

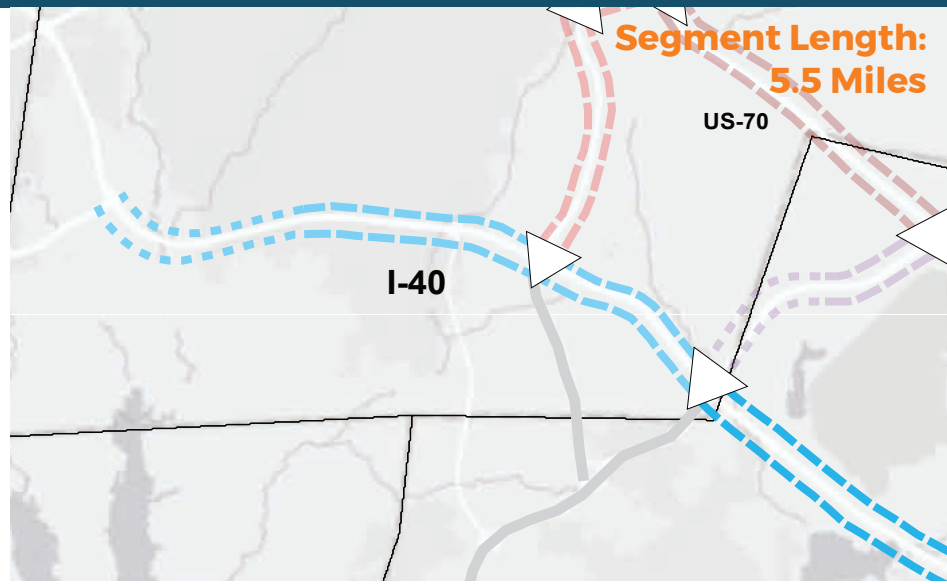
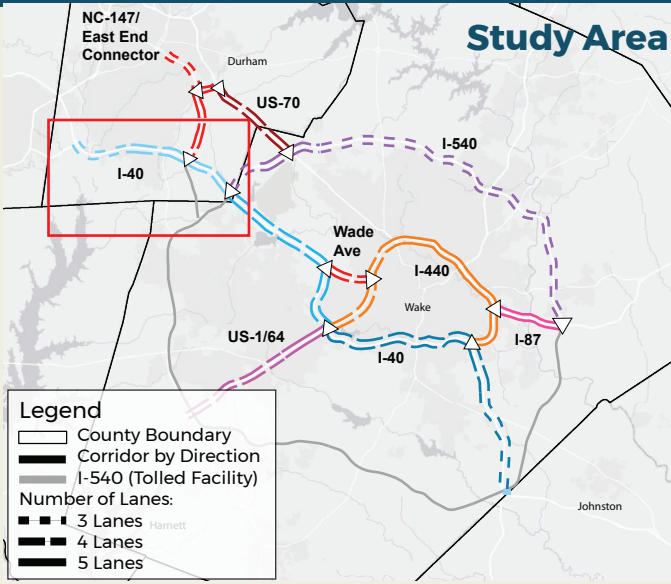
DRAFT

TRIANGLE STRATEGIC TOLLING STUDY

Draft Fact Sheets

TRIANGLE STRATEGIC TOLLING STUDY

I-40: NC 54- NC 147



2045 Peak Travel Time Savings General Purpose vs Express Lanes



	AM Peak	PM Peak
East Bound	0.4 Min/Mile	0.2 Min/Mile
West Bound	0.2 Min/Mile	0.4 Min/Mile

