,340,620	\$178,966,092	\$167,450,522	\$156,725,198			
2018	\$355,552,883	\$47,159,674	\$20,522,612	\$358,981,174	\$172,676,082	\$160,799,531	\$149,790,301			
2019	\$360,953,253	\$48,574,464	\$20,896,165	\$363,673,275	\$166,602,918	\$154,408,795	\$143,158,633			
2020	\$366,438,515	\$50,031,698	\$21,277,379	\$368,417,141	\$160,739,178	\$148,268,200	\$136,817,017			
2021	\$370,437,370	\$51,532,649	\$21,594,124	\$371,398,071	\$154,323,570	\$141,675,701	\$130,117,008			
2022	\$374,481,230	\$53,078,628	\$21,916,924	\$374,381,924	\$148,155,640	\$135,368,663	\$123,738,097			
2023	\$378,570,621	\$54,670,987	\$22,245,924	\$377,367,834	\$142,225,968	\$129,334,887	\$117,665,074			
2024	\$382,706,074	\$56,311,117	\$22,581,271	\$380,354,901	\$136,525,488	\$123,562,693	\$111,883,449			
2025	\$386,888,129	\$58,000,450	\$22,923,117	\$383,342,187	\$131,045,477	\$118,040,898	\$106,379,411			
2026	\$391,117,328	\$59,740,464	\$23,271,618	\$386,328,712	\$125,777,543	\$112,758,792	\$101,139,799			
2027	\$395,394,225	\$61,532,678	\$23,626,933	\$389,313,459	\$120,713,611	\$107,706,121	\$96,152,073			
2028	\$399,719,376	\$63,378,658	\$23,989,227	\$392,295,366	\$115,845,909	\$102,873,067	\$91,404,283			
2029	\$404,093,347	\$65,280,018	\$24,358,669	\$395,273,330	\$111,166,962	\$98,250,227	\$86,885,042			
2030	\$408,516,709	\$67,238,418	\$24,735,432	\$398,246,201	\$106,669,575	\$93,828,599	\$82,583,499			
2031	\$412,601,876	\$69,255,571	\$25,101,847	\$400,764,834	\$102,232,559	\$89,499,526	\$78,401,682			
2032	\$416,727,895	\$71,333,238	\$25,475,499	\$403,264,738	\$97,971,684	\$85,362,852	\$74,425,225			
2033	\$420,895,174	\$73,473,235	\$25,856,566	\$405,744,408	\$93,880,106	\$81,410,187	\$70,644,212			
2034	\$425,104,126	\$75,677,432	\$26,245,233	\$408,202,286	\$89,951,241	\$77,633,503	\$67,049,201			
2035	\$429,355,167	\$77,947,755	\$26,641,689	\$410,636,756	\$86,178,762	\$74,025,119	\$63,631,203			
2036	\$433,648,719	\$80,286,178	\$27,046,131	\$413,046,144	\$82,556,582	\$70,577,684	\$60,381,656			
2037	\$437,985,206	\$82,694,773	\$27,458,757	\$415,428,717	\$79,078,850	\$67,284,168	\$57,292,411			
2038	\$442,365,058	\$85,175,616	\$27,879,775	\$417,782,678	\$75,739,941	\$64,137,842	\$54,355,707			
2039	\$446,788,709	\$87,730,885	\$28,309,396	\$420,106,170	\$72,534,445	\$61,132,269	\$51,564,156			
2040	\$451,256,596	\$90,362,812	\$28,747,837	\$422,397,266	\$69,457,162	\$58,261,289	\$48,910,723			
2041	\$455,769,162	\$93,073,696	\$29,195,324	\$424,653,974	\$66,503,091	\$55,519,012	\$46,388,712			
2042	\$460,326,853	\$95,865,907	\$29,652,085	\$426,874,232	\$63,667,424	\$52,899,798	\$43,991,745			
								\$3,734,561,823	\$3,373,964,297	\$3,054,285,226

6 Plaza Net Revenue (2003\$) Summary

\$.11/mile toll rate, 50% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost		Annual Operational Cost		Annual Net Revenue	Present Value 2003		Present Value 2003		Present Value 2003
		Cost	Cost	Cost	Cost		Net Revenue	5.5%	Net Revenue	5.5%	
2013	\$329,777,777	\$40,680,349	\$21,290,925	\$272,860,568	\$167,512,719	\$159,740,921	\$152,363,916				
2014	\$334,773,563	\$41,900,759	\$21,666,949	\$276,336,483	\$161,568,219	\$153,342,017	\$145,570,612				
2015	\$339,847,688	\$43,157,782	\$22,050,417	\$279,847,883	\$155,829,773	\$147,194,814	\$139,075,824				
2016	\$345,001,421	\$44,452,516	\$22,441,494	\$283,394,790	\$150,290,308	\$141,289,499	\$132,866,536				
2017	\$350,236,049	\$45,786,091	\$22,840,348	\$286,977,212	\$144,942,993	\$135,616,639	\$126,930,298				
2018	\$355,552,883	\$47,159,674	\$23,247,155	\$290,595,140	\$139,781,231	\$130,167,167	\$121,255,199				
2019	\$360,953,253	\$48,574,464	\$23,662,090	\$294,248,550	\$134,798,651	\$124,932,369	\$115,829,848				
2020	\$366,438,515	\$50,031,698	\$24,085,337	\$297,937,396	\$129,989,099	\$119,903,871	\$110,643,348				
2021	\$370,437,370	\$51,532,649	\$24,432,724	\$300,149,198	\$124,718,191	\$114,496,685	\$105,155,408				
2022	\$374,481,230	\$53,078,628	\$24,786,512	\$302,355,266	\$119,652,246	\$109,325,332	\$99,932,349				
2023	\$378,570,621	\$54,670,987	\$25,146,848	\$304,554,634	\$114,783,439	\$104,379,694	\$94,961,575				
2024	\$382,706,074	\$56,311,117	\$25,513,885	\$306,746,300	\$110,104,242	\$99,650,087	\$90,231,081				
2025	\$386,888,129	\$58,000,450	\$25,887,777	\$308,929,221	\$105,607,414	\$95,127,236	\$85,729,433				
2026	\$391,117,328	\$59,740,464	\$26,268,685	\$311,102,314	\$101,285,987	\$90,802,263	\$81,445,734				
2027	\$395,394,225	\$61,532,678	\$26,656,774	\$313,264,455	\$97,133,255	\$86,666,666	\$77,369,600				
2028	\$399,719,376	\$63,378,658	\$27,052,211	\$315,414,475	\$93,142,769	\$82,712,306	\$73,491,141				
2029	\$404,093,347	\$65,280,018	\$27,455,170	\$317,551,161	\$89,308,322	\$78,931,391	\$69,800,930				
2030	\$408,516,709	\$67,238,418	\$27,865,828	\$319,673,255	\$85,623,944	\$75,316,459	\$66,289,988				
2031	\$412,601,876	\$69,255,571	\$28,263,548	\$321,406,158	\$81,988,666	\$71,777,004	\$62,876,733				
2032	\$416,727,895	\$71,333,238	\$28,668,816	\$323,112,476	\$78,498,987	\$68,396,267	\$59,632,585				
2033	\$420,895,174	\$73,473,235	\$29,081,816	\$324,790,624	\$75,149,226	\$65,167,295	\$56,549,338				
2034	\$425,104,126	\$75,677,432	\$29,502,735	\$326,438,964	\$71,933,919	\$62,083,436	\$53,619,180				
2035	\$429,355,167	\$77,947,755	\$29,931,767	\$328,055,801	\$68,847,813	\$59,138,324	\$50,834,673				
2036	\$433,648,719	\$80,286,188	\$30,369,109	\$329,639,379	\$65,885,860	\$56,325,871	\$48,188,736				
2037	\$437,985,206	\$82,694,773	\$30,814,966	\$331,187,884	\$63,043,203	\$53,640,252	\$45,674,628				
2038	\$442,365,058	\$85,175,616	\$31,269,545	\$332,699,437	\$60,315,176	\$51,075,894	\$43,285,933				
2039	\$446,788,709	\$87,730,885	\$31,733,064	\$334,172,096	\$57,697,290	\$48,627,466	\$41,016,541				
2040	\$451,256,596	\$90,362,812	\$32,205,742	\$335,603,852	\$55,185,232	\$46,289,867	\$38,860,638				
2041	\$455,769,162	\$93,073,696	\$32,687,808	\$336,992,626	\$52,774,853	\$44,058,218	\$36,812,687				
2042	\$460,326,853	\$95,865,907	\$33,179,494	\$338,336,270	\$50,462,167	\$41,927,854	\$34,867,420				
					\$3,007,855,193	\$2,718,103,162	\$2,461,161,911				

**Estimates of Net Revenue (2003\$)
2-Plaza Scenario**

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$/Odf/mile toll rate, 30% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		Present Value
					2003	2003	
				Net Revenue	5.5%	Net Revenue	6%
2013	\$152,778,249	\$38,355,373	\$9,068,221	\$105,364,655	\$64,678,619	\$61,677,837	\$58,829,489
2014	\$154,731,044	\$39,506,035	\$9,239,480	\$105,985,529	\$61,967,544	\$58,812,483	\$55,831,855
2015	\$156,709,741	\$40,691,216	\$9,414,625	\$106,603,901	\$59,361,041	\$56,071,692	\$52,978,873
2016	\$158,714,697	\$41,911,952	\$9,593,756	\$107,208,989	\$56,855,216	\$53,450,187	\$50,263,758
2017	\$160,746,270	\$43,189,311	\$9,776,976	\$107,799,983	\$54,446,317	\$50,942,970	\$47,680,037
2018	\$162,804,825	\$44,464,390	\$9,964,391	\$108,376,044	\$52,130,730	\$48,545,212	\$45,221,536
2019	\$164,890,732	\$45,798,322	\$10,156,110	\$108,936,299	\$49,904,974	\$46,252,293	\$42,882,369
2020	\$167,004,366	\$47,172,271	\$10,352,246	\$109,479,848	\$47,765,695	\$44,058,785	\$40,656,920
2021	\$168,674,409	\$48,587,440	\$10,534,841	\$109,552,129	\$45,521,172	\$41,790,402	\$38,390,908
2022	\$170,361,153	\$50,045,063	\$10,721,834	\$109,584,457	\$43,370,248	\$39,627,060	\$36,222,394
2023	\$172,064,765	\$51,546,415	\$10,912,738	\$109,605,612	\$41,308,203	\$37,565,018	\$34,175,548
2024	\$173,785,412	\$53,092,807	\$11,108,270	\$109,584,336	\$39,334,461	\$35,599,740	\$32,234,824
2025	\$175,523,267	\$54,685,591	\$11,308,349	\$109,529,327	\$37,442,586	\$33,726,891	\$30,394,946
2026	\$177,278,499	\$56,326,159	\$11,513,099	\$109,439,242	\$35,630,277	\$31,942,323	\$28,650,894
2027	\$179,051,284	\$58,015,944	\$11,722,646	\$109,312,694	\$33,894,359	\$30,242,074	\$26,987,891
2028	\$180,841,797	\$59,756,422	\$11,937,121	\$109,148,254	\$32,231,782	\$28,622,351	\$25,431,394
2029	\$182,650,215	\$61,549,115	\$12,156,659	\$108,944,441	\$30,639,615	\$27,079,530	\$23,947,081
2030	\$184,476,717	\$63,395,588	\$12,381,397	\$108,699,732	\$28,115,041	\$25,610,147	\$22,540,841
2031	\$186,321,484	\$65,297,456	\$12,611,477	\$108,412,551	\$25,655,352	\$24,210,887	\$21,208,763
2032	\$188,184,699	\$67,256,380	\$12,847,046	\$108,081,273	\$23,257,948	\$22,878,583	\$19,947,127
2033	\$190,066,546	\$69,274,071	\$13,088,255	\$107,704,220	\$20,920,328	\$21,610,207	\$18,752,396
2034	\$191,967,212	\$71,352,293	\$13,335,258	\$107,279,661	\$18,640,090	\$20,402,864	\$17,621,204
2035	\$193,886,884	\$73,492,982	\$13,588,214	\$106,805,808	\$16,379,746	\$19,153,787	\$16,550,350
2036	\$195,825,753	\$75,697,648	\$13,847,288	\$106,290,817	\$14,121,032	\$17,119,962	\$15,536,791
2037	\$197,784,010	\$77,968,577	\$14,112,648	\$105,702,784	\$11,848,124	\$16,130,268	\$14,577,633
2038	\$199,761,850	\$80,307,634	\$14,384,470	\$105,069,746	\$9,048,925	\$15,188,938	\$13,670,122
2039	\$201,759,469	\$82,716,883	\$14,662,930	\$104,379,676	\$7,040,544	\$14,293,761	\$12,811,642
2040	\$203,777,063	\$85,198,369	\$14,948,213	\$103,630,482	\$5,102,164	\$13,442,627	\$11,999,703
2041	\$205,814,934	\$87,754,320	\$15,240,508	\$102,820,006	\$3,205,042	\$12,633,520	\$11,231,939
2042	\$207,872,982	\$90,386,950	\$15,540,011	\$101,946,022			\$10,506,100
Total	\$5,406,110,228 \$0	\$1,824,772,837	\$360,068,874	\$3,221,268,517	\$1,067,268,969	\$968,943,716	\$877,735,327

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$.04/mile toll rate, 40% Toll Diversion

