

EXHIBIT 7

COMPENSATION TERMS

Part A. Concession Payment

1. Upon the NEPA Finality Date, Developer shall pay to TxDOT an amount equal to \$25 million plus interest thereon at a floating rate equal to the LIBOR rate in effect from time to time from the Effective Date until paid. Concurrently with execution of the Agreement, Developer shall deliver, or has delivered, to TxDOT a standby letter of credit in the face amount of \$25 million plus anticipated interest that will accrue during the period the letter of credit is in effect, to assure payment of the foregoing amount. So long as the amount due under this Section 1 remains due and payable, Developer shall deliver to TxDOT a replacement letter of credit in the original amount of (a) \$25 million plus (b) accrued interest to the date of replacement plus (c) anticipated interest that will accrue during the period the replacement letter of credit is in effect. All the provisions of Section 16.3.1 of the Agreement apply with respect to such letter of credit and replacement letters of credit. TxDOT shall have the right to draw on the letter of credit or replacement letter of credit on or after the date payment is due, up to the full amount due and not previously paid.

2. In the event TxDOT authorizes, within 180 days after the Service Commencement Date, a maximum daytime posted speed limit for passenger vehicles of 80 miles per hour on the Facility, other than in populated areas or other specific locations where design does not accommodate such speed, and TxDOT affirmatively elects in writing to waive increased revenue sharing under Part B respecting such posted speed limit, Developer shall pay to TxDOT an additional \$67 million. If TxDOT has not delivered to Developer such written election within 30 days after it issues such authorization, then it shall be conclusively presumed that TxDOT has not waived increased revenue sharing, in which case no additional Concession Payment shall be due under this Section 2, unless the Parties otherwise agree in writing. Such increased revenue sharing shall be at the Bands specified in Table 2 and the Applicable Percentages as specified in Table 5. Any additional Concession Payment under this Section 2 shall be due and payable as follows:
 - 2.1 If TxDOT authorizes the 80 mph maximum daytime posted speed limit and delivers its written election not later than 30 days prior to the Service Commencement Date, then payment is due not later than the Service Commencement Date; or
 - 2.2 If TxDOT authorizes the 80 mph maximum daytime posted speed limit and delivers its written election later than 30 days prior to the Service Commencement Date, then payment is due not later than the first to occur of (a) any Refinancing and (b) three years after the Service Commencement Date, together with interest compounding monthly thereon at a floating rate equal to the LIBOR rate in effect from time to time from the Service Commencement Date until paid.

3. In the event TxDOT authorizes, within 180 days after the Service Commencement Date, a maximum daytime posted speed limit for passenger vehicles of 85 miles per hour on the Facility, other than in populated areas or other specific locations where design does not accommodate such speed, and TxDOT affirmatively elects in writing to waive increased revenue sharing under Part B respecting such posted speed limit, Developer shall pay to TxDOT an additional \$100 million. If TxDOT has not delivered to Developer such written election within 30 days after it issues such authorization, then it shall be conclusively presumed that TxDOT has not waived increased revenue sharing, in which case no additional Concession Payment shall be due under this Section 3, unless the Parties otherwise agree in writing. Such increased revenue sharing shall be at the Bands specified in Table 3 and the Applicable Percentages as specified in Table 6. Any additional Concession Payment under this Section 3 shall be due and payable as follows:
 - 3.1 If TxDOT authorizes the 85 mph maximum daytime posted speed limit and delivers its written election not later than 30 days prior to the Service Commencement Date, then payment is due not later than the Service Commencement Date; or
 - 3.2 If TxDOT authorizes the 85 mph maximum daytime posted speed limit and delivers its written election later than 30 days prior to the Service Commencement Date, then payment is due not later than the first to occur of (a) any Refinancing or (b) three years after the Service Commencement Date, together with interest compounding monthly thereon at a floating rate equal to the LIBOR rate in effect from time to time from the later of the Service Commencement Date or the date a maximum daytime posted speed limit of 85 miles per hour is authorized until paid.
4. TxDOT also may be entitled to retain (a) 50% of any unused portion of the cap on certain Hazardous Material costs pursuant to Section 3 of Exhibit 11 and (b) any unused portion of the Sales Tax Amount as an additional, contingent Concession Payment pursuant to Section 4 of Exhibit 23.
5. Partial Refund of Sections 2 and 3 Concession Payments
 - 5.1 In the event TxDOT receives an additional Concession Payment under Section 3 above and, within one year after receiving such additional Concession Payment, subsequently reduces the authorized maximum daytime posted speed limit for passenger vehicles to 80 mph, TxDOT shall refund to Developer, within 30 days after Developer completes re-posting of the speed limit, an amount equal to $(A - B) \times X/Y$ where:

A = Such Concession Payment;

B = The amount set forth in Section 3;

X = The number of months and partial months remaining in the Term from and after the date Developer completes re-posting of the speed limit in accordance with TxDOT's reduction; and

Y = The number of months and partial months in the Term from and after the Service Commencement Date.