2045 Annual Toll Revenues



East Bound	\$235,000/mile
West Bound	\$175,000/mile

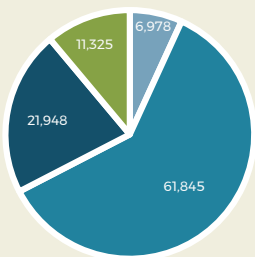
Estimated Construction Cost



\$8 - \$14 million/mile

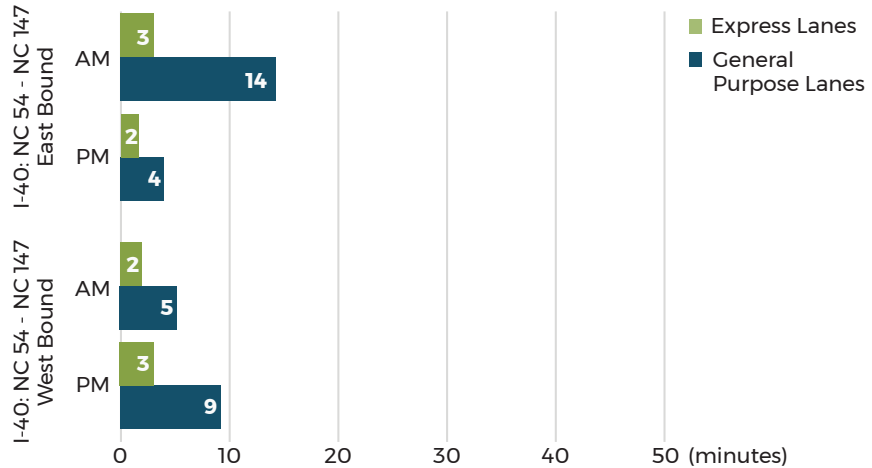
2045 Employees by Employment Type*

100,000
TOTAL EMPLOYEES



- Industry
- Service
- Office
- Retail

Travel Time Dependability (Buffer Time Index)



Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.

Percent of the Population Below the Poverty Level*



10%

Future Year Daily Buses**

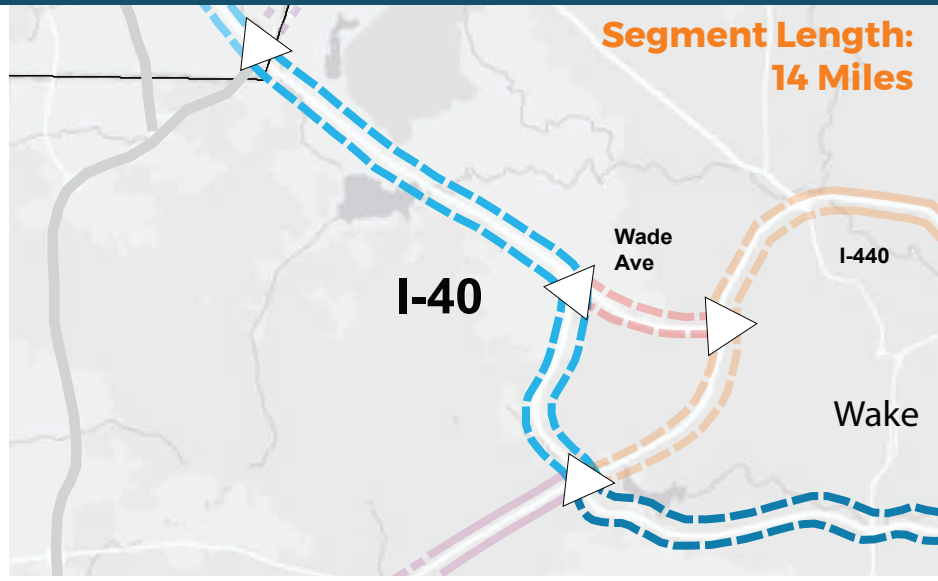
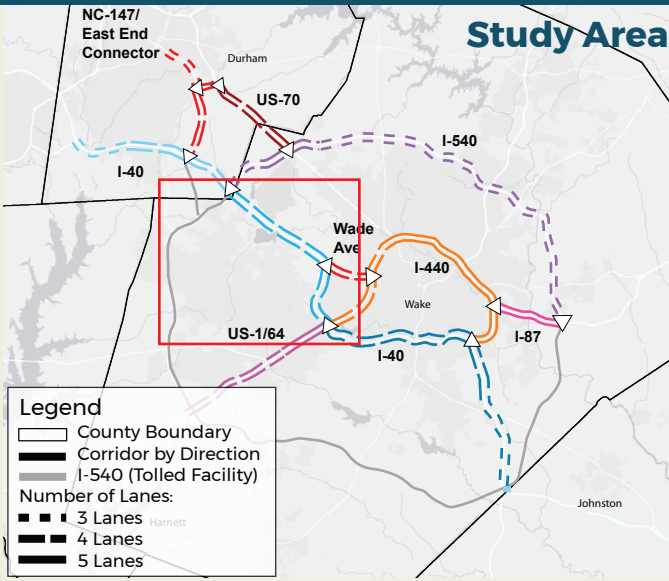