Year	Gross Revenue		Annual Maintenance Cost		Annual Operational Cost		Annual Net Revenue		Present Value 2003		Present Value 2003		Present Value 2003	
	Revenue	Revenue	Cost	Cost	Cost	Cost	Revenue	Revenue	Net Revenue 5%	Net Revenue 5.5%	Net Revenue 6%	Net Revenue 5%	Net Revenue 5.5%	Net Revenue 6%
2013	\$130,952,785	\$38,355,373	\$38,355,373	\$9,068,221	\$83,529,191	\$83,529,191	\$51,279,677	\$48,900,543	\$46,642,264	\$46,642,264				
2014	\$132,626,609	\$39,506,035	\$39,506,035	\$9,239,480	\$83,881,094	\$83,881,094	\$49,043,539	\$46,546,500	\$44,187,514	\$44,187,514				
2015	\$134,322,635	\$40,691,216	\$40,691,216	\$9,414,625	\$84,216,795	\$84,216,795	\$46,895,063	\$44,296,478	\$41,853,167	\$41,853,167				
2016	\$136,041,169	\$41,911,952	\$41,911,952	\$9,593,756	\$84,535,461	\$84,535,461	\$44,830,960	\$42,146,057	\$39,633,523	\$39,633,523				
2017	\$137,782,517	\$43,169,311	\$43,169,311	\$9,776,976	\$84,836,231	\$84,836,231	\$42,848,061	\$40,091,004	\$37,523,147	\$37,523,147				
2018	\$139,546,993	\$44,464,390	\$44,464,390	\$9,964,391	\$85,118,212	\$85,118,212	\$40,943,315	\$38,127,260	\$35,516,856	\$35,516,856				
2019	\$141,334,913	\$45,798,322	\$45,798,322	\$10,156,110	\$85,380,481	\$85,380,481	\$39,113,782	\$36,250,937	\$33,608,709	\$33,608,709				
2020	\$143,146,599	\$47,172,271	\$47,172,271	\$10,352,246	\$85,622,081	\$85,622,081	\$37,356,630	\$34,458,309	\$31,796,994	\$31,796,994				
2021	\$144,578,065	\$48,587,440	\$48,587,440	\$10,534,841	\$85,455,785	\$85,455,785	\$35,508,644	\$32,598,468	\$29,938,904	\$29,938,904				
2022	\$146,023,846	\$50,045,063	\$50,045,063	\$10,721,634	\$85,257,149	\$85,257,149	\$33,739,149	\$30,827,200	\$28,178,597	\$28,178,597				
2023	\$147,484,084	\$51,546,415	\$51,546,415	\$10,912,738	\$85,024,932	\$85,024,932	\$32,045,003	\$29,140,507	\$26,511,176	\$26,511,176				
2024	\$148,958,925	\$53,092,807	\$53,092,807	\$11,108,270	\$84,757,848	\$84,757,848	\$30,428,183	\$27,534,568	\$24,931,979	\$24,931,979				
2025	\$150,448,514	\$54,665,591	\$54,665,591	\$11,308,349	\$84,454,574	\$84,454,574	\$28,870,785	\$26,005,731	\$23,436,575	\$23,436,575				
2026	\$151,952,999	\$56,326,159	\$56,326,159	\$11,513,099	\$84,113,742	\$84,113,742	\$27,385,021	\$24,590,502	\$22,020,747	\$22,020,747				
2027	\$153,472,529	\$58,075,944	\$58,075,944	\$11,722,646	\$83,733,940	\$83,733,940	\$25,963,208	\$23,165,543	\$20,680,487	\$20,680,487				
2028	\$155,007,255	\$59,756,422	\$59,756,422	\$11,937,121	\$83,313,711	\$83,313,711	\$24,602,770	\$21,847,663	\$19,411,981	\$19,411,981				
2029	\$156,557,327	\$61,549,115	\$61,549,115	\$12,156,659	\$82,851,554	\$82,851,554	\$23,301,232	\$20,593,810	\$18,211,602	\$18,211,602				
2030	\$158,122,900	\$63,396,588	\$63,396,588	\$12,381,397	\$82,345,915	\$82,345,915	\$22,056,215	\$19,401,069	\$17,075,904	\$17,075,904				
2031	\$159,704,129	\$65,297,456	\$65,297,456	\$12,611,477	\$81,785,196	\$81,785,196	\$20,865,434	\$18,266,651	\$16,001,608	\$16,001,608				
2032	\$161,301,171	\$67,256,380	\$67,256,380	\$12,847,046	\$81,197,745	\$81,197,745	\$19,726,693	\$17,187,893	\$14,985,591	\$14,985,591				
2033	\$162,914,182	\$69,274,071	\$69,274,071	\$13,088,285	\$80,551,857	\$80,551,857	\$18,637,883	\$16,162,248	\$14,024,894	\$14,024,894				
2034	\$164,543,324	\$71,352,293	\$71,352,293	\$13,335,258	\$79,855,773	\$79,855,773	\$17,596,976	\$15,187,283	\$13,116,697	\$13,116,697				
2035	\$166,188,758	\$73,492,862	\$73,492,862	\$13,588,214	\$79,107,681	\$79,107,681	\$16,602,026	\$14,260,671	\$12,258,320	\$12,258,320				
2036	\$167,850,645	\$75,697,648	\$75,697,648	\$13,847,288	\$78,305,709	\$78,305,709	\$15,651,161	\$13,380,169	\$11,447,216	\$11,447,216				
2037	\$169,529,152	\$77,966,577	\$77,966,577	\$14,112,649	\$77,447,926	\$77,447,926	\$14,742,584	\$12,543,715	\$10,680,962	\$10,680,962				
2038	\$171,224,443	\$80,307,634	\$80,307,634	\$14,384,470	\$76,532,339	\$76,532,339	\$13,874,570	\$11,749,216	\$9,957,257	\$9,957,257				
2039	\$172,936,688	\$82,716,863	\$82,716,863	\$14,662,930	\$75,556,894	\$75,556,894	\$13,045,458	\$10,994,755	\$9,273,912	\$9,273,912				
2040	\$174,668,054	\$85,198,369	\$85,198,369	\$14,948,213	\$74,519,472	\$74,519,472	\$12,253,657	\$10,278,477	\$8,628,847	\$8,628,847				
2041	\$176,412,715	\$87,754,320	\$87,754,320	\$15,240,508	\$73,417,687	\$73,417,687	\$11,497,635	\$9,598,611	\$8,020,086	\$8,020,086				
2042	\$178,176,842	\$90,396,950	\$90,396,950	\$15,540,011	\$72,249,881	\$72,249,881	\$10,775,923	\$8,953,466	\$7,445,749	\$7,445,749				
Total	\$4,633,808,767	\$0	\$1,824,772,837	\$360,068,874	\$2,448,967,056	\$2,448,967,056	\$821,476,235	\$745,045,324	\$677,002,261	\$677,002,261				

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$.04/mile toll rate, 50% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		
					2003	2003	2003
				Net Revenue	5.5%	5.5%	6%
2013	\$109,127,321	\$38,355,373	\$7,395,771	\$63,376,176	\$38,907,474	\$37,102,361	\$35,388,926
2014	\$110,522,174	\$39,506,035	\$7,545,653	\$63,470,486	\$37,109,879	\$35,220,499	\$33,435,460
2015	\$111,935,530	\$40,691,216	\$7,699,138	\$63,545,176	\$35,384,332	\$33,423,588	\$31,580,006
2016	\$113,367,641	\$41,911,952	\$7,856,320	\$63,599,368	\$33,728,103	\$31,708,144	\$29,817,865
2017	\$114,818,764	\$43,169,311	\$8,017,391	\$63,632,152	\$32,138,561	\$30,070,606	\$28,144,562
2018	\$116,289,160	\$44,464,390	\$8,182,181	\$63,642,589	\$30,613,173	\$29,507,619	\$26,555,829
2019	\$117,779,094	\$45,798,322	\$8,351,067	\$63,629,705	\$29,149,501	\$27,015,970	\$25,047,597
2020	\$119,288,833	\$47,172,271	\$8,524,065	\$63,592,496	\$27,745,195	\$25,992,579	\$24,615,990
2021	\$120,481,721	\$48,587,440	\$8,688,378	\$63,205,904	\$26,283,358	\$24,110,897	\$22,143,796
2022	\$121,686,538	\$50,045,063	\$8,856,706	\$62,784,769	\$24,846,065	\$22,701,658	\$20,751,183
2023	\$122,903,403	\$51,546,415	\$9,029,161	\$62,327,828	\$23,480,703	\$21,361,552	\$19,434,111
2024	\$124,132,437	\$53,092,807	\$9,205,857	\$61,833,774	\$22,194,761	\$20,087,417	\$18,188,739
2025	\$125,373,762	\$54,685,591	\$9,386,912	\$61,301,259	\$20,955,827	\$18,876,231	\$17,011,412
2026	\$126,627,499	\$56,326,159	\$9,572,447	\$60,115,243	\$19,771,585	\$17,725,104	\$15,898,658
2027	\$127,893,774	\$58,015,944	\$9,762,588	\$58,758,121	\$18,639,808	\$16,631,276	\$14,847,175
2028	\$129,172,712	\$59,756,422	\$9,957,463	\$58,758,121	\$17,558,356	\$15,592,108	\$13,853,825
2029	\$130,464,439	\$61,549,115	\$10,157,204	\$58,011,548	\$16,526,177	\$14,605,080	\$12,915,624
2030	\$131,769,084	\$63,395,698	\$10,361,947	\$57,217,486	\$15,538,296	\$13,667,782	\$12,029,736
2031	\$133,086,775	\$65,297,456	\$10,571,633	\$55,480,134	\$14,595,816	\$12,777,912	\$11,193,465
2032	\$134,417,642	\$67,256,380	\$10,787,006	\$53,474,257	\$13,695,918	\$11,933,271	\$10,404,249
2033	\$135,761,819	\$69,274,071	\$11,007,614	\$51,533,333	\$12,836,852	\$11,131,757	\$9,659,653
2034	\$137,119,437	\$71,352,293	\$11,233,810	\$48,960,134	\$12,016,937	\$10,371,362	\$8,957,364
2035	\$138,490,631	\$73,492,862	\$11,465,752	\$46,532,017	\$11,234,559	\$9,650,169	\$8,295,182
2036	\$139,875,538	\$75,697,648	\$11,703,602	\$44,288,169	\$10,488,169	\$8,966,344	\$7,671,018
2037	\$141,274,293	\$77,968,577	\$11,947,526	\$42,181,190	\$9,776,278	\$8,318,137	\$7,082,887
2038	\$142,687,036	\$80,307,634	\$12,197,695	\$40,181,706	\$9,097,456	\$7,703,877	\$6,528,902
2039	\$144,113,906	\$82,716,863	\$12,454,287	\$38,392,755	\$8,450,330	\$7,121,966	\$6,007,272
2040	\$145,555,045	\$85,198,369	\$12,717,484	\$36,733,192	\$7,833,581	\$6,570,878	\$5,516,294
2041	\$147,010,586	\$87,754,320	\$12,987,472	\$35,288,803	\$7,245,943	\$6,049,156	\$5,054,351
2042	\$148,480,702	\$90,386,950	\$13,264,444	\$34,029,307	\$6,686,200	\$5,555,410	\$4,619,908
Total	\$3,861,507,306	\$1,824,772,837	\$300,898,685	\$1,735,845,783	\$594,518,194	\$540,150,640	\$491,651,038

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$.04/mile toll rate, 60% Toll Diversion

Year	Gross		Annual		Annual		Annual Net Revenue	Present Value		
	Revenue	Cost	Maintenance	Operational	Cost	Revenue		Net Revenue	5%	5.5%
2013	\$87,301,857	\$38,359,373	\$39,506,035	\$6,599,547	\$42,386,936	\$26,021,902	\$24,814,609	\$23,668,644	\$22,237,263	\$20,880,572
2014	\$88,417,739	\$39,548,424	\$40,691,216	\$6,841,394	\$42,015,814	\$22,164,546	\$20,837,123	\$19,594,919	\$18,376,825	\$17,222,975
2015	\$89,548,424	\$41,911,952	\$43,169,311	\$7,137,464	\$44,548,237	\$20,984,693	\$18,488,822	\$17,397,808	\$16,190,211	\$15,025,240
2016	\$90,684,112	\$43,169,311	\$44,464,390	\$7,291,077	\$40,976,408	\$18,771,765	\$16,358,977	\$15,271,146	\$14,238,956	\$13,015,578
2017	\$91,855,011	\$43,169,311	\$44,464,390	\$7,291,077	\$40,976,408	\$18,771,765	\$16,358,977	\$15,271,146	\$14,238,956	\$13,015,578
2018	\$93,031,328	\$45,798,322	\$47,172,271	\$7,609,974	\$40,032,791	\$15,563,974	\$13,624,911	\$12,331,256	\$11,450,901	\$10,319,644
2019	\$94,223,275	\$45,798,322	\$48,587,440	\$7,924,242	\$38,688,936	\$14,591,453	\$11,450,901	\$9,825,877	\$9,522,540	\$8,771,818
2020	\$95,431,066	\$48,587,440	\$50,045,063	\$8,087,372	\$37,187,225	\$11,012,532	\$9,076,987	\$8,065,041	\$7,399,896	\$6,774,184
2021	\$96,395,377	\$51,546,415	\$52,626,159	\$8,426,193	\$36,373,719	\$10,221,644	\$8,367,855	\$7,696,600	\$7,061,425	\$6,185,816
2022	\$97,349,230	\$53,092,807	\$55,756,422	\$9,352,222	\$33,664,960	\$8,749,923	\$7,061,425	\$6,460,615	\$5,113,282	\$4,625,444
2023	\$98,322,723	\$54,685,591	\$58,015,944	\$9,552,011	\$30,520,748	\$6,795,114	\$5,892,532	\$5,113,282	\$4,848,359	\$4,167,598
2024	\$99,305,950	\$56,326,159	\$61,549,115	\$9,967,294	\$28,160,170	\$6,205,360	\$5,355,611	\$4,389,351	\$3,917,225	\$3,335,514
2025	\$100,299,009	\$58,274,071	\$65,297,456	\$10,183,087	\$26,895,122	\$5,644,376	\$4,389,351	\$3,917,225	\$3,490,681	\$2,958,292
2026	\$101,302,000	\$69,274,071	\$69,274,071	\$10,404,522	\$25,571,024	\$5,110,945	\$3,490,681	\$3,088,480	\$2,605,086	\$2,274,589
2027	\$102,315,020	\$73,492,862	\$73,492,862	\$10,631,759	\$24,185,893	\$4,122,122	\$3,088,480	\$2,708,436	\$2,352,421	\$1,965,557
2028	\$103,338,170	\$77,968,577	\$77,968,577	\$10,864,964	\$22,737,686	\$4,122,122	\$2,708,436	\$2,352,421	\$2,016,355	\$1,676,811
2029	\$104,371,551	\$80,307,634	\$80,307,634	\$11,104,308	\$21,224,295	\$3,664,532	\$2,352,421	\$2,016,355	\$1,676,811	\$1,367,514
2030	\$105,415,267	\$82,716,863	\$82,716,863	\$11,349,966	\$19,643,547	\$3,230,099	\$2,016,355	\$1,676,811	\$1,367,514	\$1,111,111
2031	\$106,469,420	\$85,198,389	\$85,198,389	\$11,602,120	\$17,993,202	\$2,817,832	\$1,676,811	\$1,367,514	\$1,111,111	\$861,111
2032	\$107,534,114	\$87,754,320	\$87,754,320	\$11,860,954	\$16,270,950	\$2,426,779	\$1,367,514	\$1,111,111	\$861,111	\$611,111
2033	\$108,609,455	\$90,396,950	\$90,396,950	\$12,126,861	\$14,548,700	\$2,016,355	\$1,111,111	\$861,111	\$611,111	\$411,111
2034	\$109,695,550	\$93,031,328	\$93,031,328	\$12,393,772	\$12,826,450	\$1,676,811	\$861,111	\$611,111	\$411,111	\$211,111
2035	\$110,792,505	\$95,798,322	\$95,798,322	\$12,660,683	\$11,111,111	\$1,367,514	\$611,111	\$411,111	\$211,111	\$111,111
2036	\$111,900,430	\$98,643,547	\$98,643,547	\$12,927,616	\$9,352,222	\$1,111,111	\$411,111	\$211,111	\$111,111	\$61,111
2037	\$113,019,434	\$101,546,415	\$101,546,415	\$13,194,557	\$7,609,974	\$861,111	\$211,111	\$111,111	\$61,111	\$31,111
2038	\$114,149,629	\$104,548,237	\$104,548,237	\$13,471,765	\$6,025,240	\$611,111	\$111,111	\$61,111	\$31,111	\$16,111
2039	\$115,291,125	\$107,643,547	\$107,643,547	\$13,748,956	\$4,591,453	\$411,111	\$61,111	\$31,111	\$16,111	\$8,111
2040	\$116,444,036	\$110,841,394	\$110,841,394	\$14,026,240	\$3,289,926	\$211,111	\$16,111	\$8,111	\$3,111	\$4,111
2041	\$117,608,477	\$114,137,464	\$114,137,464	\$14,261,453	\$2,016,355	\$111,111	\$8,111	\$3,111	\$1,111	\$2,111
2042	\$118,784,561	\$117,548,237	\$117,548,237	\$14,500,901	\$1,367,514	\$61,111	\$3,111	\$1,111	\$1,111	\$1,111
Total	\$3,089,205,845	\$1,824,772,837	\$271,298,591	\$993,134,416	\$358,142,807	\$326,754,103	\$298,608,894			

2 Plaza Net Revenue (2003\$) Summary

2 Plazas \$,04/mile toll rate, 70% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost		Annual Net Revenue	Present Value 2003		Present Value 2003		Present Value 2003
		Cost	Operational Cost		Net Revenue	5%	5.5%	6%	
2013	\$65,476,392	\$38,365,373	\$5,723,322	\$21,397,697	\$13,136,330	\$12,526,866	\$11,948,362		
2014	\$66,313,304	\$39,506,036	\$5,851,827	\$20,955,443	\$12,252,213	\$11,628,395	\$11,039,066		
2015	\$67,161,318	\$40,691,216	\$5,983,651	\$20,486,451	\$11,407,623	\$10,775,485	\$10,181,139		
2016	\$68,020,534	\$41,911,952	\$6,118,885	\$19,989,747	\$10,600,990	\$9,966,102	\$9,371,973		
2017	\$69,891,256	\$43,169,311	\$6,257,626	\$19,464,321	\$9,830,805	\$9,198,242	\$8,609,088		
2018	\$69,773,496	\$44,464,390	\$6,399,972	\$18,909,134	\$9,095,617	\$8,470,026	\$7,890,121		
2019	\$70,667,456	\$45,798,322	\$6,546,023	\$18,323,111	\$8,394,028	\$7,779,647	\$7,212,825		
2020	\$71,573,300	\$47,172,271	\$6,695,884	\$17,705,145	\$7,724,696	\$7,125,374	\$6,575,061		
2021	\$72,289,033	\$48,587,440	\$6,841,915	\$16,859,678	\$7,005,545	\$6,431,392	\$5,908,684		
2022	\$73,011,923	\$50,045,063	\$6,991,778	\$15,991,082	\$6,321,982	\$5,776,255	\$5,279,972		
2023	\$73,742,042	\$51,546,415	\$7,145,684	\$15,050,044	\$5,672,203	\$5,158,086	\$4,692,675		
2024	\$74,479,462	\$53,092,807	\$7,303,444	\$14,083,212	\$5,055,061	\$4,579,094	\$4,142,653		
2025	\$75,224,257	\$54,685,591	\$7,465,475	\$13,073,191	\$4,469,069	\$4,025,571	\$3,627,877		
2026	\$75,976,500	\$56,326,159	\$7,631,796	\$12,018,545	\$3,912,893	\$3,507,895	\$3,146,422		
2027	\$76,736,265	\$58,015,944	\$7,802,530	\$10,917,791	\$3,385,257	\$3,020,478	\$2,696,460		
2028	\$77,503,627	\$59,756,422	\$7,977,804	\$9,769,401	\$2,894,931	\$2,561,966	\$2,276,257		
2029	\$78,278,664	\$61,549,115	\$8,157,749	\$8,571,800	\$2,410,739	\$2,130,630	\$1,884,168		
2030	\$79,061,450	\$63,395,588	\$8,342,498	\$7,323,364	\$1,961,551	\$1,725,418	\$1,518,631		
2031	\$79,852,065	\$65,297,456	\$8,532,189	\$6,022,420	\$1,536,281	\$1,344,938	\$1,178,167		
2032	\$80,650,585	\$67,256,380	\$8,726,965	\$4,667,240	\$1,133,889	\$987,959	\$861,371		
2033	\$81,457,091	\$69,274,071	\$8,926,973	\$3,256,047	\$753,376	\$653,306	\$566,911		
2034	\$82,271,662	\$71,352,293	\$9,132,363	\$1,787,006	\$393,784	\$339,860	\$293,524		
2035	\$83,094,379	\$73,492,862	\$9,343,291	\$268,226	\$54,193	\$46,550	\$40,014		
2036	\$83,926,323	\$75,697,648	\$9,559,915	-\$1,332,241	-\$266,278	-\$227,642	-\$194,755		
2037	\$84,764,576	\$77,968,577	\$9,782,402	-\$2,986,404	-\$568,476	-\$483,688	-\$411,860		
2038	\$85,612,222	\$80,307,634	\$10,010,921	-\$4,706,334	-\$853,213	-\$722,515	-\$612,319		
2039	\$86,468,344	\$82,716,863	\$10,245,645	-\$6,494,165	-\$1,121,266	-\$946,006	-\$797,099		
2040	\$87,333,027	\$85,198,369	\$10,486,755	-\$8,352,097	-\$1,373,382	-\$1,152,005	-\$967,116		
2041	\$88,206,357	\$87,754,320	\$10,734,436	-\$10,282,399	-\$1,610,279	-\$1,344,315	-\$1,123,237		
2042	\$89,088,421	\$90,386,950	\$10,989,878	-\$12,297,407	-\$1,832,642	-\$1,522,700	-\$1,266,285		
Total	\$2,316,904,384	\$1,824,772,837	\$241,708,497	\$250,423,049	\$121,767,419	\$113,357,565	\$105,566,749		