- 5.2 In the event TxDOT receives an additional Concession Payment under Section 3 above and within one year after receiving such additional Concession Payment subsequently reduces the authorized maximum daytime posted speed limit for passenger vehicles to less than 80 mph, TxDOT shall refund to Developer, within 30 days after Developer completes re-posting of the speed limit, an amount equal to such additional Concession Payment x X/Y, where X and Y have the same meaning as in Section 5.1 above.
- 5.3 In the event TxDOT receives an additional Concession Payment under Section 2 above and, within one year after receiving such additional Concession Payment, subsequently reduces the authorized maximum daytime posted speed limit for passenger vehicles to less than 80 mph, TxDOT shall refund to Developer, within 30 days after Developer completes re-posting of the speed limit, an amount equal to such additional Concession Payment x X/Y, where X and Y have the same meaning as in Section 5.1 above.
6. For federal income tax purposes, the (i) Concession Payment and (ii) Developer's cost to acquire the Facility Right of Way on behalf of TxDOT under Section 7.4 of the Agreement and Section 7 of the Technical Requirements shall both be allocated for the grant to the Developer of the exclusive franchise and license pursuant to the terms of the Agreement to impose and collect tolls. Further, Developer's expenditures to construct the Facility pursuant to Section 7.1 of the Agreement shall be for its own account, with Developer owning such improvements for federal income tax purposes.

Part B. Revenue Sharing

1. General

Developer shall pay to TxDOT the amounts determined in accordance with this Part B of Exhibit 7 (the "Revenue Share Amount") so as to enable TxDOT to participate in the Toll Revenue being generated by the Facility, and interest earned on such amounts prior to distribution at the same rate as earned by Developer on its undistributed Toll Revenues (which rate shall be the rate earned on the Toll Revenue Account or, if applicable, the Developer Claims Account, for so long as such amounts are held therein).

2. Calculation of Revenue Share Amount

2.1 Subject to Sections 2 and 3, the Revenue Share Amount shall be calculated for each Fiscal Year and shall equal the sum of:

2.1.1 The portion of the Fiscal Year Toll Revenues within Band 1, as shown in the applicable Maximum Daytime Posted Speed Table in Attachment 1 to this Exhibit 7, multiplied by the Applicable Percentage for such Band as shown in the applicable Revenue Share Applicable Percentage Table in Attachment 1; plus

- 2.1.2 The portion of the Fiscal Year Toll Revenues within Band 2, as shown in Attachment 1, multiplied by the Applicable Percentage for such Band as shown in Attachment 1; plus
- 2.1.3 The portion of the Fiscal Year Toll Revenues within Band 3, as shown in Attachment 1, multiplied by the Applicable Percentage for such Band as shown in Attachment 1.
- 2.2 The figures on Attachment 1 are in 2006 dollars and are to be adjusted at the time of each calculation in accordance with the cumulative change in CPI after the Setting Date. The calculation shall be made using whichever Table in Attachment 1 applies to the Fiscal Year in question. If in any Fiscal Year more than one Table applies, then the Toll Revenues received during the portion of such Fiscal Year up to the earlier of (a) the date that is 30 days after the date TxDOT issues to Developer written authorization to increase the maximum daytime posted speed limit or written direction to decrease the maximum daytime posted speed limit or (b) the date Developer actually first posts the authorized increased speed limit or directed decreased speed limit shall be calculated using the Table that applies prior to such date, and the Toll Revenues received during the balance of such Fiscal Year shall be calculated using the Table that applies from and after such date.
- 2.3 TxDOT shall have a period of 180 days after the Service Commencement Date within which to authorize one of the increases in the posted daytime speed limit for passenger vehicles set forth in Part A, Sections 2 and 3 above.