72

* Within a 2 mile buffer from selected corridor based off the Triangle Regional Model
 ** Routes that are along some segment of the corridor

TRIANGLE STRATEGIC TOLLING STUDY

I-40: US 147 - US 1



2045 Peak Travel Time Savings General Purpose vs Express Lanes



	AM Peak	PM Peak
East Bound	0.6 Min/Mile	0.2 Min/Mile
West Bound	0.2 Min/Mile	0.5 Min/Mile

2045 Annual Toll Revenues



East Bound	\$450,000/mile
West Bound	\$355,000/mile

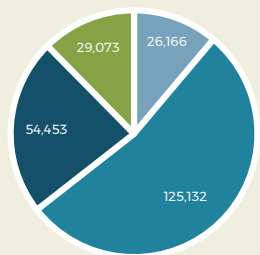
Estimated Construction Cost



\$10 - \$16 million/mile

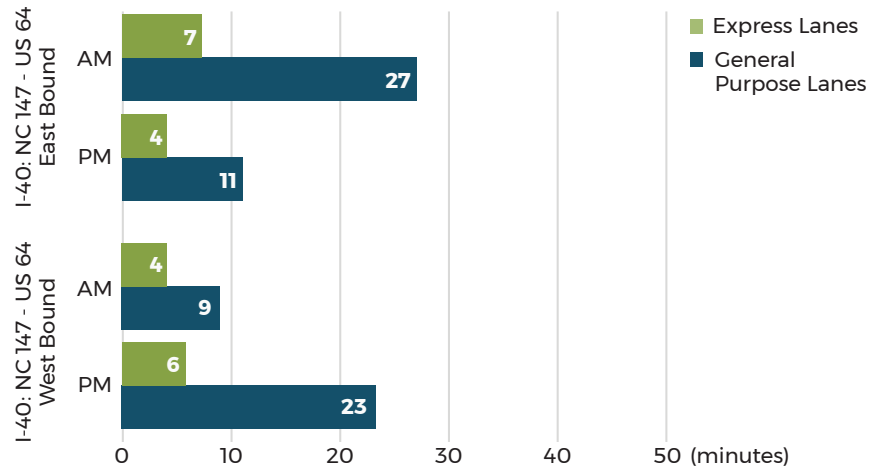
2045 Employees by Employment Type*

235,000
TOTAL EMPLOYEES



- Industry
- Service
- Office
- Retail

Travel Time Dependability (Buffer Time Index)



Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.