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$.06/mile toll rate, 30% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		
					2003 Net Revenue 5%	2003 Net Revenue 5.5%	2003 Net Revenue 6%
2013	\$254,630,415	\$38,355,373	\$9,086,221	\$207,206,821	\$127,207,014	\$121,305,209	\$115,703,207
2014	\$257,885,073	\$39,506,035	\$9,239,480	\$209,139,558	\$122,279,568	\$116,053,737	\$110,172,110
2015	\$281,182,902	\$40,691,216	\$9,414,625	\$211,077,062	\$117,535,606	\$111,022,633	\$104,898,833
2016	\$264,524,495	\$41,911,952	\$9,593,756	\$213,018,787	\$112,968,411	\$106,202,791	\$99,871,520
2017	\$267,910,449	\$43,169,311	\$9,776,976	\$214,964,163	\$108,571,510	\$101,585,478	\$95,078,957
2018	\$271,341,374	\$44,464,390	\$9,964,391	\$216,912,594	\$104,338,666	\$97,162,319	\$90,510,047
2019	\$274,817,896	\$45,798,322	\$10,156,110	\$218,863,454	\$100,263,870	\$92,825,293	\$86,154,785
2020	\$278,340,609	\$47,172,271	\$10,352,246	\$220,816,092	\$96,341,328	\$88,866,670	\$82,003,239
2021	\$281,124,015	\$48,587,440	\$10,534,841	\$222,001,735	\$92,246,306	\$84,686,093	\$77,776,929
2022	\$283,935,255	\$50,045,063	\$10,721,634	\$223,168,559	\$88,315,377	\$80,893,077	\$73,760,112
2023	\$286,774,608	\$51,546,415	\$10,912,738	\$224,315,456	\$84,542,136	\$78,879,404	\$69,942,619
2024	\$289,642,354	\$53,092,807	\$11,108,270	\$225,441,277	\$80,930,425	\$73,237,208	\$66,314,770
2025	\$292,538,778	\$54,695,591	\$11,308,349	\$226,544,838	\$77,444,324	\$69,758,970	\$62,867,347
2026	\$295,464,165	\$56,326,159	\$11,513,099	\$227,624,908	\$74,108,138	\$66,437,489	\$59,591,577
2027	\$298,418,807	\$58,015,944	\$11,722,646	\$228,709,452	\$70,906,397	\$63,265,882	\$56,479,108
2028	\$301,402,995	\$59,756,422	\$11,937,121	\$229,709,452	\$67,833,838	\$60,237,560	\$53,521,988
2029	\$304,417,025	\$61,549,115	\$12,156,659	\$230,711,251	\$64,885,402	\$57,346,224	\$50,712,647
2030	\$307,461,195	\$63,395,688	\$12,381,387	\$231,684,210	\$62,056,226	\$54,585,844	\$48,043,880
2031	\$310,535,807	\$65,297,456	\$12,611,477	\$232,628,874	\$59,341,635	\$51,950,654	\$45,508,829
2032	\$313,641,165	\$67,256,380	\$12,847,046	\$233,537,739	\$56,737,135	\$49,435,137	\$43,100,964
2033	\$316,777,577	\$69,274,071	\$13,089,285	\$234,415,251	\$54,238,403	\$47,034,017	\$40,814,070
2034	\$319,945,353	\$71,352,293	\$13,335,288	\$235,257,802	\$51,841,288	\$44,742,247	\$38,642,233
2035	\$323,144,806	\$73,492,862	\$13,589,214	\$236,063,730	\$49,541,790	\$42,554,996	\$36,579,821
2036	\$326,376,254	\$75,697,648	\$13,847,288	\$236,831,318	\$47,336,077	\$40,467,648	\$34,621,476
2037	\$329,640,017	\$77,968,577	\$14,112,649	\$237,558,791	\$45,220,456	\$38,475,794	\$32,762,087
2038	\$332,936,417	\$80,307,634	\$14,384,470	\$238,244,313	\$43,191,379	\$36,575,179	\$30,986,828
2039	\$336,265,781	\$82,716,863	\$14,662,930	\$238,885,988	\$41,245,437	\$34,781,790	\$29,321,051
2040	\$339,628,439	\$85,198,369	\$14,948,213	\$239,481,857	\$39,379,351	\$33,031,752	\$27,730,366
2041	\$343,024,723	\$87,754,320	\$15,240,508	\$240,029,895	\$37,589,969	\$31,381,368	\$26,220,590
2042	\$346,454,971	\$90,386,950	\$15,540,011	\$240,528,010	\$35,874,264	\$29,807,101	\$24,787,739
Total	\$9,010,183,714	\$1,824,772,837	\$360,068,874	\$6,825,342,003	\$2,214,301,726	\$2,002,469,544	\$1,814,489,638

2 Plaza Net Revenue (2003S) Summary

2 Plazas \$.06/mile toll rate, 40% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		
					2003 Net Revenue	2003 5.5% Net Revenue	2003 Net Revenue
2013	\$218,254,642	\$38,355,373	\$8,231,986	\$171,667,272	\$105,388,813	\$100,499,271	\$95,856,108
2014	\$221,044,348	\$39,506,035	\$8,392,567	\$173,145,747	\$101,234,732	\$96,080,393	\$91,211,019
2015	\$223,871,059	\$40,691,216	\$8,556,881	\$174,622,962	\$97,236,599	\$91,848,451	\$86,792,262
2016	\$226,735,281	\$41,911,952	\$8,726,038	\$176,098,291	\$93,388,684	\$87,795,684	\$82,561,751
2017	\$229,637,528	\$43,169,311	\$8,897,138	\$177,571,079	\$89,685,461	\$83,914,652	\$78,539,860
2018	\$232,578,321	\$44,464,390	\$9,073,266	\$179,040,645	\$86,121,611	\$80,198,222	\$74,707,406
2019	\$235,558,188	\$45,798,322	\$9,253,589	\$180,506,278	\$82,692,008	\$76,639,552	\$71,055,625
2020	\$238,577,665	\$47,172,271	\$9,438,166	\$181,967,238	\$79,391,703	\$73,232,083	\$67,576,158
2021	\$240,663,442	\$48,587,440	\$9,611,609	\$182,764,393	\$75,942,380	\$69,718,384	\$64,030,370
2022	\$243,373,076	\$50,045,063	\$9,789,170	\$183,538,844	\$72,632,563	\$66,363,902	\$60,661,976
2023	\$245,806,807	\$51,546,415	\$9,970,949	\$184,289,443	\$69,456,753	\$63,161,330	\$57,482,319
2024	\$248,264,875	\$53,092,807	\$10,157,063	\$185,075,005	\$66,409,723	\$60,104,266	\$54,423,163
2025	\$250,747,524	\$54,686,591	\$10,347,630	\$185,714,302	\$63,486,410	\$57,186,200	\$51,536,665
2026	\$253,254,999	\$56,326,159	\$10,542,773	\$186,386,067	\$60,681,955	\$54,400,999	\$48,795,362
2027	\$255,787,549	\$58,015,944	\$10,742,617	\$187,028,988	\$57,991,687	\$51,742,798	\$46,192,148
2028	\$258,345,424	\$59,756,422	\$10,947,292	\$187,641,710	\$55,411,117	\$49,205,981	\$43,720,262
2029	\$260,928,879	\$61,549,115	\$11,156,931	\$188,222,833	\$52,935,928	\$46,785,185	\$41,373,266
2030	\$263,538,167	\$63,395,588	\$11,371,672	\$188,770,907	\$50,561,970	\$44,475,278	\$39,145,036
2031	\$266,173,549	\$65,297,466	\$11,591,655	\$189,284,438	\$48,285,256	\$42,271,342	\$37,029,742
2032	\$268,835,285	\$67,256,380	\$11,817,026	\$189,761,878	\$46,101,950	\$40,168,688	\$35,021,834
2033	\$271,523,637	\$69,274,071	\$12,047,935	\$190,201,632	\$44,008,368	\$38,162,819	\$33,116,031
2034	\$274,238,874	\$71,352,293	\$12,284,534	\$190,602,047	\$42,000,967	\$36,249,441	\$31,307,309
2035	\$276,981,263	\$73,482,862	\$12,526,983	\$190,961,417	\$40,076,341	\$34,424,443	\$29,590,884
2036	\$279,751,075	\$75,667,648	\$12,775,445	\$191,277,982	\$38,231,216	\$32,683,896	\$27,962,206
2037	\$282,548,586	\$77,969,577	\$13,030,087	\$191,549,922	\$36,462,447	\$31,024,040	\$26,416,943
2038	\$285,374,072	\$80,307,634	\$13,291,082	\$191,775,355	\$34,767,009	\$29,441,281	\$24,950,974
2039	\$288,227,813	\$82,716,863	\$13,558,608	\$191,952,341	\$33,141,995	\$27,932,182	\$23,560,378
2040	\$291,110,091	\$85,198,369	\$13,837,848	\$192,078,873	\$31,584,611	\$26,493,455	\$22,241,424
2041	\$294,021,192	\$87,754,320	\$14,113,980	\$192,152,881	\$30,092,172	\$25,121,965	\$20,990,560
2042	\$296,961,403	\$90,366,950	\$14,402,227	\$192,172,226	\$28,662,097	\$23,814,677	\$19,804,408
Total	\$7,723,014,612	\$1,824,772,837	\$330,478,780	\$5,567,762,985	\$1,814,064,518	\$1,841,140,745	\$1,487,625,449

2 Plaza Net Revenue (2003\$) Summary

2 Plazas: \$.06/mile toll rate, 50% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		
					2003 Net Revenue	2003 Net Revenue 5.5%	2003 Net Revenue 6%
2013	\$181,878,868	\$38,355,373	\$7,395,771	\$136,127,723	\$83,570,613	\$79,693,332	\$76,013,010
2014	\$184,203,623	\$39,506,035	\$7,546,653	\$137,151,935	\$80,169,896	\$76,107,049	\$72,249,929
2015	\$186,559,216	\$40,691,216	\$7,699,138	\$136,168,862	\$76,937,593	\$72,674,268	\$68,665,692
2016	\$188,946,068	\$41,911,952	\$7,856,320	\$139,177,795	\$73,808,956	\$69,388,576	\$65,251,981
2017	\$191,364,607	\$43,169,311	\$8,017,301	\$140,177,995	\$70,799,413	\$66,243,826	\$62,000,982
2018	\$193,815,267	\$44,464,390	\$8,182,181	\$141,168,696	\$67,904,556	\$63,234,124	\$58,904,764
2019	\$196,298,490	\$45,798,322	\$8,351,067	\$142,149,101	\$65,120,141	\$60,353,820	\$55,956,466
2020	\$198,814,721	\$47,172,271	\$8,524,065	\$143,118,385	\$62,442,077	\$57,597,497	\$53,149,076
2021	\$200,802,868	\$48,587,440	\$8,688,378	\$144,527,051	\$59,636,454	\$54,750,676	\$50,283,811
2022	\$202,810,897	\$50,045,063	\$8,856,706	\$144,909,128	\$56,949,729	\$52,034,527	\$47,563,839
2023	\$204,839,006	\$51,546,415	\$9,029,161	\$144,263,430	\$54,371,370	\$49,443,256	\$44,962,019
2024	\$206,887,386	\$53,092,807	\$9,205,857	\$144,588,732	\$51,898,021	\$46,971,323	\$42,531,557
2025	\$208,956,270	\$54,685,591	\$9,386,912	\$144,883,767	\$49,528,497	\$44,613,430	\$40,205,984
2026	\$211,045,832	\$56,326,159	\$9,572,447	\$145,147,226	\$47,256,772	\$42,384,508	\$37,999,146
2027	\$213,158,291	\$58,015,944	\$9,762,588	\$145,377,759	\$45,076,978	\$40,219,710	\$35,905,188
2028	\$215,287,854	\$59,756,422	\$9,957,463	\$145,573,969	\$42,988,396	\$38,174,401	\$33,918,535
2029	\$217,440,732	\$61,549,115	\$10,157,204	\$145,734,414	\$40,986,454	\$36,224,147	\$32,033,886
2030	\$219,615,140	\$63,395,588	\$10,361,947	\$145,857,604	\$39,067,714	\$34,364,709	\$30,246,193
2031	\$221,811,291	\$65,297,456	\$10,571,833	\$145,942,002	\$37,228,876	\$32,592,031	\$28,550,855
2032	\$224,029,404	\$67,256,380	\$10,787,006	\$145,986,018	\$35,466,766	\$30,902,238	\$26,942,703
2033	\$226,269,698	\$69,274,071	\$11,007,814	\$145,988,013	\$33,776,334	\$29,261,621	\$25,417,892
2034	\$228,532,395	\$71,352,293	\$11,233,810	\$145,946,291	\$32,160,648	\$27,756,635	\$23,972,385
2035	\$230,817,719	\$73,492,862	\$11,465,752	\$145,859,105	\$30,610,891	\$26,293,890	\$22,601,947
2036	\$233,125,896	\$75,697,648	\$11,703,602	\$145,724,848	\$29,126,355	\$24,900,143	\$21,302,936
2037	\$235,457,155	\$77,968,577	\$11,947,526	\$145,541,052	\$27,704,438	\$23,572,296	\$20,071,789
2038	\$237,811,726	\$80,307,634	\$12,197,695	\$145,308,397	\$26,342,638	\$22,307,384	\$18,905,120
2039	\$240,189,844	\$82,716,863	\$12,454,287	\$145,018,663	\$25,038,553	\$21,102,574	\$17,799,706
2040	\$242,591,742	\$85,198,369	\$12,717,484	\$144,675,889	\$23,789,871	\$19,956,157	\$16,752,481
2041	\$245,017,660	\$87,754,320	\$12,987,472	\$144,275,967	\$22,594,376	\$18,862,542	\$15,760,530
2042	\$247,467,836	\$90,386,950	\$13,264,444	\$143,816,442	\$21,449,930	\$17,822,253	\$14,821,078
Total	\$6,435,845,510	\$1,824,772,837	\$300,889,685	\$4,310,183,987	\$1,413,827,306	\$1,279,811,946	\$1,160,781,280