3. Payment Procedures

- 3.1 The Revenue Share Amount shall be payable to TxDOT according to the following procedures.
 - 3.1.1 Within 15 Days after the end of each Fiscal Year or partial Fiscal Year during the Term Developer shall deliver to TxDOT (a) a written preliminary calculation of the Revenue Share Amount in accordance with Section 2.1 and (b) subject to rights to deposit the same in the Developer Claims Account pursuant to the Facility Trust Agreement, full payment of the Revenue Share Amount as so calculated.
 - 3.1.2 Within 90 Days after the end of each Fiscal Year or partial Fiscal Year, Developer shall deliver to TxDOT (a) a written final calculation of the Revenue Share Amount in accordance with Section 2.1, (b) an audited financial statement prepared by a reputable independent certified public account according to GAAP, consistently applied, setting forth the total Toll Revenues for the subject Fiscal Year, and (c) subject to rights to deposit the same in the Developer Claims Account pursuant to the Facility Trust Agreement, either payment of any additional Revenue Share Amount as so calculated or a written request for any refund of any prior overpayment of the Revenue Share Amount for the subject Fiscal Year, as so calculated.

3.1.3 TxDOT shall have up to 120 Days after receipt of the items set forth in Section 3.1.2 to dispute Developer's calculation of the Revenue Share Amount or to request further reasonable clarification or amendment to the calculation. Developer shall deliver to TxDOT such reasonable clarification or amendment within 30 Days after receipt of TxDOT's written request therefor. If TxDOT does not agree with the calculation of the Revenue Share Amount, the Dispute shall be resolved according to the Dispute Resolution Procedures. If TxDOT does not dispute Developer's initial calculation of the Revenue Share Amount within the 120 Day period, then payment of any additional amount owing to TxDOT or any refund owing to Developer shall be made as set forth in Section 3.1.4. If TxDOT does not initiate Dispute Resolution Procedures within 30 days after receipt of any amended calculation of the Revenue Share Amount, then payment of any additional amount owing to TxDOT or any refund owing to Developer shall be made as set forth in Section 3.1.4.

3.1.4 If TxDOT does not dispute Developer's initial calculation or amended calculation of Revenue Share Amount as described in Section 3.1.3, or upon final determination of the Revenue Share Amount, to the extent the result is a positive figure, Developer shall, immediately pay to TxDOT the additional amount owing, together with interest thereon, commencing 90 Days after the end of the Fiscal Year or partial Fiscal Year for which it was due until the date paid, at the LIBOR rate in effect on the date interest begins to accrue, subject to rights to deposit the additional amount and accrued interest in the Developer Claims Account pursuant to the Facility Trust Agreement. To the extent the result is a negative figure, TxDOT shall immediately pay to Developer a refund of such amount, together with interest thereon, commencing 90 Days after the end of the Fiscal Year or partial Fiscal Year for which the refund was due until the date paid, at the LIBOR rate in effect on the date interest begins to accrue.

3.2 Developer's payment obligations under this Part B shall survive expiration or any earlier termination of the Term.

4. Security Interests

4.1 TxDOT has granted to Developer a perfected pledge of and security interest in the Revenue Share Amount and Developer Claims Account, subject to the provisions of the Facility Trust Agreement.

4.2 TxDOT shall have and is hereby granted a perfected pledge of and security interest in the sub-account of the Toll Revenue Fund to be established under the Facility Trust Agreement for payment of the Revenue Share Amount in the final 12-months of the Term, and the funds therein, subject to the provisions of the Facility Trust Agreement. Developer shall execute and deliver to TxDOT promptly upon request such documents and instruments as TxDOT may reasonably require to create and perfect such lien and security interest.

Part C. Refinancing Gain Sharing

1. If prior to the Service Commencement Date Developer requests and TxDOT consents to any Refinancing and such Refinancing results in Refinancing Gain, Developer shall pay to TxDOT 50% of the Refinancing Gain.
2. Concurrently with delivering to TxDOT draft proposed Funding Agreements and Security Documents in connection with any such Refinancing, Developer also shall deliver to TxDOT its calculation of the anticipated Refinancing Gain, if any, together with any back-up documentation for its calculation.
3. TxDOT shall have the right to elect to receive its share of any Refinancing Gain as: (a) a single payment, due and payable concurrently with close of the Refinancing, in an amount less than or equal to any Distribution to be made on or about the date of closing of the Refinancing; (b) a series of payments over the remaining term of the concession; or (c) a combination of any of the above.
4. "Refinancing Gain" means an amount equal to the greater of zero and $[(A - B) - C]$, where:

A = the Net Present Value of the Distributions to be made over the remaining Term following the Refinancing, as projected immediately prior to the Refinancing (taking into account the effect of the Refinancing and using the relevant Base Case Financial Model as updated (including as to the performance of the Facility) so as to be current immediately prior to the Refinancing);