Percent of the Population Below the Poverty Level*



13%

Future Year Daily Buses**

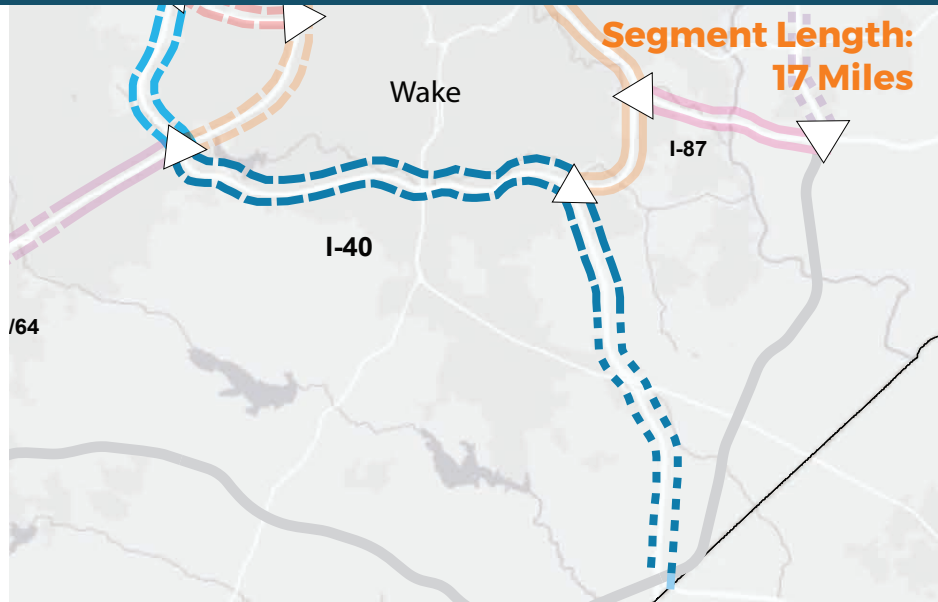
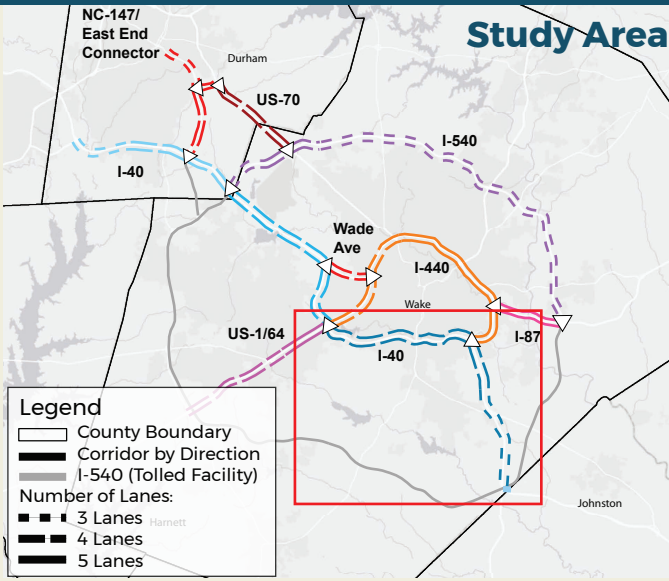


160

* Within a 2 mile buffer from selected corridor based off the Triangle Regional Model
** Routes that are along some segment of the corridor

TRIANGLE STRATEGIC TOLLING STUDY

I-40: US 1 - US 70

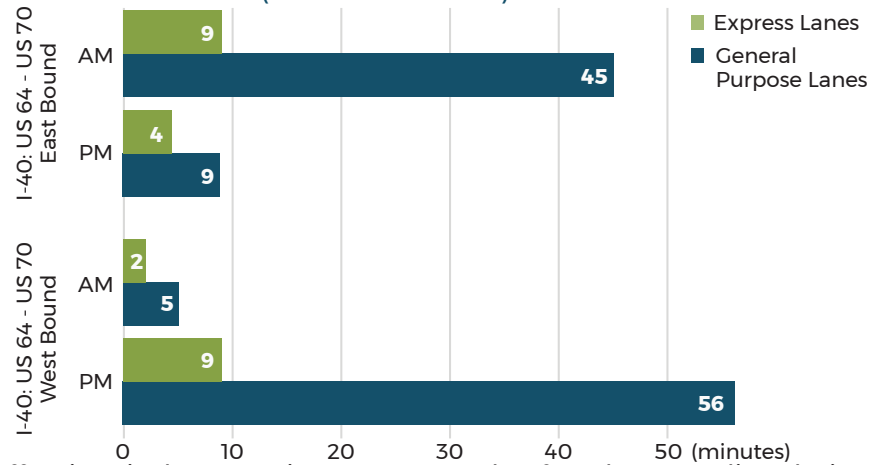


2045 Peak Travel Time Savings General Purpose vs Express Lanes



	AM Peak	PM Peak
East Bound	0.9 Min/Mile	0.1 Min/Mile
West Bound	0.1 Min/Mile	1.2 Min/Mile

Travel Time Dependability (Buffer Time Index)



2045 Annual Toll Revenues



East Bound	\$695,000/mile
West Bound	\$630,000/mile

Estimated Construction Cost



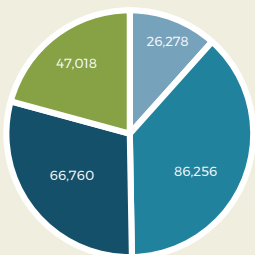
\$8 - \$12 million/mile

Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.