2 Plaza Net Revenue (2003\$) Summary

2 Plazas \$.06/mile toll rate, 60% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		
					2003	2003	2003
				Net Revenue	5.5%	5.5%	5.5%
2013	\$145,503,094	\$38,365,373	\$6,569,547	\$100,568,174	\$61,752,413	\$56,887,393	\$56,167,911
2014	\$147,362,899	\$39,506,036	\$6,668,740	\$101,158,124	\$59,145,060	\$56,133,705	\$53,288,838
2015	\$149,247,373	\$40,691,216	\$6,841,394	\$101,714,763	\$56,638,586	\$53,500,085	\$50,549,121
2016	\$151,156,854	\$41,811,952	\$6,987,603	\$102,257,299	\$54,229,229	\$50,981,469	\$47,942,212
2017	\$153,091,685	\$43,169,311	\$7,137,464	\$102,784,911	\$51,913,365	\$46,573,000	\$45,461,865
2018	\$155,052,214	\$44,464,390	\$7,291,077	\$103,296,747	\$49,687,502	\$46,270,027	\$43,102,123
2019	\$157,038,792	\$45,798,322	\$7,448,545	\$103,791,925	\$47,548,217	\$44,068,089	\$40,857,306
2020	\$159,051,777	\$47,172,271	\$7,609,974	\$104,269,531	\$45,492,451	\$41,962,911	\$38,721,994
2021	\$160,642,294	\$48,587,440	\$7,765,146	\$104,289,709	\$43,334,528	\$39,782,968	\$36,537,252
2022	\$162,248,717	\$50,045,063	\$7,924,242	\$104,279,413	\$41,268,905	\$37,705,252	\$34,465,703
2023	\$163,871,205	\$51,546,415	\$8,087,372	\$104,237,418	\$39,285,986	\$35,725,182	\$32,501,720
2024	\$165,509,917	\$53,092,607	\$8,254,650	\$104,162,459	\$37,388,319	\$33,838,381	\$30,639,950
2025	\$167,168,016	\$54,685,591	\$8,426,193	\$104,053,231	\$35,570,584	\$32,040,660	\$28,875,302
2026	\$168,836,666	\$56,326,159	\$8,602,122	\$103,908,385	\$33,829,589	\$30,328,018	\$27,202,931
2027	\$170,526,033	\$58,015,944	\$8,782,559	\$103,726,530	\$32,162,268	\$28,696,625	\$25,618,228
2028	\$172,230,283	\$59,756,422	\$8,967,634	\$103,506,227	\$30,565,676	\$27,142,821	\$24,116,809
2029	\$173,952,586	\$61,549,115	\$9,157,476	\$103,245,995	\$29,036,979	\$25,663,109	\$22,694,505
2030	\$175,692,112	\$63,395,588	\$9,352,222	\$102,944,301	\$27,573,458	\$24,254,141	\$21,347,349
2031	\$177,449,033	\$65,297,456	\$9,552,011	\$102,599,566	\$26,172,486	\$22,912,720	\$20,071,566
2032	\$179,223,523	\$67,256,380	\$9,756,986	\$102,210,158	\$24,831,582	\$21,635,789	\$18,863,573
2033	\$181,015,758	\$69,274,071	\$9,967,294	\$101,774,394	\$23,548,300	\$20,420,423	\$17,719,953
2034	\$182,825,916	\$71,352,293	\$10,183,087	\$101,290,536	\$22,320,329	\$19,263,829	\$16,637,461
2035	\$184,654,175	\$73,492,862	\$10,404,522	\$100,756,792	\$21,145,442	\$18,163,336	\$15,613,010
2036	\$186,500,717	\$75,697,648	\$10,631,759	\$100,171,310	\$20,021,494	\$17,116,391	\$14,643,666
2037	\$188,365,724	\$77,968,577	\$10,864,964	\$99,532,183	\$18,946,429	\$16,120,552	\$13,726,636
2038	\$190,249,381	\$80,307,634	\$11,104,308	\$98,837,439	\$17,918,267	\$15,173,497	\$12,859,267
2039	\$192,151,875	\$82,716,863	\$11,349,986	\$98,085,045	\$16,935,110	\$14,272,967	\$12,039,034
2040	\$194,073,394	\$85,198,369	\$11,602,120	\$97,272,905	\$15,995,132	\$13,416,860	\$11,263,539
2041	\$196,014,128	\$87,754,320	\$11,860,954	\$96,398,853	\$15,096,578	\$12,603,130	\$10,530,500
2042	\$197,974,289	\$90,386,950	\$12,128,861	\$95,460,859	\$14,237,763	\$11,829,830	\$9,837,748
Total	\$5,148,676,408	\$1,824,772,837	\$271,298,591	\$3,052,604,979	\$1,013,590,096	\$918,483,147	\$833,897,071

2 Plaza Net Revenue (2003\$) Summary

2 Plazas: \$.06/mile toll rate, 70% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		
					2003 Net Revenue %	2003 Present Value Net Revenue 5.5%	2003 Present Value Net Revenue 6%
2013	\$109,127,321	\$38,355,373	\$5,723,322	\$65,048,625	\$39,634,213	\$38,081,454	\$36,322,613
2014	\$110,522,174	\$39,506,035	\$5,851,827	\$65,164,312	\$38,100,224	\$36,150,361	\$34,327,747
2015	\$111,935,530	\$40,691,216	\$5,983,551	\$65,260,663	\$36,339,579	\$34,325,903	\$32,432,550
2016	\$113,367,641	\$41,911,952	\$6,118,895	\$65,336,803	\$34,649,502	\$32,574,361	\$30,632,443
2017	\$114,818,764	\$43,169,311	\$6,257,626	\$65,391,827	\$33,027,316	\$30,902,174	\$28,922,868
2018	\$116,289,160	\$44,464,390	\$6,399,972	\$65,420,678	\$31,470,447	\$28,305,929	\$27,299,482
2019	\$117,779,094	\$45,798,322	\$6,546,023	\$65,434,749	\$29,976,412	\$27,782,357	\$25,756,146
2020	\$119,288,933	\$47,172,271	\$6,695,894	\$65,420,678	\$28,542,825	\$26,328,325	\$24,294,912
2021	\$120,481,721	\$48,587,440	\$6,841,915	\$65,052,367	\$27,030,802	\$24,815,260	\$22,790,693
2022	\$121,686,538	\$50,045,063	\$6,991,778	\$64,649,697	\$25,584,080	\$23,375,976	\$21,367,566
2023	\$122,903,403	\$51,546,415	\$7,145,584	\$64,211,405	\$24,200,603	\$22,007,108	\$20,021,420
2024	\$124,132,437	\$53,092,807	\$7,303,444	\$63,736,187	\$22,877,618	\$20,705,438	\$18,748,344
2025	\$125,373,762	\$54,683,591	\$7,465,475	\$63,222,696	\$20,403,405	\$19,467,891	\$17,544,620
2026	\$126,627,499	\$56,326,159	\$7,631,796	\$62,669,544	\$18,247,559	\$18,291,527	\$16,406,715
2027	\$127,893,774	\$58,015,944	\$7,802,530	\$62,075,300	\$18,142,955	\$17,173,539	\$15,331,268
2028	\$129,172,712	\$59,756,422	\$7,977,804	\$61,438,486	\$17,087,505	\$16,111,242	\$14,315,083
2029	\$130,464,439	\$61,549,115	\$8,157,749	\$60,757,576	\$16,079,202	\$15,102,070	\$13,355,124
2030	\$131,769,084	\$63,395,588	\$8,342,488	\$60,030,998	\$15,116,117	\$14,143,574	\$12,448,505
2031	\$133,086,775	\$65,297,456	\$8,532,189	\$59,257,130	\$14,196,398	\$13,233,409	\$11,592,481
2032	\$134,417,642	\$67,256,380	\$8,726,965	\$58,434,297	\$13,318,265	\$12,369,339	\$10,784,443
2033	\$135,761,819	\$69,274,071	\$8,926,973	\$57,560,775	\$12,480,011	\$11,549,225	\$10,021,914
2034	\$137,119,437	\$71,352,293	\$9,132,363	\$56,634,781	\$11,679,992	\$10,771,024	\$9,302,537
2035	\$138,490,631	\$73,492,862	\$9,343,291	\$55,654,479	\$10,916,633	\$10,032,783	\$8,624,073
2036	\$139,875,538	\$75,697,648	\$9,559,915	\$54,617,974	\$10,188,420	\$9,332,638	\$7,984,396
2037	\$141,274,293	\$77,963,577	\$9,782,402	\$53,523,313	\$9,493,897	\$8,668,808	\$7,381,482
2038	\$142,687,036	\$80,307,634	\$10,010,921	\$52,368,481	\$8,831,668	\$8,039,590	\$6,813,413
2039	\$144,113,906	\$82,716,963	\$10,245,845	\$51,151,398	\$8,200,392	\$7,443,359	\$6,278,362
2040	\$145,555,045	\$85,198,369	\$10,486,755	\$49,869,921	\$7,598,780	\$6,878,562	\$5,774,597
2041	\$147,010,596	\$87,754,320	\$10,734,436	\$48,521,839	\$7,025,596	\$6,343,717	\$5,300,470
2042	\$148,480,702	\$90,386,950	\$10,988,878	\$47,104,874		\$5,857,406	\$4,854,417
Total	\$3,861,507,306	\$1,824,772,837	\$241,708,497	\$1,795,025,972	\$613,352,886	\$557,154,348	\$507,032,882

2 Plaza Net Revenue (2003) Summary

2 Plazas \$.07/mile toll rate, 30% Toll Diversion

Year	Gross Revenue	Annual Maintenance		Annual Operational		Annual Net Revenue	Present Value		
		Cost	Cost	Cost	Cost		2003 5%	2003 5.5%	2003 6%
2013	\$305,556,498	\$38,355,373	\$9,068,221	\$258,132,904	\$158,471,211	\$151,118,896	\$144,140,065		
2014	\$309,462,087	\$39,506,035	\$9,239,480	\$260,716,573	\$152,435,580	\$144,674,364	\$137,342,238		
2015	\$313,419,483	\$40,691,216	\$9,414,625	\$263,313,642	\$146,622,839	\$138,498,109	\$130,858,813		
2016	\$317,429,394	\$41,911,952	\$9,593,756	\$265,923,686	\$141,025,008	\$132,579,094	\$124,675,401		
2017	\$321,492,539	\$43,169,311	\$9,776,976	\$268,546,253	\$135,634,106	\$126,906,732	\$118,778,287		
2018	\$325,609,849	\$44,464,390	\$9,954,391	\$271,180,868	\$130,442,634	\$121,470,873	\$113,154,302		
2019	\$329,781,483	\$44,464,390	\$10,156,110	\$273,827,031	\$125,443,318	\$116,261,779	\$107,790,993		
2020	\$331,008,731	\$47,172,271	\$10,352,246	\$273,484,213	\$120,629,146	\$111,270,112	\$102,676,399		
2021	\$337,348,818	\$46,587,440	\$10,534,841	\$279,955,610	\$110,787,941	\$106,133,938	\$97,474,940		
2022	\$340,722,307	\$50,045,063	\$10,721,738	\$279,955,610	\$110,787,941	\$101,226,065	\$92,528,971		
2023	\$344,129,530	\$51,546,415	\$10,912,738	\$281,670,377	\$106,158,603	\$98,536,596	\$87,826,155		
2024	\$347,570,825	\$53,092,807	\$11,108,270	\$283,369,748	\$101,713,408	\$92,055,943	\$83,354,742		
2025	\$351,046,533	\$54,885,591	\$11,308,349	\$285,052,593	\$97,445,192	\$87,775,009	\$79,103,547		
2026	\$354,558,998	\$56,326,159	\$11,513,099	\$286,717,741	\$93,347,069	\$83,685,072	\$75,061,919		
2027	\$358,102,568	\$58,015,944	\$11,722,646	\$288,363,979	\$89,412,416	\$79,777,796	\$71,219,717		
2028	\$351,683,584	\$59,756,422	\$11,937,121	\$289,990,051	\$85,834,866	\$76,045,165	\$67,567,285		
2029	\$365,300,430	\$61,549,115	\$12,156,659	\$291,594,656	\$82,008,295	\$72,479,570	\$64,095,430		
2030	\$368,953,434	\$63,395,538	\$12,381,397	\$293,176,449	\$78,528,819	\$69,073,692	\$60,795,400		
2031	\$372,642,969	\$65,287,456	\$12,611,477	\$294,734,036	\$75,184,777	\$65,820,537	\$57,658,862		
2032	\$376,369,398	\$67,256,380	\$12,847,046	\$296,265,972	\$71,976,728	\$62,713,414	\$54,677,882		
2033	\$380,133,092	\$69,214,071	\$13,088,255	\$297,770,767	\$68,897,440	\$59,745,922	\$51,844,907		
2034	\$383,934,423	\$71,352,293	\$13,335,258	\$299,246,873	\$65,941,884	\$56,911,938	\$49,152,747		
2035	\$387,773,768	\$73,482,962	\$13,588,214	\$300,692,692	\$63,105,222	\$54,205,601	\$46,594,557		
2036	\$391,651,505	\$75,697,648	\$13,847,288	\$302,106,569	\$60,382,807	\$51,621,308	\$44,163,818		
2037	\$395,568,020	\$77,968,577	\$14,112,649	\$303,486,794	\$57,770,168	\$49,153,695	\$41,854,329		
2038	\$399,523,701	\$80,307,634	\$14,384,470	\$304,831,596	\$55,263,007	\$46,787,634	\$39,660,181		
2039	\$403,518,938	\$82,716,863	\$14,662,930	\$306,139,144	\$52,857,193	\$44,548,216	\$37,575,755		
2040	\$407,554,127	\$85,198,389	\$14,948,213	\$307,407,545	\$50,548,754	\$42,400,748	\$35,595,698		
2041	\$411,629,668	\$87,754,320	\$15,240,508	\$308,634,840	\$48,333,872	\$40,350,738	\$33,714,815		
2042	\$415,745,965	\$90,386,950	\$15,540,011	\$309,819,004	\$46,208,874	\$38,393,891	\$31,928,558		
Total	\$10,812,220,457	\$1,824,772,837	\$360,058,874	\$8,627,378,745	\$2,693,275,358	\$2,441,487,829	\$2,217,223,320		