B = the Net Present Value of the Distributions to be made over the remaining Term following the Refinancing, projected immediately prior to the Refinancing (but without taking into account the effect of the Refinancing and using the Base Case Financial Model as updated (including as to the performance of the Facility) so as to be current immediately prior to the Refinancing); and

C = any adjustment required to adjust the Pre-Refinancing Equity IRR to the Equity IRR

"Net Present Value" means the aggregate of the discounted values, calculated as of the estimated date of the Refinancing, of each of the relevant projected Distributions, in each case discounted using the Equity IRR;

"Equity IRR" means the nominal post-tax rate of return over the full Term projected in the Base Case Financial Model, having regard to Distributions made and to be made, and is equal to 12%, which figure shall be adjusted to a blended rate of return in the event Developer substitutes subordinated debt for equity in the Base Case Financial Model.

"Pre-Refinancing Equity IRR" means the nominal post-tax Equity IRR calculated immediately prior to the Refinancing, which figure shall be adjusted to a blended rate of return in the event Developer substitutes subordinated debt for equity in the Base Case Financial Model.

ATTACHMENT 1 TO EXHIBIT 7 (COMPENSATION TERMS)

Table 1 – At Maximum Daytime Posted Speed (for Passenger Vehicles) of 70 MPH

| Year of Operations | Band 1 Floor: Toll Revenues from: | Band 1 Ceiling: Toll Revenues to and including: | Band 2 Floor: Toll Revenues from: | Band 2 Ceiling: Toll Revenues to and including: | Band 3 Floor: Toll Revenues from: |
|---------------------------|--|--|--|--|--|
| 1 | \$0 | \$20,030,426 | \$20,030,426.01 | \$31,407,528 | \$31,407,528.01 |
| 2 | \$0 | \$37,979,782 | \$37,979,782.01 | \$59,551,959 | \$59,551,959.01 |
| 3 | \$0 | \$52,883,797 | \$52,883,797.01 | \$82,921,320 | \$82,921,320.01 |
| 4 | \$0 | \$62,981,498 | \$62,981,498.01 | \$98,754,424 | \$98,754,424.01 |
| 5 | \$0 | \$67,257,531 | \$67,257,531.01 | \$105,459,207 | \$105,459,207.01 |
| 6 | \$0 | \$71,874,724 | \$71,874,724.01 | \$112,698,924 | \$112,698,924.01 |
| 7 | \$0 | \$76,800,327 | \$76,800,327.01 | \$120,422,225 | \$120,422,225.01 |
| 8 | \$0 | \$82,004,613 | \$82,004,613.01 | \$128,582,498 | \$128,582,498.01 |
| 9 | \$0 | \$87,610,111 | \$87,610,111.01 | \$137,371,869 | \$137,371,869.01 |
| 10 | \$0 | \$93,487,245 | \$93,487,245.01 | \$146,587,164 | \$146,587,164.01 |
| 11 | \$0 | \$98,851,411 | \$98,851,411.01 | \$154,998,127 | \$154,998,127.01 |
| 12 | \$0 | \$104,503,962 | \$104,503,962.01 | \$163,861,277 | \$163,861,277.01 |
| 13 | \$0 | \$110,371,066 | \$110,371,066.01 | \$173,060,844 | \$173,060,844.01 |
| 14 | \$0 | \$116,625,706 | \$116,625,706.01 | \$182,868,062 | \$182,868,062.01 |
| 15 | \$0 | \$123,290,110 | \$123,290,110.01 | \$193,317,789 | \$193,317,789.01 |
| 16 | \$0 | \$130,083,751 | \$130,083,751.01 | \$203,970,157 | \$203,970,157.01 |
| 17 | \$0 | \$137,057,331 | \$137,057,331.01 | \$214,904,668 | \$214,904,668.01 |
| 18 | \$0 | \$144,207,960 | \$144,207,960.01 | \$226,116,791 | \$226,116,791.01 |