2045 Employees by Employment Type*

230,000
TOTAL EMPLOYEES



- Industry
- Service
- Office
- Retail



Percent of the Population Below the Poverty Level*

25%



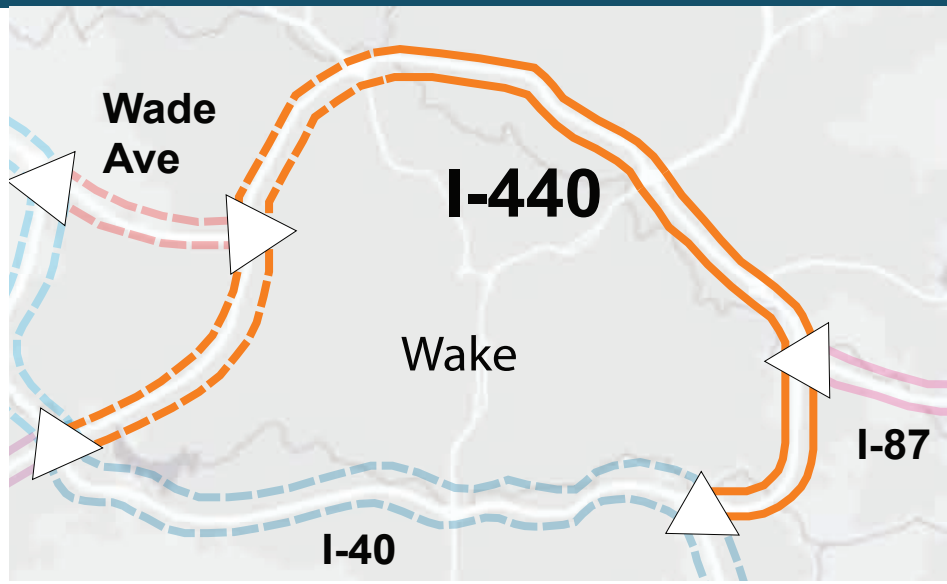
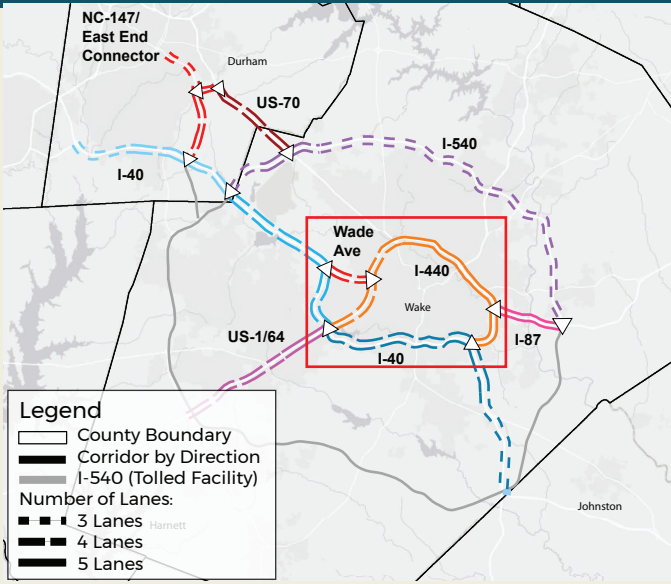
Future Year Daily Buses**

12

* Within a 2 mile buffer from selected corridor based off the Triangle Regional Model
 ** Routes that are along some segment of the corridor

TRIANGLE STRATEGIC TOLLING STUDY

I-440



2045 Peak Travel Time Savings General Purpose vs Express Lanes



	AM Peak	PM Peak
East Bound	0.2 Min/Mile	0.7 Min/Mile
West Bound	0.7 Min/Mile	0.3 Min/Mile