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$.07/mile toll rate, 40% DF

Year	Gross		Annual Maintenance		Annual Operational		Annual Net Revenue	Present Value		Present Value		Present Value	
	Revenue	Cost	Revenue	Cost	Revenue	Cost		2003	5%	2003	5.5%	2003	6%
2013	\$261,905,570	\$38,355,373	\$39,506,035	\$8,231,996	\$8,392,567	\$215,318,200	\$132,186,697	\$126,053,859	\$120,232,558				
2014	\$265,253,218	\$39,506,035	\$40,691,216	\$8,556,881	\$8,725,038	\$217,354,616	\$127,082,743	\$120,612,359	\$114,489,700				
2015	\$268,645,271	\$41,911,952	\$42,145,347	\$6,725,038	\$6,897,138	\$223,498,595	\$117,437,196	\$110,403,943	\$103,822,220				
2016	\$272,082,337	\$44,464,330	\$45,798,322	\$9,073,286	\$9,253,589	\$225,556,309	\$112,981,973	\$105,618,584	\$98,853,640				
2017	\$275,565,034	\$47,172,271	\$48,567,440	\$9,436,156	\$9,611,609	\$227,617,915	\$108,496,441	\$101,034,125	\$94,116,767				
2018	\$279,093,985	\$48,567,440	\$49,957,081	\$9,789,170	\$9,970,949	\$229,682,771	\$100,209,832	\$92,435,034	\$85,296,009				
2019	\$282,669,826	\$50,045,063	\$51,546,415	\$10,157,063	\$10,347,630	\$231,213,459	\$95,967,438	\$88,102,252	\$80,914,379				
2020	\$286,293,198	\$51,546,415	\$53,092,807	\$10,542,773	\$10,742,617	\$232,213,459	\$91,894,751	\$83,963,523	\$76,749,569				
2021	\$289,156,130	\$53,092,807	\$54,685,591	\$10,947,292	\$11,156,931	\$233,450,804	\$87,985,153	\$80,010,352	\$72,791,064				
2022	\$292,047,691	\$54,685,591	\$56,326,159	\$11,591,655	\$11,817,026	\$234,863,807	\$84,232,280	\$76,234,610	\$69,028,854				
2023	\$294,968,168	\$56,326,159	\$58,015,944	\$12,284,534	\$12,526,983	\$236,863,807	\$80,630,012	\$72,828,520	\$65,453,409				
2024	\$297,917,850	\$58,015,944	\$59,756,422	\$12,526,983	\$12,775,445	\$238,186,498	\$77,172,467	\$69,184,641	\$62,055,655				
2025	\$300,897,028	\$59,756,422	\$61,549,115	\$12,775,445	\$13,030,087	\$239,310,795	\$73,853,990	\$65,895,857	\$58,826,955				
2026	\$303,905,999	\$61,549,115	\$63,395,588	\$12,981,182	\$13,291,082	\$240,408,608	\$70,689,141	\$62,755,356	\$55,759,088				
2027	\$306,945,059	\$63,395,588	\$65,297,456	\$13,030,087	\$13,558,608	\$241,478,541	\$67,612,694	\$59,756,625	\$52,844,223				
2028	\$310,014,509	\$65,297,456	\$67,256,380	\$13,291,082	\$13,832,848	\$242,519,148	\$64,678,621	\$56,893,432	\$50,074,910				
2029	\$313,114,654	\$67,256,380	\$69,274,071	\$13,558,608	\$14,119,829	\$243,528,936	\$61,865,092	\$54,159,814	\$47,444,056				
2030	\$316,245,801	\$69,274,071	\$71,352,293	\$13,832,848	\$14,414,118	\$244,506,359	\$59,164,459	\$51,550,068	\$44,944,906				
2031	\$319,408,259	\$71,352,293	\$73,492,862	\$14,119,829	\$14,719,343	\$245,449,821	\$56,573,258	\$49,058,738	\$42,571,034				
2032	\$322,602,342	\$73,492,862	\$75,697,648	\$14,414,118	\$15,030,087	\$246,357,670	\$54,087,194	\$46,680,605	\$40,316,321				
2033	\$325,828,365	\$75,697,648	\$77,968,577	\$14,719,343	\$15,358,608	\$247,228,197	\$51,702,140	\$44,410,676	\$38,174,943				
2034	\$329,086,649	\$77,968,577	\$80,307,634	\$14,981,182	\$15,694,929	\$248,069,639	\$49,414,128	\$42,244,175	\$36,141,356				
2035	\$332,377,515	\$80,307,634	\$82,716,863	\$15,030,087	\$15,832,848	\$248,850,169	\$47,219,343	\$40,176,536	\$34,210,285				
2036	\$335,701,290	\$82,716,863	\$85,168,369	\$15,358,608	\$16,159,829	\$249,597,903	\$45,114,118	\$38,203,396	\$32,376,706				
2037	\$339,058,303	\$85,168,369	\$87,754,320	\$15,694,929	\$16,488,814	\$250,300,891	\$43,094,929	\$36,320,547	\$30,535,839				
2038	\$342,448,886	\$87,754,320	\$90,386,950	\$15,990,990	\$16,822,227	\$251,564,507	\$41,158,385	\$34,524,022	\$28,983,136				
2039	\$345,873,375	\$90,386,950	\$93,061,119	\$16,159,829	\$17,166,119	\$252,897,119	\$39,301,231	\$32,809,987	\$27,414,267				
2040	\$349,332,109	\$93,061,119	\$95,838,684	\$16,488,814	\$17,519,343	\$254,299,343	\$37,520,335	\$31,174,783	\$25,925,111				
2041	\$352,825,430	\$95,838,684	\$98,716,950	\$16,822,227	\$17,882,227	\$255,759,917	\$35,948,417	\$29,692,759	\$24,592,204				
2042	\$356,353,684	\$98,716,950	\$101,738,684	\$17,255,445	\$18,264,118	\$257,278,417	\$34,467,141	\$28,109,605	\$23,316,321				
Total	\$9,267,617,534	\$1,824,772,837	\$330,476,780	\$7,112,365,917	\$2,228,828,417	\$2,020,952,759	\$1,835,752,204						

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$.07/mile toll rate, 50% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value		
		Maintenance Cost	Operational Cost		2003	2003	2003
				Net Revenue	5.5%	5.5%	6%
2013	\$218,254,642	\$38,355,373	\$7,395,771	\$172,503,497	\$105,902,183	\$100,988,822	\$96,325,052
2014	\$221,044,348	\$39,506,035	\$7,545,653	\$173,992,660	\$101,729,905	\$96,550,354	\$91,657,163
2015	\$223,871,059	\$40,691,216	\$7,699,138	\$175,480,706	\$97,714,223	\$92,299,608	\$87,208,535
2016	\$226,735,281	\$41,911,952	\$7,856,320	\$176,967,009	\$93,849,383	\$88,228,782	\$82,969,039
2017	\$229,637,528	\$43,169,311	\$8,017,301	\$178,450,916	\$90,129,839	\$84,330,436	\$78,929,012
2018	\$232,576,321	\$44,464,390	\$8,182,181	\$179,931,749	\$86,550,248	\$80,597,377	\$75,079,232
2019	\$235,558,188	\$45,798,322	\$8,351,067	\$181,408,798	\$83,105,461	\$77,022,746	\$71,410,900
2020	\$238,577,665	\$47,172,271	\$8,524,085	\$182,881,329	\$79,790,518	\$73,589,956	\$67,915,618
2021	\$240,963,442	\$48,587,440	\$8,698,378	\$183,687,624	\$76,328,002	\$70,070,566	\$64,353,819
2022	\$243,373,076	\$50,045,063	\$8,856,706	\$184,471,307	\$73,001,560	\$66,700,961	\$60,970,167
2023	\$245,806,807	\$51,546,415	\$9,029,161	\$185,231,231	\$69,811,703	\$63,484,108	\$57,755,974
2024	\$248,264,875	\$53,092,807	\$9,205,857	\$185,966,211	\$66,751,152	\$60,413,277	\$54,702,966
2025	\$250,747,524	\$54,685,591	\$9,386,912	\$186,675,021	\$63,814,832	\$57,482,030	\$51,803,270
2026	\$253,254,999	\$56,326,159	\$9,572,447	\$187,396,393	\$60,997,865	\$54,684,210	\$49,049,390
2027	\$255,787,549	\$58,015,944	\$9,762,588	\$188,099,017	\$58,285,563	\$52,013,927	\$46,434,194
2028	\$258,345,424	\$59,756,422	\$9,957,463	\$188,831,539	\$55,703,418	\$49,465,547	\$43,950,890
2029	\$260,928,879	\$61,549,115	\$10,157,204	\$189,222,560	\$53,217,092	\$47,033,680	\$41,593,016
2030	\$263,538,167	\$63,395,568	\$10,361,947	\$189,780,632	\$50,832,423	\$44,713,172	\$39,354,421
2031	\$266,173,549	\$65,297,456	\$10,571,833	\$190,304,260	\$48,545,406	\$42,498,091	\$37,229,250
2032	\$268,835,285	\$67,256,380	\$10,787,006	\$190,791,899	\$46,352,190	\$40,386,722	\$35,211,931
2033	\$271,523,637	\$69,274,071	\$11,007,614	\$191,241,952	\$44,249,075	\$38,371,553	\$33,287,161
2034	\$274,238,874	\$71,352,293	\$11,233,810	\$191,652,770	\$42,232,504	\$36,449,271	\$31,479,895
2035	\$276,981,263	\$73,492,862	\$11,465,752	\$192,022,648	\$40,299,057	\$34,615,750	\$29,755,330
2036	\$279,751,075	\$75,697,548	\$11,703,602	\$192,349,826	\$38,445,448	\$32,867,043	\$28,118,895
2037	\$282,548,586	\$77,968,577	\$11,947,526	\$192,632,483	\$36,668,518	\$31,199,375	\$26,566,241
2038	\$285,374,072	\$80,307,634	\$12,197,695	\$192,868,742	\$34,965,229	\$29,609,138	\$25,093,230
2039	\$288,227,813	\$82,719,863	\$12,454,287	\$193,056,662	\$33,332,664	\$28,092,879	\$23,695,924
2040	\$291,110,091	\$85,198,369	\$12,717,484	\$193,194,237	\$31,768,017	\$26,847,297	\$22,370,575
2041	\$294,021,192	\$87,754,320	\$12,987,472	\$193,279,399	\$30,268,591	\$25,269,236	\$21,113,619
2042	\$296,961,403	\$90,386,950	\$13,264,444	\$193,310,009	\$28,831,795	\$23,955,675	\$19,921,663
Total	\$7,723,014,612	\$1,824,772,837	\$300,888,685	\$5,597,353,089	\$4,764,381,476	\$4,600,417,699	\$4,454,281,089

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$.07/mile toll rate, 60% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		
					2003	2003	2003
				Net Revenue	5.5%	6%	
2013	\$174,603,713	\$38,355,373	\$6,559,547	\$129,688,793	\$79,617,669	\$75,923,785	\$72,417,545
2014	\$176,835,478	\$39,506,035	\$6,698,740	\$130,630,703	\$76,377,067	\$72,488,349	\$69,814,625
2015	\$179,096,847	\$40,691,216	\$6,841,394	\$131,564,237	\$73,259,890	\$69,200,357	\$65,383,395
2016	\$181,388,225	\$41,911,952	\$6,987,603	\$132,488,670	\$70,261,570	\$66,053,641	\$62,115,858
2017	\$183,710,022	\$43,169,311	\$7,137,464	\$133,403,248	\$67,377,705	\$63,042,298	\$59,004,385
2018	\$186,062,657	\$44,464,390	\$7,291,077	\$134,307,190	\$64,604,055	\$60,160,629	\$56,041,698
2019	\$188,446,550	\$45,798,322	\$7,448,545	\$135,199,684	\$61,936,533	\$57,403,229	\$53,220,653
2020	\$190,862,132	\$47,172,271	\$7,609,974	\$136,079,886	\$59,371,204	\$54,764,878	\$50,535,228
2021	\$192,770,753	\$48,587,440	\$7,765,146	\$136,418,168	\$56,694,566	\$52,038,880	\$47,793,258
2022	\$194,698,461	\$50,045,063	\$7,924,242	\$136,729,156	\$54,108,370	\$49,438,399	\$45,190,765
2023	\$196,645,445	\$51,546,416	\$8,087,372	\$137,011,659	\$51,638,253	\$46,957,864	\$42,720,883
2024	\$198,611,900	\$53,092,807	\$8,254,650	\$137,264,443	\$49,270,024	\$44,591,943	\$40,377,077
2025	\$200,598,019	\$54,685,591	\$8,426,193	\$137,486,234	\$46,999,651	\$42,335,540	\$38,153,131
2026	\$202,603,999	\$56,326,159	\$8,602,122	\$137,675,719	\$44,823,263	\$40,183,779	\$36,043,128
2027	\$204,630,039	\$58,015,944	\$8,782,659	\$137,831,536	\$42,737,136	\$38,131,998	\$34,041,433
2028	\$206,676,340	\$59,756,422	\$8,967,634	\$137,952,284	\$40,737,692	\$36,175,738	\$32,142,693
2029	\$208,743,103	\$61,549,116	\$9,157,476	\$138,036,512	\$38,821,480	\$34,310,735	\$30,341,810
2030	\$210,830,534	\$63,395,588	\$9,352,222	\$138,082,723	\$36,985,225	\$32,532,912	\$28,633,931
2031	\$212,938,839	\$65,297,456	\$9,552,011	\$138,089,372	\$35,225,720	\$30,838,368	\$27,014,444
2032	\$215,068,228	\$67,256,380	\$9,756,986	\$138,054,862	\$33,539,921	\$28,223,375	\$25,478,955
2033	\$217,218,910	\$69,274,071	\$9,967,294	\$137,977,545	\$31,924,892	\$27,684,369	\$24,023,288
2034	\$219,391,099	\$71,352,293	\$10,183,087	\$137,855,719	\$30,377,814	\$26,217,938	\$22,643,469
2035	\$221,585,010	\$73,492,862	\$10,404,522	\$137,687,627	\$28,895,974	\$24,820,825	\$21,335,716
2036	\$223,800,860	\$75,697,648	\$10,631,759	\$137,471,454	\$27,476,769	\$23,489,910	\$20,096,433
2037	\$226,038,869	\$77,968,577	\$10,864,964	\$137,205,328	\$26,117,693	\$22,222,215	\$18,922,197
2038	\$228,299,257	\$80,307,634	\$11,104,308	\$136,887,315	\$24,816,340	\$21,014,890	\$17,809,754
2039	\$230,582,250	\$82,716,863	\$11,349,966	\$136,515,420	\$23,570,400	\$19,865,210	\$16,756,008
2040	\$232,888,073	\$85,198,366	\$11,602,120	\$136,087,584	\$22,377,648	\$18,770,572	\$15,758,014
2041	\$235,216,953	\$87,754,320	\$11,860,954	\$135,601,679	\$21,235,950	\$17,728,484	\$14,812,971
2042	\$237,569,123	\$90,386,950	\$12,126,661	\$135,055,512	\$20,143,255	\$16,736,567	\$13,918,216
Total	\$6,178,411,689	\$1,824,772,837	\$271,298,591	\$4,082,340,261	\$1,341,313,741	\$1,214,347,670	\$1,101,541,160

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$ 07/mile toll rate, 70% Toll Diversion

Year	Gross		Annual Maintenance Cost		Annual Operational Cost		Annual Net Revenue	Present Value 2003		Present Value 2003		Present Value 2003	
	Revenue	Cost	Cost	Revenue	Cost	Net Revenue		5%	5.5%	6%			
2013	\$130,952,785	\$38,355,373	\$5,723,322	\$86,874,089	\$53,333,155	\$50,858,749	\$48,510,038						
2014	\$132,628,609	\$39,508,035	\$5,851,827	\$87,208,747	\$51,024,228	\$48,426,344	\$45,972,087						
2015	\$134,322,635	\$40,691,216	\$5,983,651	\$87,647,769	\$48,805,557	\$46,101,107	\$43,558,256						
2016	\$136,041,169	\$41,911,952	\$6,118,885	\$88,010,331	\$46,673,758	\$43,878,491	\$41,282,678						
2017	\$137,782,517	\$43,169,311	\$6,257,628	\$88,355,580	\$44,625,572	\$41,754,140	\$39,079,758						
2018	\$139,546,993	\$44,464,390	\$6,399,972	\$88,682,630	\$42,657,862	\$39,723,881	\$37,004,163						
2019	\$141,334,913	\$45,798,322	\$6,546,023	\$88,990,568	\$40,767,604	\$37,783,712	\$35,030,806						
2020	\$143,146,599	\$47,172,271	\$6,696,884	\$89,148,711	\$38,951,889	\$35,929,800	\$33,154,837						
2021	\$144,578,065	\$48,587,440	\$6,841,915	\$89,148,711	\$37,043,131	\$34,007,194	\$31,232,697						
2022	\$146,023,846	\$50,045,063	\$6,991,778	\$88,987,005	\$35,215,180	\$32,175,937	\$29,411,363						
2023	\$147,484,084	\$51,546,415	\$7,145,584	\$88,792,086	\$33,464,803	\$30,431,620	\$27,685,792						
2024	\$148,958,925	\$53,092,807	\$7,303,444	\$88,562,674	\$31,788,896	\$28,770,610	\$26,051,189						
2025	\$150,448,514	\$54,685,591	\$7,465,475	\$88,297,443	\$30,184,471	\$27,189,050	\$24,502,992						
2026	\$151,952,999	\$56,326,159	\$7,631,796	\$87,995,044	\$28,648,662	\$25,683,348	\$23,036,862						
2027	\$153,472,829	\$58,015,944	\$7,802,830	\$87,654,055	\$27,178,710	\$24,250,069	\$21,648,671						
2028	\$155,007,265	\$59,756,422	\$7,977,804	\$87,273,028	\$25,771,967	\$22,855,929	\$20,334,496						
2029	\$156,557,327	\$61,549,115	\$8,157,749	\$86,850,464	\$24,426,888	\$21,587,790	\$19,090,803						
2030	\$158,122,900	\$63,395,588	\$8,342,498	\$86,384,815	\$23,136,027	\$20,352,651	\$17,913,442						
2031	\$159,704,129	\$65,297,456	\$8,532,189	\$85,874,485	\$21,906,035	\$19,177,645	\$16,799,638						
2032	\$161,301,171	\$67,256,380	\$8,726,965	\$85,317,826	\$20,727,652	\$18,050,029	\$15,745,980						
2033	\$162,914,182	\$69,274,071	\$8,926,973	\$84,713,138	\$19,600,710	\$16,997,184	\$14,749,416						
2034	\$164,543,324	\$71,352,293	\$9,132,363	\$84,058,688	\$18,523,124	\$15,986,605	\$13,807,043						
2035	\$166,189,758	\$73,492,982	\$9,343,921	\$83,352,605	\$17,482,892	\$15,025,899	\$12,916,103						
2036	\$167,850,645	\$75,697,648	\$9,559,915	\$82,593,082	\$16,508,089	\$14,112,778	\$12,073,971						
2037	\$169,529,152	\$77,968,517	\$9,782,402	\$81,778,172	\$15,566,868	\$13,245,055	\$11,278,153						
2038	\$171,224,443	\$80,307,634	\$10,010,921	\$80,905,888	\$14,667,452	\$12,420,642	\$10,526,278						
2039	\$172,936,688	\$82,716,853	\$10,245,645	\$79,974,179	\$13,808,135	\$11,637,542	\$9,816,092						
2040	\$174,666,054	\$85,198,369	\$10,486,755	\$78,980,830	\$12,987,279	\$10,893,846	\$9,145,453						
2041	\$176,412,715	\$87,754,320	\$10,734,436	\$77,923,958	\$12,203,310	\$10,187,733	\$8,512,324						
2042	\$178,176,842	\$90,386,950	\$10,988,878	\$76,801,014	\$11,454,715	\$9,517,459	\$7,914,788						
Total	\$4,633,808,767	\$1,824,772,837	\$241,708,497	\$2,567,327,433	\$859,145,620	\$779,052,740	\$707,765,949						