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|----|-----|---------------|------------------|---------------|------------------|
| 19 | \$0 | \$151,083,249 | \$151,083,249.01 | \$236,897,181 | \$236,897,181.01 |
| 20 | \$0 | \$158,280,978 | \$158,280,978.01 | \$248,183,157 | \$248,183,157.01 |
| 21 | \$0 | \$165,816,353 | \$165,816,353.01 | \$259,998,556 | \$259,998,556.01 |
| 22 | \$0 | \$173,531,462 | \$173,531,462.01 | \$272,095,778 | \$272,095,778.01 |
| 23 | \$0 | \$181,566,873 | \$181,566,873.01 | \$284,695,231 | \$284,695,231.01 |
| 24 | \$0 | \$189,965,261 | \$189,965,261.01 | \$297,863,829 | \$297,863,829.01 |
| 25 | \$0 | \$197,773,223 | \$197,773,223.01 | \$310,106,642 | \$310,106,642.01 |
| 26 | \$0 | \$205,892,663 | \$205,892,663.01 | \$322,837,852 | \$322,837,852.01 |
| 27 | \$0 | \$214,335,926 | \$214,335,926.01 | \$336,076,812 | \$336,076,812.01 |
| 28 | \$0 | \$223,115,847 | \$223,115,847.01 | \$349,843,651 | \$349,843,651.01 |
| 29 | \$0 | \$232,245,773 | \$232,245,773.01 | \$364,159,293 | \$364,159,293.01 |
| 30 | \$0 | \$241,180,970 | \$241,180,970.01 | \$378,169,601 | \$378,169,601.01 |
| 31 | \$0 | \$250,440,432 | \$250,440,432.01 | \$392,688,355 | \$392,688,355.01 |
| 32 | \$0 | \$260,035,512 | \$260,035,512.01 | \$407,733,354 | \$407,733,354.01 |
| 33 | \$0 | \$269,977,946 | \$269,977,946.01 | \$423,323,002 | \$423,323,002.01 |
| 34 | \$0 | \$280,280,169 | \$280,280,169.01 | \$439,476,795 | \$439,476,795.01 |
| 35 | \$0 | \$289,689,929 | \$289,689,929.01 | \$454,231,214 | \$454,231,214.01 |
| 36 | \$0 | \$299,394,097 | \$299,394,097.01 | \$469,447,263 | \$469,447,263.01 |
| 37 | \$0 | \$309,401,501 | \$309,401,501.01 | \$485,138,783 | \$485,138,783.01 |
| 38 | \$0 | \$319,721,224 | \$319,721,224.01 | \$501,320,017 | \$501,320,017.01 |
| 39 | \$0 | \$330,362,616 | \$330,362,616.01 | \$518,005,624 | \$518,005,624.01 |
| 40 | \$0 | \$341,335,299 | \$341,335,299.01 | \$535,210,692 | \$535,210,692.01 |
| 41 | \$0 | \$352,649,172 | \$352,649,172.01 | \$552,950,745 | \$552,950,745.01 |
| 42 | \$0 | \$364,314,427 | \$364,314,427.01 | \$571,241,759 | \$571,241,759.01 |
| 43 | \$0 | \$376,341,547 | \$376,341,547.01 | \$590,100,176 | \$590,100,176.01 |

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|----|-----|---------------|------------------|---------------|------------------|
| 44 | \$0 | \$388,699,027 | \$388,699,027.01 | \$609,476,595 | \$609,476,595.01 |
| 45 | \$0 | \$401,437,469 | \$401,437,469.01 | \$629,450,358 | \$629,450,358.01 |
| 46 | \$0 | \$414,568,169 | \$414,568,169.01 | \$650,039,176 | \$650,039,176.01 |
| 47 | \$0 | \$428,102,746 | \$428,102,746.01 | \$671,261,273 | \$671,261,273.01 |
| 48 | \$0 | \$442,053,159 | \$442,053,159.01 | \$693,135,395 | \$693,135,395.01 |
| 49 | \$0 | \$456,431,709 | \$456,431,709.01 | \$715,680,833 | \$715,680,833.01 |
| 50 | \$0 | \$471,251,052 | \$471,251,052.01 | \$738,917,431 | \$738,917,431.01 |