2045 Annual Toll Revenues



East Bound	\$375,000/mile
West Bound	\$470,000/mile

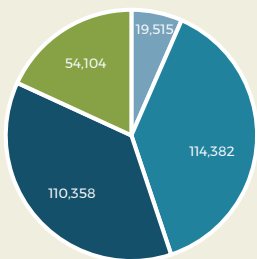
Estimated Construction Cost



\$10 - \$24 million/mile

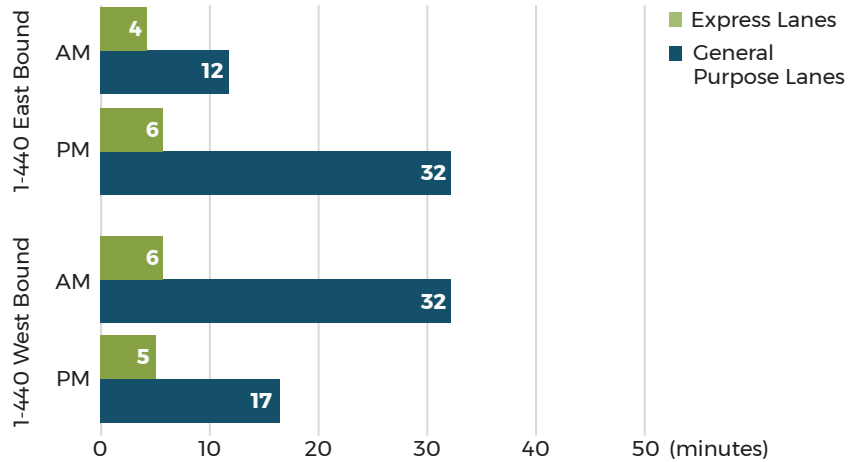
2045 Employees by Employment Type*

300,000
TOTAL EMPLOYEES



■ Industry ■ Service
■ Office ■ Retail

Travel Time Dependability (Buffer Time in Minutes)



Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.

Percent of the Population Below the Poverty Level*



19%

Future Year Daily Buses**



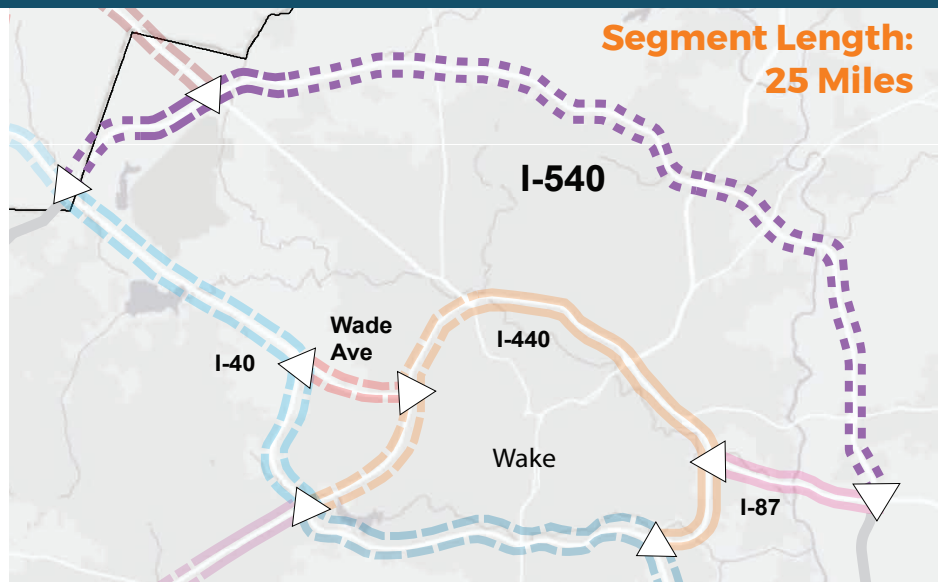
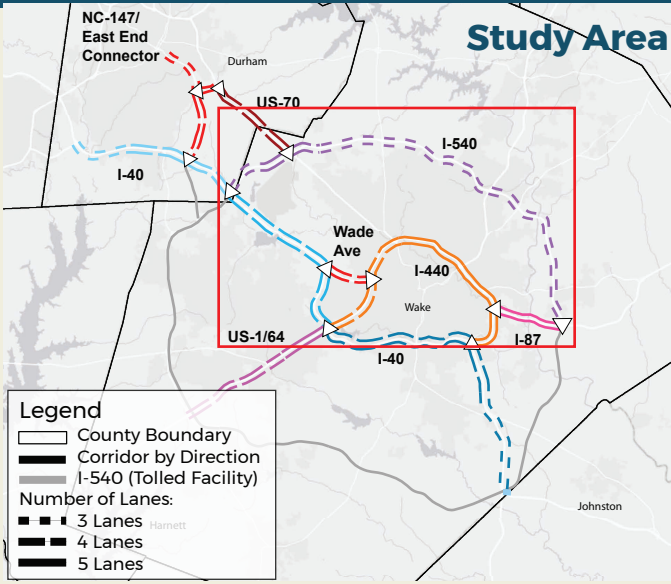
100

