Table 1

Annual Toll Transactions and Gross Revenue Forecasts
Proposed Trinagle Turnpike
(Thousands)
November 10, 2006

	Scenario 1-A, Western Wake Parkway, Triangle Parkway WITHOUT Extension to McCrimmon Pkwy., and I-540 from NC 54 to NC 55	
Year	**Total Transactions**	**Total Revenue**
2011	13,699	$12,079
2012	19,803	17,362
2013	24,959	21,755
2014	28,667	24,835
2015	28,838	30,502
2016	31,009	32,776
2017	33,351	35,224
2018	35,875	37,860
2019	38,597	40,697
2020	39,237	47,820
2021	41,643	50,726
2022	44,212	53,818
2023	46,955	57,108
2024	49,886	60,610
2025	49,764	72,071
2026	52,466	75,942
2027	55,320	80,026
2028	58,335	84,334
2029	61,519	88,878
2030	60,610	99,373
2031	61,862	101,440
2032	63,140	103,550
2033	64,445	105,705
2034	65,777	107,904
2035	65,680	121,352
2036	67,060	123,917
2037	68,470	126,536
2038	69,909	129,210
2039	71,379	131,942
2040	71,488	143,688
2041	72,203	145,125
2042	72,925	146,576
2043	73,654	148,042
2044	74,391	149,523
2045	75,135	151,018
2046	75,886	152,528
2047	76,645	154,053
2048	77,412	155,594
2049	78,186	157,150
2050	78,968	158,721

NOTE: These forecasts have been made using available information from reports previsoiusly submitted to the NCTA. They should be considered preliminary until this scenario is analyzed in detail during the Triangle Turnpike Investment Grade Study.

Table 2

Annual Net Revenue Forecasts
Proposed Trinagle Turnpike
(Thousands)

	Scenario 1-A, Western Wake Toll Road, Triangle Parkway Tolled, and I-540 from NC 54 to NC 55 Tolled, WITHOUT Extension to McCrimmon Pkwy.		
Year	**Gross Toll Revenue**	**Toll Operating Expense**	**Net Toll Operating Revenue**
2011	$12,079	$4,098	$7,981
2012	17,362	4,570	12,792
2013	21,755	4,982	16,773
2014	24,835	5,303	19,532
2015	30,502	5,409	25,093
2016	32,776	5,634	27,142
2017	35,224	5,873	29,351
2018	37,860	6,124	31,736
2019	40,697	6,390	34,307
2020	47,820	6,534	41,286
2021	50,726	6,785	43,941
2022	53,818	7,049	46,769
2023	57,108	7,326	49,782
2024	60,610	7,617	52,993
2025	72,071	7,728	64,343
2026	75,942	8,011	67,931
2027	80,026	8,306	71,720
2028	84,334	8,614	75,720
2029	88,878	8,936	79,942
2030	99,373	9,015	90,358
2031	101,440	9,221	92,219
2032	103,550	9,431	94,119
2033	105,705	9,647	96,058
2034	107,904	9,868	98,036
2035	121,352	10,005	111,347
2036	123,917	10,234	113,683
2037	126,536	10,469	116,067
2038	129,210	10,709	118,501
2039	131,942	10,954	120,988
2040	143,688	11,124	132,564
2041	145,125	11,334	133,791
2042	146,576	11,548	135,028
2043	148,042	11,767	136,275
2044	149,523	11,991	137,532
2045	151,018	12,220	138,798
2046	152,528	12,454	140,074
2047	154,053	12,693	141,360
2048	155,594	12,938	142,656
2049	157,150	13,188	143,962
2050	158,721	13,443	145,278

NOTE: These forecasts have been made using available information from reports previsoiusly submitted to the NCTA. They should be considered preliminary until this scenario is analyzed in detail during the Triangle Turnpike Investment Grade Study.