Table 2 – At Maximum Daytime Posted Speed (for Passenger Vehicles) of 80 MPH

| Year of Operations | Band 1 Floor: Toll Revenues from: | Band 1 Ceiling: Toll Revenues to and including: | Band 2 Floor: Toll Revenues from: | Band 2 Ceiling: Toll Revenues to and including: | Band 3 Floor: Toll Revenues from: |
|---------------------------|--|--|--|--|--|
| 1 | \$0 | \$21,163,906 | \$21,163,906.01 | \$33,919,256 | \$33,919,256.01 |
| 2 | \$0 | \$40,064,423 | \$40,064,423.01 | \$64,210,994 | \$64,210,994.01 |
| 3 | \$0 | \$55,703,335 | \$55,703,335.01 | \$89,275,379 | \$89,275,379.01 |
| 4 | \$0 | \$66,247,405 | \$66,247,405.01 | \$106,174,292 | \$106,174,292.01 |
| 5 | \$0 | \$70,764,716 | \$70,764,716.01 | \$113,414,158 | \$113,414,158.01 |
| 6 | \$0 | \$75,640,416 | \$75,640,416.01 | \$121,228,411 | \$121,228,411.01 |
| 7 | \$0 | \$80,840,803 | \$80,840,803.01 | \$129,563,038 | \$129,563,038.01 |
| 8 | \$0 | \$86,334,702 | \$86,334,702.01 | \$138,368,075 | \$138,368,075.01 |
| 9 | \$0 | \$92,251,381 | \$92,251,381.01 | \$147,850,699 | \$147,850,699.01 |
| 10 | \$0 | \$98,454,251 | \$98,454,251.01 | \$157,791,999 | \$157,791,999.01 |
| 11 | \$0 | \$104,119,488 | \$104,119,488.01 | \$166,871,637 | \$166,871,637.01 |
| 12 | \$0 | \$110,088,648 | \$110,088,648.01 | \$176,438,372 | \$176,438,372.01 |
| 13 | \$0 | \$116,284,004 | \$116,284,004.01 | \$186,367,629 | \$186,367,629.01 |

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|----|-----|---------------|------------------|---------------|------------------|
| 14 | \$0 | \$122,887,860 | \$122,887,860.01 | \$196,951,586 | \$196,951,586.01 |
| 15 | \$0 | \$129,898,899 | \$129,898,899.01 | \$208,188,134 | \$208,188,134.01 |
| 16 | \$0 | \$137,044,582 | \$137,044,582.01 | \$219,640,475 | \$219,640,475.01 |
| 17 | \$0 | \$144,378,143 | \$144,378,143.01 | \$231,393,926 | \$231,393,926.01 |
| 18 | \$0 | \$151,896,417 | \$151,896,417.01 | \$243,443,416 | \$243,443,416.01 |
| 19 | \$0 | \$159,123,174 | \$159,123,174.01 | \$255,025,693 | \$255,025,693.01 |
| 20 | \$0 | \$166,688,038 | \$166,688,038.01 | \$267,149,852 | \$267,149,852.01 |
| 21 | \$0 | \$174,606,911 | \$174,606,911.01 | \$279,841,378 | \$279,841,378.01 |
| 22 | \$0 | \$182,714,482 | \$182,714,482.01 | \$292,835,331 | \$292,835,331.01 |
| 23 | \$0 | \$191,157,908 | \$191,157,908.01 | \$306,367,556 | \$306,367,556.01 |
| 24 | \$0 | \$199,981,646 | \$199,981,646.01 | \$320,509,305 | \$320,509,305.01 |
| 25 | \$0 | \$208,182,183 | \$208,182,183.01 | \$333,652,253 | \$333,652,253.01 |
| 26 | \$0 | \$216,708,966 | \$216,708,966.01 | \$347,318,074 | \$347,318,074.01 |
| 27 | \$0 | \$225,574,887 | \$225,574,887.01 | \$361,527,428 | \$361,527,428.01 |
| 28 | \$0 | \$234,793,349 | \$234,793,349.01 | \$376,301,798 | \$376,301,798.01 |
| 29 | \$0 | \$244,378,287 | \$244,378,287.01 | \$391,663,517 | \$391,663,517.01 |
| 30 | \$0 | \$253,751,316 | \$253,751,316.01 | \$406,685,611 | \$406,685,611.01 |
| 31 | \$0 | \$263,464,284 | \$263,464,284.01 | \$422,250,919 | \$422,250,919.01 |
| 32 | \$0 | \$273,526,009 | \$273,526,009.01 | \$438,378,384 | \$438,378,384.01 |
| 33 | \$0 | \$283,951,711 | \$283,951,711.01 | \$455,087,590 | \$455,087,590.01 |
| 34 | \$0 | \$294,753,034 | \$294,753,034.01 | \$472,398,802 | \$472,398,802.01 |
| 35 | \$0 | \$304,614,904 | \$304,614,904.01 | \$488,204,358 | \$488,204,358.01 |
| 36 | \$0 | \$314,784,073 | \$314,784,073.01 | \$504,502,420 | \$504,502,420.01 |
| 37 | \$0 | \$325,269,714 | \$325,269,714.01 | \$521,307,690 | \$521,307,690.01 |
| 38 | \$0 | \$336,081,267 | \$336,081,267.01 | \$538,635,297 | \$538,635,297.01 |