* Within a 2 mile buffer from selected corridor based off the Triangle Regional Model

** Routes that are along some segment of the corridor

TRIANGLE STRATEGIC TOLLING STUDY

I-540

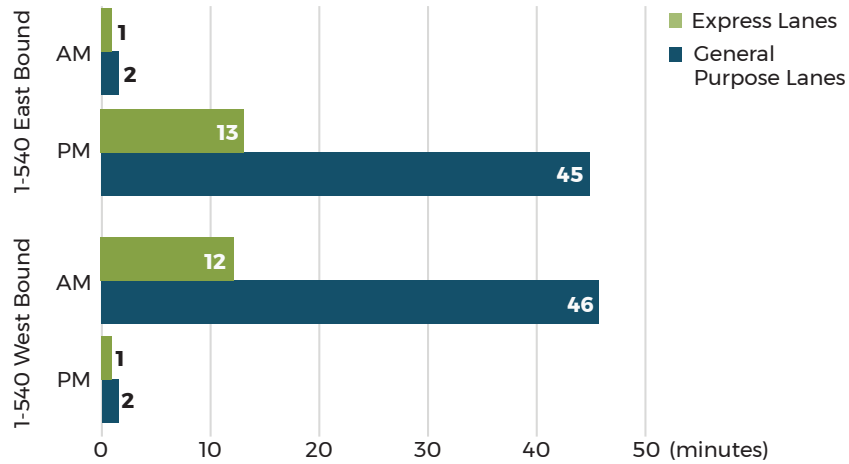


2045 Peak Travel Time Savings General Purpose vs Express Lanes



	AM Peak	PM Peak
East Bound	0 Min/Mile	0.6 Min/Mile
West Bound	0.6 Min/Mile	0 Min/Mile

Travel Time Dependability (Buffer Time Index)



2045 Annual Toll Revenues



East Bound	\$200,000/mile
West Bound	\$225,000/mile

Estimated Construction Cost



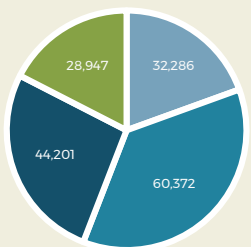
\$4 - \$17 million/mile

Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.