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$ 09/mile toll rate, 30% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		
					2003 Net Revenue	2003 Present Value	2003 Net Revenue
2013	\$381,945,623	\$38,355,373	\$9,086,221	\$334,522,028	\$205,367,507	\$195,839,425	\$186,795,353
2014	\$386,827,609	\$39,506,035	\$9,239,480	\$338,082,084	\$197,669,599	\$187,605,305	\$178,097,430
2015	\$391,774,353	\$40,691,216	\$9,414,625	\$341,668,513	\$190,253,813	\$179,711,323	\$169,798,793
2016	\$396,786,742	\$41,911,952	\$9,593,756	\$345,281,034	\$183,109,904	\$172,143,548	\$161,881,222
2017	\$401,865,674	\$43,169,311	\$9,776,976	\$348,919,388	\$176,228,001	\$164,888,614	\$154,327,382
2018	\$407,012,062	\$44,464,390	\$9,964,391	\$352,583,281	\$169,598,587	\$157,933,704	\$147,120,684
2019	\$412,226,829	\$45,796,322	\$10,156,110	\$356,272,397	\$163,212,490	\$151,266,522	\$140,245,305
2020	\$417,510,914	\$47,172,271	\$10,352,246	\$359,988,396	\$157,060,872	\$144,875,276	\$133,686,139
2021	\$421,696,023	\$48,587,440	\$10,534,841	\$362,566,342	\$150,652,724	\$138,305,706	\$127,021,956
2022	\$425,902,883	\$50,045,063	\$10,721,634	\$365,136,187	\$144,486,798	\$132,025,596	\$120,682,260
2023	\$430,161,912	\$51,546,415	\$10,912,738	\$367,702,760	\$138,583,303	\$126,022,366	\$114,651,459
2024	\$434,463,531	\$53,092,807	\$11,108,270	\$370,262,455	\$132,902,841	\$120,284,045	\$108,914,701
2025	\$438,808,166	\$54,685,591	\$11,308,349	\$372,814,226	\$127,446,495	\$114,789,069	\$103,457,848
2026	\$443,196,248	\$56,326,159	\$11,513,059	\$375,356,990	\$122,205,466	\$109,566,446	\$98,267,432
2027	\$447,628,211	\$58,015,944	\$11,722,646	\$377,889,621	\$117,171,445	\$104,545,642	\$93,330,630
2028	\$452,104,493	\$59,756,422	\$11,937,121	\$380,410,949	\$112,336,408	\$99,756,572	\$88,635,230
2029	\$456,625,536	\$61,549,115	\$12,156,659	\$382,919,764	\$107,692,636	\$95,179,591	\$84,169,604
2030	\$461,191,793	\$63,395,588	\$12,381,397	\$385,414,808	\$103,232,708	\$90,805,465	\$79,922,679
2031	\$465,803,711	\$65,297,456	\$12,611,477	\$387,894,778	\$98,949,490	\$86,625,362	\$75,883,911
2032	\$470,461,748	\$67,256,380	\$12,847,046	\$390,358,322	\$94,836,118	\$82,630,830	\$72,043,259
2033	\$475,166,366	\$69,274,071	\$13,088,255	\$392,804,040	\$90,885,997	\$78,613,780	\$68,391,163
2034	\$479,918,029	\$71,352,293	\$13,335,258	\$395,230,478	\$87,092,781	\$74,666,474	\$64,918,519
2035	\$484,717,209	\$73,492,862	\$13,588,214	\$397,636,133	\$83,450,371	\$71,691,508	\$61,616,060
2036	\$489,564,382	\$75,697,645	\$13,847,288	\$400,019,446	\$79,952,902	\$68,351,797	\$58,477,332
2037	\$494,460,025	\$77,966,577	\$14,112,649	\$402,378,799	\$76,594,736	\$65,170,562	\$55,492,676
2038	\$499,404,626	\$80,307,634	\$14,384,470	\$404,712,521	\$73,370,448	\$62,131,316	\$52,655,211
2039	\$504,398,672	\$82,716,863	\$14,662,930	\$407,018,879	\$70,274,827	\$59,227,855	\$49,957,811
2040	\$509,442,659	\$85,199,369	\$14,948,213	\$409,296,077	\$67,302,859	\$56,454,241	\$47,393,695
2041	\$514,537,085	\$87,754,320	\$15,240,508	\$411,542,257	\$64,449,725	\$53,804,793	\$44,956,403
2042	\$519,682,456	\$90,386,950	\$15,540,011	\$413,755,495	\$61,710,791	\$51,274,077	\$42,639,787
Total	\$13,515,275,571	\$1,824,772,837	\$360,068,874	\$11,330,433,859	\$3,648,092,671	\$3,296,876,829	\$2,985,432,527

2 Plaza Net Revenue (2003\$) Summary

2 Plazas: \$.09/mile toll rate, 40% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		
					2003	2003	2003
				5%	5.5%	5%	
2013	\$327,381,962	\$38,355,373	\$8,231,995	\$280,794,593	\$172,393,522	\$164,395,741	\$156,794,234
2014	\$331,566,522	\$39,506,035	\$8,392,587	\$283,667,921	\$165,854,756	\$157,410,308	\$149,432,722
2015	\$335,806,589	\$40,691,216	\$8,556,881	\$286,588,492	\$159,566,491	\$150,724,471	\$142,410,791
2016	\$340,102,922	\$41,911,952	\$8,725,038	\$289,465,932	\$153,509,964	\$144,316,332	\$135,712,924
2017	\$344,456,292	\$43,169,311	\$8,897,139	\$292,389,843	\$147,676,740	\$138,174,483	\$129,324,310
2018	\$348,867,481	\$44,464,390	\$9,073,286	\$295,329,805	\$142,058,686	\$132,287,980	\$123,230,809
2019	\$353,337,282	\$45,798,322	\$9,253,589	\$298,285,372	\$136,647,966	\$126,646,328	\$117,416,928
2020	\$357,866,498	\$47,172,271	\$9,438,156	\$301,256,071	\$131,437,026	\$121,239,460	\$111,875,785
2021	\$361,446,163	\$48,587,440	\$9,611,609	\$303,246,114	\$126,005,024	\$115,678,053	\$106,240,393
2022	\$365,059,514	\$50,045,063	\$9,789,170	\$305,225,362	\$120,788,048	\$110,363,105	\$100,880,960
2023	\$368,710,210	\$51,546,415	\$9,970,949	\$307,192,846	\$115,777,753	\$105,283,896	\$95,784,182
2024	\$372,397,312	\$53,092,807	\$10,157,063	\$309,147,442	\$110,966,114	\$100,430,125	\$90,937,390
2025	\$376,121,286	\$54,685,591	\$10,347,630	\$311,088,064	\$106,345,415	\$95,791,999	\$86,328,523
2026	\$379,882,498	\$56,326,159	\$10,542,773	\$313,013,566	\$101,908,236	\$91,360,105	\$81,946,094
2027	\$383,681,323	\$58,015,944	\$10,742,617	\$314,922,763	\$97,647,443	\$87,125,447	\$77,779,167
2028	\$387,518,137	\$59,756,422	\$10,947,292	\$316,814,422	\$93,556,177	\$83,079,419	\$73,817,327
2029	\$391,393,318	\$61,549,115	\$11,156,931	\$318,687,272	\$89,627,843	\$79,213,785	\$70,050,658
2030	\$395,307,251	\$63,395,588	\$11,371,672	\$320,539,991	\$85,856,098	\$75,520,666	\$66,469,721
2031	\$399,260,324	\$65,297,456	\$11,591,655	\$322,371,213	\$82,234,845	\$71,992,521	\$63,065,526
2032	\$403,262,927	\$67,256,380	\$11,817,026	\$324,179,521	\$78,758,222	\$68,622,138	\$59,829,515
2033	\$407,285,466	\$69,274,071	\$12,047,936	\$325,963,451	\$75,420,592	\$65,402,616	\$56,753,539
2034	\$411,358,311	\$71,352,283	\$12,284,534	\$327,721,484	\$72,216,534	\$62,327,350	\$53,829,840
2035	\$415,471,894	\$73,492,862	\$12,526,983	\$329,452,049	\$69,140,839	\$59,390,024	\$51,051,032
2036	\$419,626,613	\$75,697,848	\$12,775,445	\$331,153,520	\$66,188,495	\$56,594,594	\$48,410,062
2037	\$423,822,879	\$77,968,577	\$13,030,087	\$332,824,214	\$63,354,687	\$53,905,278	\$45,900,297
2038	\$428,061,108	\$80,307,634	\$13,291,082	\$334,462,391	\$60,634,782	\$51,346,542	\$43,515,302
2039	\$432,341,719	\$82,716,863	\$13,558,608	\$336,066,247	\$58,024,329	\$48,903,095	\$41,249,031
2040	\$436,665,136	\$85,198,369	\$13,832,848	\$337,633,916	\$55,519,047	\$46,569,874	\$39,095,705
2041	\$441,031,787	\$87,754,320	\$14,113,990	\$339,163,477	\$53,114,820	\$44,342,034	\$37,049,828
2042	\$445,442,105	\$90,386,950	\$14,402,227	\$340,652,928	\$50,807,691	\$42,214,942	\$35,106,164
Total	\$11,584,521,918	\$1,824,772,837	\$330,478,780	\$9,429,270,301	\$3,043,028,184	\$2,750,832,704	\$2,491,290,732

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$.09/mile toll rate, 50% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		
					2003	2003	
				Net Revenue 5%	Net Revenue 5.5%	Net Revenue 6%	
2013	\$272,818,302	\$38,365,373	\$7,385,771	\$227,067,157	\$139,399,537	\$132,932,057	\$126,793,115
2014	\$276,305,435	\$39,506,036	\$7,545,653	\$229,253,747	\$134,039,916	\$127,215,312	\$120,768,014
2015	\$279,839,824	\$40,691,216	\$7,699,138	\$231,448,470	\$128,979,169	\$121,737,618	\$115,022,799
2016	\$283,419,101	\$41,911,952	\$7,856,320	\$233,650,829	\$123,910,023	\$116,489,116	\$109,544,626
2017	\$287,046,910	\$43,169,311	\$8,017,301	\$233,660,298	\$119,125,478	\$111,460,352	\$104,321,237
2018	\$290,722,901	\$44,464,390	\$8,182,181	\$236,076,330	\$114,518,785	\$106,642,256	\$99,340,934
2019	\$294,447,735	\$45,798,322	\$8,351,067	\$240,298,347	\$110,083,441	\$102,026,133	\$94,592,551
2020	\$298,222,081	\$47,172,271	\$8,524,065	\$242,525,745	\$105,813,179	\$97,603,644	\$90,065,432
2021	\$301,204,302	\$48,597,440	\$8,686,378	\$243,928,485	\$101,357,324	\$93,050,400	\$85,459,830
2022	\$304,216,345	\$50,045,063	\$8,856,706	\$245,314,576	\$97,079,308	\$88,700,613	\$81,079,659
2023	\$307,258,509	\$51,546,415	\$9,029,161	\$246,682,933	\$92,972,203	\$84,545,386	\$78,916,905
2024	\$310,331,094	\$53,092,807	\$9,205,857	\$248,032,430	\$89,029,347	\$80,576,206	\$72,960,079
2025	\$313,434,405	\$54,685,591	\$9,386,912	\$249,361,902	\$85,244,334	\$76,784,929	\$69,199,199
2026	\$316,568,749	\$56,326,159	\$9,572,447	\$250,670,142	\$81,611,006	\$73,163,763	\$65,624,757
2027	\$319,734,436	\$58,015,944	\$9,762,588	\$251,955,904	\$78,123,441	\$69,705,253	\$62,227,703
2028	\$322,931,780	\$59,756,422	\$9,957,463	\$253,217,896	\$74,775,946	\$66,402,267	\$59,999,423
2029	\$326,161,098	\$61,549,115	\$10,157,204	\$254,454,790	\$71,563,049	\$63,247,980	\$55,931,712
2030	\$329,422,709	\$63,395,588	\$10,361,947	\$255,665,174	\$68,479,487	\$60,235,967	\$53,016,763
2031	\$332,716,936	\$65,297,456	\$10,571,833	\$256,847,647	\$65,520,201	\$57,359,680	\$50,247,142
2032	\$336,044,106	\$67,256,380	\$10,787,006	\$258,000,720	\$62,680,326	\$54,613,447	\$47,615,772
2033	\$339,404,547	\$69,274,071	\$11,007,614	\$259,122,862	\$59,955,187	\$51,991,452	\$45,115,915
2034	\$342,798,592	\$71,352,293	\$11,233,810	\$260,212,489	\$57,340,287	\$49,488,226	\$42,741,161
2035	\$346,226,578	\$73,492,862	\$11,465,752	\$261,267,964	\$54,831,306	\$47,098,541	\$40,465,404
2036	\$349,698,844	\$75,697,648	\$11,703,602	\$262,287,594	\$52,424,088	\$44,817,392	\$38,342,833
2037	\$353,185,732	\$77,968,577	\$11,947,526	\$263,269,630	\$50,114,836	\$42,639,984	\$36,307,918
2038	\$356,717,590	\$80,307,634	\$12,197,695	\$264,212,260	\$47,899,116	\$40,561,768	\$34,375,394
2039	\$360,284,766	\$82,716,863	\$12,454,287	\$265,113,615	\$45,773,831	\$38,578,335	\$32,540,250
2040	\$363,897,613	\$85,198,369	\$12,717,484	\$265,971,760	\$43,735,235	\$36,695,507	\$30,787,716
2041	\$367,526,489	\$87,754,320	\$12,987,472	\$266,784,697	\$41,779,915	\$34,879,275	\$29,143,254
2042	\$371,201,754	\$90,386,950	\$13,264,444	\$267,550,360	\$39,904,592	\$33,155,908	\$27,572,541
Total	\$9,653,768,265	\$1,824,772,837	\$300,888,685	\$7,528,106,742	\$2,437,963,696	\$2,204,388,579	\$1,997,149,038