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|----|-----|---------------|------------------|---------------|------------------|
| 39 | \$0 | \$347,228,444 | \$347,228,444.01 | \$556,500,806 | \$556,500,806.01 |
| 40 | \$0 | \$358,721,239 | \$358,721,239.01 | \$574,920,235 | \$574,920,235.01 |
| 41 | \$0 | \$370,569,936 | \$370,569,936.01 | \$593,910,066 | \$593,910,066.01 |
| 42 | \$0 | \$382,785,116 | \$382,785,116.01 | \$613,487,257 | \$613,487,257.01 |
| 43 | \$0 | \$395,377,668 | \$395,377,668.01 | \$633,669,258 | \$633,669,258.01 |
| 44 | \$0 | \$408,357,643 | \$408,357,643.01 | \$654,472,183 | \$654,472,183.01 |
| 45 | \$0 | \$421,737,645 | \$421,737,645.01 | \$675,916,226 | \$675,916,226.01 |
| 46 | \$0 | \$435,529,528 | \$435,529,528.01 | \$698,020,389 | \$698,020,389.01 |
| 47 | \$0 | \$449,745,491 | \$449,745,491.01 | \$720,804,222 | \$720,804,222.01 |
| 48 | \$0 | \$464,398,084 | \$464,398,084.01 | \$744,287,838 | \$744,287,838.01 |
| 49 | \$0 | \$479,500,219 | \$479,500,219.01 | \$768,491,933 | \$768,491,933.01 |
| 50 | \$0 | \$495,065,180 | \$495,065,180.01 | \$793,437,797 | \$793,437,797.01 |

Table 3 – At Maximum Daytime Posted Speed (for Passenger Vehicles) of 85 or More MPH

| Year of Operations | Band 1 Floor: Toll Revenues from: | Band 1 Ceiling: Toll Revenues to and including: | Band 2 Floor: Toll Revenues from: | Band 2 Ceiling: Toll Revenues to and including: | Band 3 Floor: Toll Revenues from: |
|--------------------|-----------------------------------|---|-----------------------------------|---|-----------------------------------|
| 1 | \$0 | \$21,881,013 | \$21,881,013.01 | \$35,353,816 | \$35,353,816.01 |
| 2 | \$0 | \$41,386,744 | \$41,386,744.01 | \$66,869,818 | \$66,869,818.01 |
| 3 | \$0 | \$57,496,358 | \$57,496,358.01 | \$92,898,610 | \$92,898,610.01 |
| 4 | \$0 | \$68,329,415 | \$68,329,415.01 | \$110,401,908 | \$110,401,908.01 |
| 5 | \$0 | \$72,870,114 | \$72,870,114.01 | \$117,738,454 | \$117,738,454.01 |
| 6 | \$0 | \$77,775,084 | \$77,775,084.01 | \$125,663,562 | \$125,663,562.01 |
| 7 | \$0 | \$83,008,991 | \$83,008,991.01 | \$134,120,144 | \$134,120,144.01 |
| 8 | \$0 | \$88,539,051 | \$88,539,051.01 | \$143,055,230 | \$143,055,230.01 |

| | | | | | |
|----|-----|---------------|------------------|---------------|------------------|
| 9 | \$0 | \$94,497,149 | \$94,497,149.01 | \$152,681,911 | \$152,681,911.01 |
| 10 | \$0 | \$100,742,549 | \$100,742,549.01 | \$162,772,793 | \$162,772,793.01 |
| 11 | \$0 | \$106,434,097 | \$106,434,097.01 | \$171,968,800 | \$171,968,800.01 |
| 12 | \$0 | \$112,432,136 | \$112,432,136.01 | \$181,660,013 | \$181,660,013.01 |
| 13 | \$0 | \$118,656,892 | \$118,656,892.01 | \$191,717,539 | \$191,717,539.01 |
| 14 | \$0 | \$125,294,031 | \$125,294,031.01 | \$202,441,367 | \$202,441,367.01 |
| 15 | \$0 | \$132,499,288 | \$132,499,288.01 | \$214,083,119 | \$214,083,119.01 |
| 16 | \$0 | \$139,848,205 | \$139,848,205.01 | \$225,956,987 | \$225,956,987.01 |
| 17 | \$0 | \$147,395,120 | \$147,395,120.01 | \$238,150,767 | \$238,150,767.01 |
| 18 | \$0 | \$155,137,037 | \$155,137,037.01 | \$250,659,618 | \$250,659,618.01 |
| 19 | \$0 | \$162,587,682 | \$162,587,682.01 | \$262,697,851 | \$262,697,851.01 |
| 20 | \$0 | \$170,390,284 | \$170,390,284.01 | \$275,304,751 | \$275,304,751.01 |
| 21 | \$0 | \$178,561,547 | \$178,561,547.01 | \$288,507,308 | \$288,507,308.01 |
| 22 | \$0 | \$186,934,373 | \$186,934,373.01 | \$302,035,537 | \$302,035,537.01 |
| 23 | \$0 | \$195,658,614 | \$195,658,614.01 | \$316,131,558 | \$316,131,558.01 |
| 24 | \$0 | \$204,780,901 | \$204,780,901.01 | \$330,870,715 | \$330,870,715.01 |
| 25 | \$0 | \$213,272,932 | \$213,272,932.01 | \$344,591,546 | \$344,591,546.01 |
| 26 | \$0 | \$222,106,975 | \$222,106,975.01 | \$358,864,977 | \$358,864,977.01 |
| 27 | \$0 | \$231,296,716 | \$231,296,716.01 | \$373,713,121 | \$373,713,121.01 |
| 28 | \$0 | \$240,856,393 | \$240,856,393.01 | \$389,158,981 | \$389,158,981.01 |
| 29 | \$0 | \$250,800,814 | \$250,800,814.01 | \$405,226,483 | \$405,226,483.01 |
| 30 | \$0 | \$260,535,369 | \$260,535,369.01 | \$420,954,899 | \$420,954,899.01 |
| 31 | \$0 | \$270,626,843 | \$270,626,843.01 | \$437,260,001 | \$437,260,001.01 |
| 32 | \$0 | \$281,087,874 | \$281,087,874.01 | \$454,162,205 | \$454,162,205.01 |
| 33 | \$0 | \$291,931,533 | \$291,931,533.01 | \$471,682,634 | \$471,682,634.01 |