2 Plaza Net Revenue (2003\$) Summary

2 Plazas: \$.09/mile toll rate, 60% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		
					2003 Net Revenue	2003 Net Revenue	2003 Net Revenue
					5.5%	5.5%	6%
2013	\$218,254,642	\$38,355,547	\$6,559,547	\$173,339,721	\$106,415,552	\$101,478,374	\$96,791,995
2014	\$221,044,348	\$39,506,033	\$6,698,740	\$174,839,573	\$102,225,077	\$97,020,315	\$92,103,306
2015	\$223,871,059	\$40,691,216	\$6,841,394	\$176,338,449	\$98,191,847	\$92,750,765	\$87,634,907
2016	\$226,735,281	\$41,911,952	\$6,987,603	\$177,835,726	\$94,310,082	\$88,661,901	\$83,376,328
2017	\$229,637,528	\$43,169,311	\$7,137,464	\$179,330,754	\$90,574,217	\$84,746,221	\$79,318,165
2018	\$232,578,321	\$44,464,390	\$7,291,077	\$180,822,854	\$86,978,885	\$80,996,532	\$75,451,059
2019	\$235,558,188	\$45,798,322	\$7,448,545	\$182,311,321	\$83,518,917	\$77,405,939	\$71,766,174
2020	\$238,577,665	\$47,172,271	\$7,609,974	\$183,795,419	\$80,189,333	\$73,967,829	\$68,255,079
2021	\$240,963,442	\$48,587,440	\$7,765,146	\$184,610,856	\$76,709,624	\$70,422,747	\$64,677,267
2022	\$243,373,076	\$50,045,063	\$7,924,242	\$185,403,771	\$73,370,568	\$67,038,121	\$61,278,359
2023	\$245,806,807	\$51,546,415	\$8,087,372	\$186,173,020	\$70,166,653	\$63,806,886	\$58,049,628
2024	\$248,264,875	\$53,092,807	\$8,254,650	\$186,917,418	\$67,092,580	\$60,722,287	\$54,982,768
2025	\$250,747,524	\$54,685,591	\$8,426,193	\$187,635,739	\$64,143,253	\$57,777,860	\$52,069,874
2026	\$253,254,999	\$56,326,159	\$8,602,122	\$188,326,718	\$61,313,776	\$54,967,422	\$49,303,419
2027	\$255,787,549	\$58,015,944	\$8,782,559	\$188,989,046	\$58,599,439	\$52,285,059	\$46,676,240
2028	\$258,345,424	\$59,756,422	\$8,967,634	\$189,621,369	\$55,995,716	\$49,725,114	\$44,181,519
2029	\$260,928,879	\$61,549,115	\$9,157,476	\$190,222,288	\$53,498,256	\$47,282,175	\$41,812,766
2030	\$263,538,167	\$63,395,588	\$9,352,222	\$190,790,357	\$51,102,876	\$44,951,068	\$39,563,805
2031	\$266,173,549	\$65,297,456	\$9,552,011	\$191,324,082	\$48,805,556	\$42,726,839	\$37,428,758
2032	\$268,836,285	\$67,256,380	\$9,756,986	\$191,821,919	\$46,602,430	\$40,604,756	\$35,402,028
2033	\$271,523,637	\$69,274,071	\$9,967,294	\$192,282,273	\$44,489,782	\$38,580,287	\$33,478,292
2034	\$274,238,874	\$71,352,293	\$10,183,087	\$192,703,494	\$42,464,041	\$36,649,102	\$31,652,482
2035	\$276,981,263	\$73,492,862	\$10,404,522	\$193,083,879	\$40,521,774	\$34,807,057	\$29,919,775
2036	\$279,751,075	\$75,697,648	\$10,631,759	\$193,421,669	\$38,659,680	\$33,050,190	\$28,275,563
2037	\$282,548,586	\$77,968,577	\$10,864,964	\$193,715,045	\$36,874,589	\$31,374,710	\$26,715,538
2038	\$285,374,072	\$80,307,634	\$11,104,308	\$193,962,129	\$35,163,450	\$29,776,994	\$25,235,485
2039	\$288,227,813	\$82,716,863	\$11,349,966	\$194,160,983	\$33,523,333	\$28,253,575	\$23,831,469
2040	\$291,110,091	\$85,198,369	\$11,602,120	\$194,309,602	\$31,951,422	\$26,801,139	\$22,499,727
2041	\$294,021,192	\$87,754,320	\$11,860,954	\$194,405,917	\$30,445,010	\$25,416,516	\$21,236,679
2042	\$296,961,403	\$90,386,950	\$12,126,661	\$194,447,792	\$29,001,493	\$24,096,673	\$20,038,918
Total	\$7,723,014,612	\$1,824,772,837	\$271,298,591	\$5,626,943,183	\$1,832,899,208	\$1,658,144,453	\$1,503,007,293

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$.09/mile toll rate, 70% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		
					2003	2003	
					5%	5.5%	
				Net Revenue	Net Revenue	Net Revenue	
2013	\$163,690,981	\$38,355,373	\$5,723,322	\$119,612,286	\$73,431,567	\$70,024,690	\$66,790,876
2014	\$165,783,261	\$39,506,035	\$5,651,827	\$120,425,399	\$70,410,237	\$66,825,319	\$63,438,598
2015	\$167,903,294	\$40,691,216	\$5,983,651	\$121,228,428	\$67,504,525	\$63,763,913	\$60,246,815
2016	\$170,051,461	\$41,911,952	\$6,118,885	\$122,020,623	\$64,710,142	\$60,834,685	\$57,208,030
2017	\$172,228,146	\$43,169,311	\$6,257,626	\$122,801,209	\$62,022,955	\$58,032,089	\$54,315,093
2018	\$174,433,741	\$44,468,390	\$6,399,972	\$123,569,379	\$59,438,984	\$55,350,908	\$51,561,184
2019	\$176,668,641	\$45,798,322	\$6,546,023	\$124,324,296	\$56,954,392	\$52,785,745	\$48,939,797
2020	\$178,933,249	\$47,172,271	\$6,695,884	\$125,065,094	\$54,565,486	\$50,332,013	\$46,444,726
2021	\$180,722,581	\$48,587,440	\$6,841,915	\$125,293,227	\$52,061,924	\$47,795,094	\$43,895,704
2022	\$182,529,807	\$50,045,063	\$6,991,778	\$125,492,966	\$49,661,828	\$45,375,628	\$41,477,058
2023	\$184,355,105	\$51,546,415	\$7,145,584	\$125,663,107	\$47,361,103	\$43,068,386	\$39,182,351
2024	\$186,198,656	\$53,092,807	\$7,303,444	\$125,802,405	\$45,156,813	\$40,868,368	\$37,005,457
2025	\$188,060,643	\$54,685,591	\$7,465,475	\$125,909,577	\$43,042,173	\$38,770,790	\$34,940,549
2026	\$189,941,249	\$56,326,159	\$7,631,796	\$125,983,294	\$41,016,546	\$36,771,080	\$32,982,081
2027	\$191,840,662	\$58,015,944	\$7,802,530	\$126,022,188	\$39,075,436	\$34,864,865	\$31,124,777
2028	\$193,759,068	\$59,756,422	\$7,977,804	\$126,024,842	\$37,215,485	\$33,047,961	\$29,363,616
2029	\$195,696,659	\$61,549,115	\$8,157,749	\$125,989,795	\$35,433,463	\$31,316,370	\$27,693,821
2030	\$197,653,626	\$63,395,588	\$8,342,498	\$125,915,540	\$33,726,266	\$28,666,268	\$26,110,848
2031	\$199,630,162	\$65,297,458	\$8,532,189	\$125,800,517	\$32,080,911	\$26,093,989	\$24,610,373
2032	\$201,626,463	\$67,256,380	\$8,726,965	\$125,643,118	\$30,524,533	\$26,596,065	\$23,166,284
2033	\$203,642,728	\$69,274,071	\$8,926,973	\$125,441,684	\$28,024,377	\$25,169,123	\$21,840,669
2034	\$205,679,155	\$71,352,293	\$9,132,363	\$125,194,499	\$25,587,794	\$23,809,978	\$20,563,802
2035	\$207,735,947	\$73,492,862	\$9,343,281	\$124,899,794	\$23,212,241	\$22,515,574	\$19,354,147
2036	\$209,813,306	\$75,697,648	\$9,559,915	\$124,555,743	\$24,895,273	\$21,282,987	\$18,208,334
2037	\$211,911,439	\$77,968,577	\$9,782,402	\$124,160,460	\$23,634,539	\$20,109,427	\$17,123,159
2038	\$214,030,554	\$80,307,634	\$10,010,921	\$123,711,999	\$22,427,784	\$18,992,220	\$16,095,577
2039	\$216,170,859	\$82,716,863	\$10,245,645	\$123,208,351	\$21,272,835	\$17,928,815	\$15,122,688
2040	\$218,332,568	\$85,196,369	\$10,486,755	\$122,647,443	\$20,167,610	\$16,816,772	\$14,201,738
2041	\$220,515,894	\$87,754,320	\$10,734,436	\$122,027,137	\$19,110,104	\$15,653,756	\$13,330,104
2042	\$222,721,053	\$90,396,950	\$10,988,878	\$121,345,225	\$18,098,393	\$15,037,539	\$12,505,295
Total	\$5,792,260,959	\$1,824,772,837	\$241,708,497	\$3,725,779,625	\$1,227,834,720	\$1,111,900,328	\$1,008,865,549

2 Plaza Net Revenue (2003\$) Summary

2 Plazas: \$ 1/mile toll rate, 30% Toll Diversion

Year	Gross		Annual		Annual		Annual Net	Present Value		Present Value		Present Value	
	Revenue	Cost	Revenue	Cost	Revenue	Cost		2003	5%	2003	5.5%	2003	6%
2013	\$458,334,747		\$36,355,373		\$9,068,221		\$410,911,153	\$252,263,803	\$240,559,954	\$229,450,642	\$181,087,067	\$172,698,617	\$164,695,878
2014	\$464,193,131		\$39,506,490		\$9,239,480		\$415,447,616	\$242,903,617	\$230,536,245	\$218,852,622	\$178,480,439	\$172,698,617	\$164,695,878
2015	\$470,129,224		\$40,691,216		\$9,414,625		\$420,023,384	\$233,984,736	\$220,924,537	\$208,738,754	\$189,876,497	\$181,087,067	\$172,698,617
2016	\$476,144,090		\$41,911,952		\$9,593,756		\$424,638,383	\$225,194,801	\$211,708,001	\$202,870,495	\$194,396,534	\$181,087,067	\$172,698,617
2017	\$482,238,809		\$43,169,311		\$9,776,976		\$429,292,523	\$216,821,896	\$202,870,495	\$194,396,534	\$181,087,067	\$172,698,617	\$164,695,878
2018	\$488,414,474		\$44,464,390		\$9,964,391		\$433,985,693	\$208,754,539	\$194,396,534	\$181,087,067	\$172,698,617	\$164,695,878	\$158,568,972
2019	\$494,672,195		\$45,798,322		\$10,156,110		\$438,717,763	\$200,981,662	\$186,271,265	\$178,480,439	\$172,698,617	\$164,695,878	\$158,568,972
2020	\$501,013,097		\$47,172,271		\$10,352,246		\$443,488,578	\$193,482,588	\$186,271,265	\$178,480,439	\$172,698,617	\$164,695,878	\$158,568,972
2021	\$506,023,228		\$48,587,440		\$10,534,841		\$446,900,947	\$185,686,574	\$170,477,474	\$162,825,110	\$158,568,972	\$148,838,549	\$141,476,762
2022	\$511,083,460		\$49,045,063		\$10,721,634		\$450,316,763	\$178,205,635	\$164,092,354	\$155,508,175	\$148,838,549	\$141,476,762	\$134,474,660
2023	\$516,194,294		\$51,548,415		\$10,912,738		\$453,735,142	\$171,008,003	\$157,447,798	\$148,838,549	\$141,476,762	\$134,474,660	\$127,812,149
2024	\$521,356,237		\$53,082,807		\$11,108,270		\$457,155,161	\$164,092,354	\$148,838,549	\$141,476,762	\$134,474,660	\$127,812,149	\$121,472,945
2025	\$526,569,800		\$54,685,591		\$11,308,349		\$460,575,880	\$157,447,798	\$141,823,128	\$135,427,821	\$129,313,498	\$121,472,945	\$116,441,543
2026	\$531,835,498		\$56,326,159		\$11,513,099		\$463,996,240	\$151,063,862	\$135,427,821	\$129,313,498	\$121,472,945	\$116,441,543	\$109,703,176
2027	\$537,153,853		\$58,015,944		\$11,722,646		\$467,415,283	\$144,930,474	\$129,313,498	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779
2028	\$542,525,391		\$59,756,422		\$11,937,121		\$470,831,848	\$139,037,950	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$99,049,959
2029	\$547,950,645		\$61,549,115		\$12,156,659		\$474,244,872	\$133,376,976	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$94,108,960
2030	\$553,430,152		\$63,395,598		\$12,381,397		\$477,653,167	\$127,938,598	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$89,049,959
2031	\$558,964,453		\$65,297,456		\$12,611,477		\$481,065,520	\$122,714,202	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$84,937,418
2032	\$564,554,098		\$67,256,380		\$12,847,046		\$484,460,672	\$117,695,508	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$80,684,291
2033	\$570,199,639		\$69,274,071		\$13,089,255		\$487,837,313	\$112,874,553	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$76,638,763
2034	\$576,901,636		\$71,352,293		\$13,338,258		\$491,214,084	\$108,243,678	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$72,790,846
2035	\$581,660,651		\$73,492,862		\$13,588,214		\$494,579,575	\$103,795,520	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$68,937,418
2036	\$587,477,258		\$75,697,648		\$13,847,288		\$497,932,322	\$99,522,998	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$65,258,849
2037	\$593,352,030		\$77,968,577		\$14,112,649		\$501,270,804	\$95,419,304	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$61,754,320
2038	\$599,285,551		\$80,307,634		\$14,384,470		\$504,593,447	\$91,477,890	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$58,351,016
2039	\$605,278,406		\$82,716,863		\$14,662,930		\$507,898,613	\$87,692,461	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$55,000,000
2040	\$611,331,190		\$85,198,369		\$14,948,213		\$511,184,608	\$84,056,965	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$51,754,320
2041	\$617,444,502		\$87,754,320		\$15,240,508		\$514,449,674	\$80,565,579	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$48,351,016
2042	\$623,618,947		\$90,386,950		\$15,540,011		\$517,691,987	\$77,212,707	\$123,467,979	\$117,879,611	\$109,703,176	\$104,243,779	\$45,000,000
Total	\$19,218,330,685		\$1,824,772,837		\$360,068,874		\$14,633,488,974	\$4,508,367,239	\$4,073,521,200	\$3,687,998,260			

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$.11/mile toll rate, 40% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost		Annual Operational Cost		Annual Net Revenue	Present Value 2003		Present Value 2003		Present Value 2003	
							Net Revenue	5%	Net Revenue	5.5%	Net Revenue	6%
2013	\$392,998,355	\$39,355,373	\$39,506,035	\$8,231,996	\$8,392,567	\$346,270,985	\$212,590,347	\$202,717,524	\$193,355,910			
2014	\$397,879,828	\$39,691,216	\$40,691,216	\$8,556,981	\$8,725,038	\$357,486,516	\$224,208,257	\$218,228,721	\$208,257,175			
2015	\$402,967,906	\$41,911,952	\$43,169,311	\$8,897,138	\$9,073,286	\$361,281,102	\$234,471,506	\$228,381,170	\$218,228,721			
2016	\$408,123,506	\$44,484,390	\$45,798,322	\$9,253,589	\$9,438,156	\$365,103,302	\$242,521,542	\$234,471,506	\$228,381,170			
2017	\$413,347,551	\$47,172,271	\$48,587,440	\$9,611,809	\$9,789,170	\$375,535,146	\$252,664,219	\$242,521,542	\$234,471,506			
2018	\$418,640,978	\$50,045,063	\$51,546,415	\$9,970,949	\$10,167,063	\$380,934,888	\$262,664,219	\$252,664,219	\$242,521,542			
2019	\$424,004,738	\$53,092,807	\$54,685,591	\$10,347,630	\$10,542,773	\$386,312,321	\$272,664,219	\$262,664,219	\$252,664,219			
2020	\$429,439,797	\$56,326,159	\$58,015,944	\$10,742,617	\$10,947,292	\$391,659,027	\$282,664,219	\$272,664,219	\$262,664,219			
2021	\$433,734,195	\$59,756,422	\$61,549,115	\$11,156,931	\$11,561,655	\$394,318,050	\$292,664,219	\$282,664,219	\$272,664,219			
2022	\$438,071,537	\$63,297,456	\$65,297,456	\$11,817,026	\$12,223,277	\$399,601,441	\$302,664,219	\$292,664,219	\$282,664,219			
2023	\$442,452,252	\$67,256,380	\$69,274,071	\$12,047,935	\$12,420,542	\$402,223,277	\$312,664,219	\$302,664,219	\$292,664,219			
2024	\$446,876,775	\$71,352,293	\$73,492,862	\$12,284,534	\$12,526,983	\$407,420,542	\$322,664,219	\$312,664,219	\$302,664,219			
2025	\$451,345,543	\$75,697,648	\$77,987,445	\$12,775,445	\$13,291,082	\$412,546,427	\$332,664,219	\$322,664,219	\$312,664,219			
2026	\$455,858,998	\$80,307,634	\$82,716,863	\$13,558,608	\$14,225,345,911	\$417,588,790	\$342,664,219	\$332,664,219	\$322,664,219			
2027	\$460,417,588	\$85,198,369	\$87,754,320	\$14,113,990	\$14,402,227	\$422,534,591	\$352,664,219	\$342,664,219	\$332,664,219			
2028	\$465,021,764	\$90,386,950	\$92,827,218	\$14,402,227	\$14,402,227	\$427,369,834	\$362,664,219	\$352,664,219	\$342,664,219			
2029	\$469,671,982	\$95,611,809	\$98,156,931	\$14,402,227	\$14,402,227	\$429,741,349	\$372,664,219	\$362,664,219	\$352,664,219			
2030	\$474,368,701	\$100,947,292	\$103,403,483	\$14,402,227	\$14,402,227	\$431,948,566	\$382,664,219	\$372,664,219	\$362,664,219			
2031	\$479,112,398	\$106,156,931	\$108,659,066	\$14,402,227	\$14,402,227	\$434,103,302	\$392,664,219	\$382,664,219	\$372,664,219			
2032	\$483,903,512	\$111,371,672	\$113,742,617	\$14,402,227	\$14,402,227	\$436,218,050	\$402,664,219	\$392,664,219	\$382,664,219			
2033	\$488,742,547	\$116,611,809	\$118,817,026	\$14,402,227	\$14,402,227	\$438,297,304	\$412,664,219	\$402,664,219	\$392,664,219			
2034	\$493,629,973	\$121,817,026	\$124,074,935	\$14,402,227	\$14,402,227	\$440,345,146	\$422,664,219	\$412,664,219	\$402,664,219			
2035	\$498,566,273	\$127,047,935	\$129,312,293	\$14,402,227	\$14,402,227	\$442,369,834	\$432,664,219	\$422,664,219	\$412,664,219			
2036	\$503,551,935	\$132,284,534	\$134,526,983	\$14,402,227	\$14,402,227	\$444,369,834	\$442,664,219	\$432,664,219	\$422,664,219			
2037	\$508,587,455	\$137,526,983	\$139,716,863	\$14,402,227	\$14,402,227	\$446,345,911	\$452,664,219	\$442,664,219	\$432,664,219			
2038	\$513,673,329	\$142,775,445	\$144,887,445	\$14,402,227	\$14,402,227	\$448,297,304	\$462,664,219	\$452,664,219	\$442,664,219			
2039	\$518,810,063	\$148,036,931	\$150,113,990	\$14,402,227	\$14,402,227	\$450,223,277	\$472,664,219	\$462,664,219	\$452,664,219			
2040	\$523,998,163	\$153,291,082	\$155,386,950	\$14,402,227	\$14,402,227	\$452,123,277	\$482,664,219	\$472,664,219	\$462,664,219			
2041	\$529,238,145	\$158,549,115	\$160,611,809	\$14,402,227	\$14,402,227	\$454,000,000	\$492,664,219	\$482,664,219	\$472,664,219			
2042	\$534,530,526	\$163,769,369	\$165,848,848	\$14,402,227	\$14,402,227	\$455,848,848	\$502,664,219	\$492,664,219	\$482,664,219			
Total	\$13,901,426,301	\$1,824,772,837	\$330,478,780	\$11,746,174,684	\$3,780,406,384	\$3,416,327,879	\$3,093,489,982					