| | | | | | |
|----|-----|---------------|------------------|---------------|------------------|
| 34 | \$0 | \$303,172,685 | \$303,172,685.01 | \$489,845,305 | \$489,845,305.01 |
| 35 | \$0 | \$313,457,779 | \$313,457,779.01 | \$506,463,242 | \$506,463,242.01 |
| 36 | \$0 | \$324,068,707 | \$324,068,707.01 | \$523,607,641 | \$523,607,641.01 |
| 37 | \$0 | \$335,015,377 | \$335,015,377.01 | \$541,294,508 | \$541,294,508.01 |
| 38 | \$0 | \$346,307,990 | \$346,307,990.01 | \$559,540,325 | \$559,540,325.01 |
| 39 | \$0 | \$357,957,048 | \$357,957,048.01 | \$578,362,062 | \$578,362,062.01 |
| 40 | \$0 | \$369,973,365 | \$369,973,365.01 | \$597,777,189 | \$597,777,189.01 |
| 41 | \$0 | \$382,368,072 | \$382,368,072.01 | \$617,803,694 | \$617,803,694.01 |
| 42 | \$0 | \$395,152,631 | \$395,152,631.01 | \$638,460,094 | \$638,460,094.01 |
| 43 | \$0 | \$408,338,842 | \$408,338,842.01 | \$659,765,454 | \$659,765,454.01 |
| 44 | \$0 | \$421,743,740 | \$421,743,740.01 | \$681,424,155 | \$681,424,155.01 |
| 45 | \$0 | \$435,561,731 | \$435,561,731.01 | \$703,750,302 | \$703,750,302.01 |
| 46 | \$0 | \$449,805,056 | \$449,805,056.01 | \$726,763,675 | \$726,763,675.01 |
| 47 | \$0 | \$464,486,311 | \$464,486,311.01 | \$750,484,625 | \$750,484,625.01 |
| 48 | \$0 | \$479,618,456 | \$479,618,456.01 | \$774,934,089 | \$774,934,089.01 |
| 49 | \$0 | \$495,214,822 | \$495,214,822.01 | \$800,133,611 | \$800,133,611.01 |
| 50 | \$0 | \$511,289,127 | \$511,289,127.01 | \$826,105,353 | \$826,105,353.01 |

Table 4 – Revenue Share Applicable Percentages – 70 mph

| Band | Applicable Percentage |
|------|-----------------------|
| 1 | 4.65 % |
| 2 | 9.30 % |
| 3 | 50 % |

Table 5 – Revenue Share Applicable Percentages – 80mph

| Band | Applicable Percentage |
|-------------|------------------------------|
| 1 | 9.05% |
| 2 | 18.10 % |
| 3 | 50 % |

Table 6 – Revenue Share Applicable Percentages – 85 mph

| Band | Applicable Percentage |
|-------------|------------------------------|
| 1 | 11.05 % |
| 2 | 22.10 % |
| 3 | 50 % |