2 Plaza Net Revenue (2003\$) Summary

2 Plazas, \$ 11/mile toll rate, 50% Toll Diversion

Year	Gross Revenue	Annual		Annual Net Revenue	Present Value	
		Maintenance Cost	Operational Cost		2003	2003
2013	\$327,381,962	\$38,355,373	\$7,395,771	\$281,630,817	\$172,896,891	\$157,261,177
2014	\$331,566,522	\$39,506,035	\$7,545,653	\$284,514,934	\$166,349,931	\$149,878,865
2015	\$335,896,589	\$40,691,216	\$7,699,138	\$287,416,235	\$160,044,114	\$142,837,063
2016	\$340,102,922	\$41,911,952	\$7,850,320	\$290,334,649	\$153,970,663	\$136,120,213
2017	\$344,456,292	\$43,169,311	\$8,017,301	\$293,269,680	\$148,121,117	\$129,713,462
2018	\$348,867,481	\$44,464,390	\$8,182,181	\$296,220,910	\$142,487,322	\$123,602,636
2019	\$353,337,282	\$45,798,322	\$8,351,067	\$299,187,894	\$137,061,421	\$117,774,202
2020	\$357,866,498	\$47,172,271	\$8,524,065	\$302,170,161	\$131,835,840	\$112,215,246
2021	\$361,445,163	\$48,567,440	\$8,688,378	\$304,169,345	\$126,398,646	\$106,593,842
2022	\$365,059,614	\$50,045,063	\$8,856,706	\$306,157,845	\$121,157,056	\$101,189,151
2023	\$368,710,210	\$51,546,415	\$9,029,161	\$308,134,635	\$116,132,703	\$96,077,836
2024	\$372,397,312	\$53,092,807	\$9,205,857	\$310,098,649	\$111,307,542	\$91,217,193
2025	\$376,121,286	\$54,685,591	\$9,386,912	\$312,048,782	\$106,673,836	\$86,595,129
2026	\$379,882,498	\$56,326,159	\$9,572,447	\$313,983,892	\$102,224,146	\$82,200,123
2027	\$383,681,323	\$58,016,944	\$9,762,588	\$315,902,791	\$97,951,318	\$78,021,213
2028	\$387,518,137	\$59,756,422	\$9,957,463	\$317,804,252	\$93,848,476	\$74,047,955
2029	\$391,393,316	\$61,549,115	\$10,157,204	\$319,686,989	\$89,909,007	\$70,270,409
2030	\$395,307,251	\$63,395,588	\$10,361,947	\$321,549,716	\$86,126,551	\$66,679,106
2031	\$399,260,324	\$65,297,456	\$10,571,833	\$323,391,035	\$82,494,995	\$63,265,034
2032	\$403,252,927	\$67,256,380	\$10,787,006	\$325,209,541	\$79,008,482	\$60,019,612
2033	\$407,285,456	\$69,274,071	\$11,007,614	\$327,003,771	\$75,681,298	\$56,934,669
2034	\$411,358,311	\$71,352,293	\$11,233,810	\$328,772,207	\$72,448,071	\$54,002,426
2035	\$415,471,894	\$73,492,862	\$11,465,752	\$330,513,280	\$69,363,555	\$51,215,477
2036	\$419,626,613	\$75,697,648	\$11,703,602	\$332,225,363	\$66,402,727	\$48,566,771
2037	\$423,822,879	\$77,968,577	\$11,947,526	\$333,906,776	\$63,560,757	\$46,049,595
2038	\$428,061,108	\$80,307,634	\$12,197,695	\$335,555,778	\$60,833,003	\$43,657,558
2039	\$432,341,719	\$82,716,863	\$12,454,287	\$337,170,568	\$58,214,998	\$41,384,576
2040	\$436,665,136	\$85,198,369	\$12,717,484	\$338,748,283	\$55,702,453	\$39,224,857
2041	\$441,031,787	\$87,754,320	\$12,987,472	\$340,289,995	\$53,291,239	\$37,172,888
2042	\$445,442,105	\$90,386,950	\$13,264,444	\$341,790,711	\$50,977,389	\$35,223,419
Total	\$11,584,521,918	\$1,824,772,837	\$300,888,585	\$9,458,960,395	\$3,052,445,530	\$2,498,981,704

2 Plaza Net Revenue (2003) Summary

2 Plazas: \$.11/mille toll rate, 60% Toll Diversion

Year	Gross Revenue	Annual		Annual		Annual Net Revenue	Present Value		
		Maintenance Cost	Operational Cost	Revenue	Net Revenue		2003	2003	2003
2013	\$261,905,670	\$38,355,373	\$6,559,547	\$216,990,650	\$133,213,436	\$127,032,962	\$121,166,445	\$121,166,445	
2014	\$255,253,218	\$39,506,035	\$6,698,740	\$219,048,443	\$128,073,088	\$121,552,281	\$115,391,987	\$115,391,987	
2015	\$268,645,271	\$40,691,216	\$6,841,394	\$221,112,661	\$123,123,803	\$116,301,173	\$109,886,218	\$109,886,218	
2016	\$272,082,337	\$41,911,952	\$6,987,603	\$223,182,782	\$118,358,595	\$111,270,160	\$104,636,797	\$104,636,797	
2017	\$275,565,034	\$43,169,311	\$7,137,464	\$225,258,259	\$113,770,728	\$106,450,153	\$99,631,945	\$99,631,945	
2018	\$279,093,985	\$44,464,390	\$7,291,077	\$227,338,518	\$109,353,714	\$101,832,435	\$94,860,421	\$94,860,421	
2019	\$282,669,826	\$45,798,322	\$7,448,545	\$229,422,959	\$105,101,301	\$97,408,650	\$90,311,485	\$90,311,485	
2020	\$286,293,198	\$47,172,271	\$7,609,974	\$231,510,952	\$101,007,462	\$93,170,779	\$85,974,930	\$85,974,930	
2021	\$289,156,130	\$48,587,440	\$7,765,146	\$232,803,544	\$96,734,681	\$88,806,615	\$81,561,276	\$81,561,276	
2022	\$292,047,691	\$50,045,083	\$7,924,242	\$234,078,387	\$92,832,766	\$84,637,842	\$77,365,952	\$77,365,952	
2023	\$294,868,168	\$51,546,415	\$8,087,372	\$235,334,381	\$88,695,053	\$80,655,908	\$73,378,373	\$73,378,373	
2024	\$297,917,850	\$53,092,807	\$8,254,650	\$236,570,393	\$84,915,136	\$76,852,631	\$69,588,459	\$69,588,459	
2025	\$300,897,028	\$54,688,591	\$8,426,193	\$237,785,244	\$81,286,855	\$73,220,179	\$65,986,617	\$65,986,617	
2026	\$303,905,999	\$56,326,159	\$8,602,122	\$238,977,718	\$77,804,288	\$69,751,064	\$62,563,712	\$62,563,712	
2027	\$306,945,059	\$58,015,944	\$8,782,559	\$240,146,556	\$74,461,741	\$66,438,119	\$59,311,048	\$59,311,048	
2028	\$310,014,509	\$59,756,422	\$8,967,634	\$241,290,454	\$71,253,740	\$63,274,489	\$56,220,345	\$56,220,345	
2029	\$313,114,654	\$61,549,115	\$9,157,476	\$242,408,063	\$68,175,022	\$60,253,615	\$53,283,723	\$53,283,723	
2030	\$316,245,801	\$63,395,588	\$9,352,222	\$243,487,990	\$65,220,527	\$57,369,223	\$50,493,679	\$50,493,679	
2031	\$319,408,259	\$65,297,456	\$9,552,011	\$244,558,792	\$62,385,392	\$54,615,311	\$47,843,071	\$47,843,071	
2032	\$322,602,342	\$67,256,380	\$9,756,986	\$245,588,976	\$59,664,938	\$51,986,136	\$45,325,101	\$45,325,101	
2033	\$325,828,365	\$69,274,071	\$9,967,294	\$246,587,000	\$57,054,671	\$49,476,206	\$42,933,295	\$42,933,295	
2034	\$329,086,649	\$71,352,293	\$10,183,087	\$247,561,269	\$54,560,268	\$47,080,266	\$40,661,484	\$40,661,484	
2035	\$332,377,515	\$73,492,862	\$10,404,522	\$248,480,132	\$52,147,573	\$44,793,290	\$38,503,834	\$38,503,834	
2036	\$335,701,290	\$75,697,648	\$10,631,759	\$249,371,884	\$49,842,592	\$42,610,469	\$36,454,734	\$36,454,734	
2037	\$339,058,303	\$77,968,577	\$10,864,964	\$250,224,762	\$47,631,484	\$40,527,205	\$34,508,880	\$34,508,880	
2038	\$342,448,886	\$80,307,634	\$11,104,308	\$251,036,944	\$45,510,569	\$38,539,099	\$32,661,216	\$32,661,216	
2039	\$345,873,375	\$82,716,863	\$11,349,966	\$251,806,545	\$43,476,267	\$36,641,941	\$30,806,930	\$30,806,930	
2040	\$349,332,109	\$85,198,369	\$11,602,120	\$252,531,620	\$41,525,197	\$34,831,707	\$29,241,440	\$29,241,440	
2041	\$352,825,430	\$87,754,320	\$11,860,954	\$253,210,155	\$39,664,069	\$33,104,547	\$27,660,386	\$27,660,386	
2042	\$356,353,684	\$90,388,950	\$12,126,661	\$253,840,073	\$37,859,731	\$31,456,779	\$26,159,620	\$26,159,620	
Total	\$9,267,617,534	\$1,824,772,837	\$271,298,591	\$7,171,546,106	\$2,324,484,675	\$2,101,941,237	\$1,904,473,427	\$1,904,473,427	

2 Plaza Net Revenue (2003S) Summary

2 Plazas, \$1.11/mile toll rate, 70% Toll Diversion

Year	Gross Revenue	Annual Maintenance Cost	Annual Operational Cost	Annual Net Revenue	Present Value		Present Value	
					2003	2003	2003	2003
				Net Revenue	5%	Net Revenue	5%	
2013	\$196,429,177	\$39,355,373	\$5,723,322	\$152,350,482	\$93,529,980	\$89,190,631	\$85,071,713	
2014	\$199,939,913	\$39,506,035	\$5,851,827	\$153,582,052	\$89,796,245	\$85,224,293	\$80,905,109	
2015	\$201,483,953	\$40,691,216	\$6,983,651	\$153,809,087	\$86,203,492	\$81,426,719	\$76,935,373	
2016	\$204,061,753	\$41,911,952	\$6,118,885	\$155,030,916	\$82,746,526	\$77,790,879	\$73,153,382	
2017	\$206,673,775	\$43,169,311	\$6,257,626	\$157,246,838	\$79,420,339	\$74,310,039	\$69,550,428	
2018	\$209,320,489	\$44,464,390	\$6,399,922	\$158,456,127	\$76,220,106	\$70,977,736	\$66,118,205	
2019	\$212,002,369	\$45,798,322	\$6,546,023	\$159,658,024	\$73,141,181	\$67,787,776	\$62,848,788	
2020	\$214,719,899	\$47,172,271	\$6,695,864	\$160,851,744	\$70,179,083	\$64,734,226	\$59,734,614	
2021	\$216,867,098	\$48,587,440	\$6,841,915	\$161,437,743	\$67,080,717	\$61,582,995	\$56,558,711	
2022	\$219,035,768	\$50,045,063	\$6,991,778	\$162,534,128	\$64,108,477	\$58,575,419	\$53,542,753	
2023	\$221,226,126	\$51,546,415	\$7,145,584	\$163,534,128	\$61,257,403	\$55,705,153	\$50,678,909	
2024	\$223,438,387	\$53,092,807	\$7,303,444	\$163,042,136	\$58,522,730	\$52,966,126	\$47,959,725	
2025	\$225,672,771	\$54,685,581	\$7,465,475	\$163,521,705	\$55,899,874	\$50,352,530	\$45,378,107	
2026	\$227,929,499	\$56,326,159	\$7,631,796	\$163,971,544	\$53,384,430	\$47,858,812	\$42,927,301	
2027	\$230,208,794	\$58,015,944	\$7,802,530	\$164,390,320	\$50,972,163	\$45,479,660	\$40,600,883	
2028	\$232,510,882	\$59,756,422	\$7,977,804	\$164,776,655	\$48,659,003	\$43,209,993	\$38,992,735	
2029	\$234,835,991	\$61,549,115	\$8,157,749	\$165,129,127	\$46,441,037	\$41,044,950	\$36,297,038	
2030	\$237,184,351	\$63,395,588	\$8,342,498	\$165,446,265	\$44,314,504	\$38,979,885	\$34,308,253	
2031	\$239,556,194	\$65,297,456	\$8,532,189	\$165,726,549	\$42,276,788	\$37,010,352	\$32,421,109	
2032	\$241,951,756	\$67,256,360	\$8,726,965	\$165,968,411	\$40,321,415	\$35,132,100	\$30,630,989	
2033	\$244,371,274	\$69,274,071	\$8,926,973	\$166,170,230	\$38,448,044	\$33,341,062	\$28,931,920	
2034	\$246,814,986	\$71,352,293	\$9,132,363	\$166,330,330	\$36,652,464	\$31,633,351	\$27,320,562	
2035	\$249,283,136	\$73,482,862	\$9,343,291	\$166,446,984	\$34,931,590	\$30,005,248	\$25,792,191	
2036	\$251,775,968	\$75,687,648	\$9,558,915	\$166,518,404	\$33,282,456	\$28,453,187	\$24,342,697	
2037	\$254,293,727	\$77,969,577	\$9,782,402	\$166,542,748	\$31,702,211	\$26,973,798	\$22,960,165	
2038	\$256,836,665	\$80,307,634	\$10,010,921	\$166,518,109	\$30,188,116	\$25,563,798	\$21,664,875	
2039	\$259,405,031	\$82,716,853	\$10,246,645	\$166,442,523	\$28,737,536	\$24,220,089	\$20,429,284	
2040	\$261,989,082	\$85,198,369	\$10,486,755	\$166,313,957	\$27,347,941	\$22,939,698	\$19,258,022	
2041	\$264,619,072	\$87,754,320	\$10,734,436	\$166,130,316	\$26,016,899	\$21,719,780	\$18,147,885	
2042	\$267,265,263	\$90,386,950	\$10,988,878	\$165,889,435	\$24,742,072	\$20,557,618	\$17,095,822	
Total	\$6,950,713,151	\$1,824,772,837	\$241,708,487	\$4,894,231,817	\$1,596,523,820	\$1,444,747,916	\$1,309,965,149	