2045 Employees by Employment Type*

165,000
TOTAL EMPLOYEES



- Industry
- Service
- Office
- Retail



Percent of the Population Below the Poverty Level*

8%



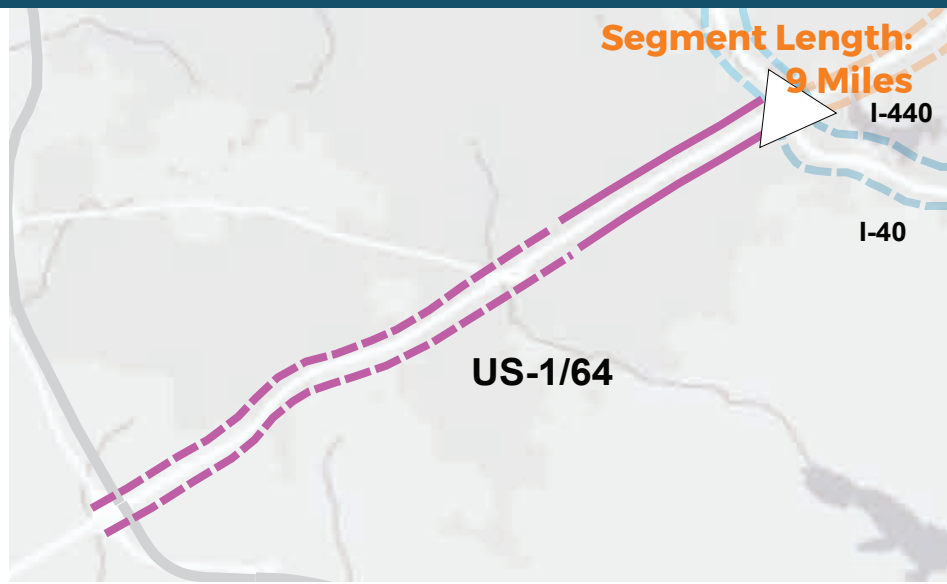
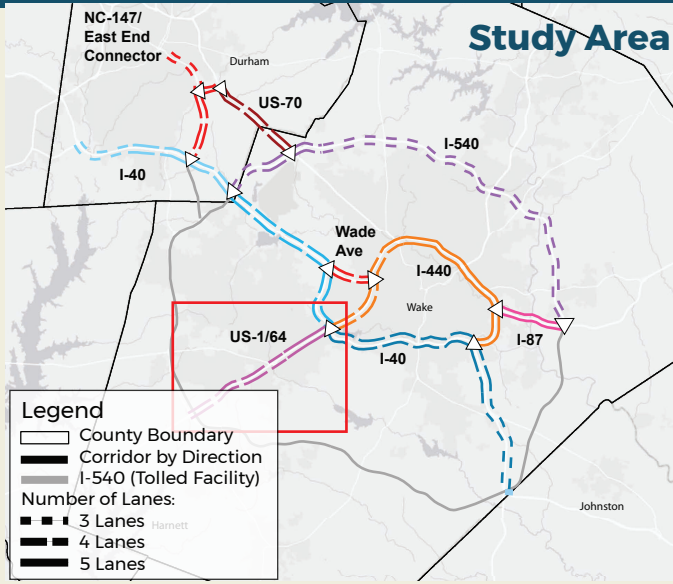
Future Year Daily Buses**

18

* Within a 2 mile buffer from selected corridor based off the Triangle Regional Model
** Routes that are along some segment of the corridor

TRIANGLE STRATEGIC TOLLING STUDY

US 1 - US 64

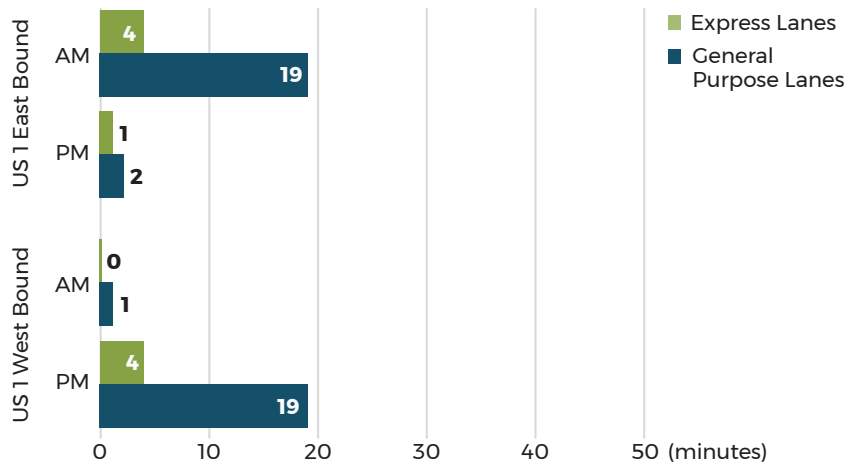


2045 Peak Travel Time Savings General Purpose vs Express Lanes



	AM Peak	PM Peak
East Bound	0.8 Min/Mile	0 Min/Mile
West Bound	0 Min/Mile	0.8 Min/Mile

Travel Time Dependability (Buffer Time Index)



2045 Annual Toll Revenues



East Bound	\$270,000/mile
West Bound	\$270,000/mile

Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

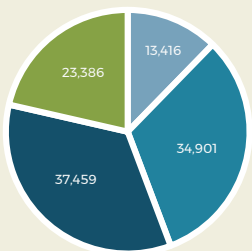
Estimated Construction Cost



\$7 - \$25 million/mile

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.

2045 Employees by Employment Type*



110,000
TOTAL EMPLOYEES

- Industry
- Service
- Office
- Retail



Percent of the Population Below the Poverty Level*

11%



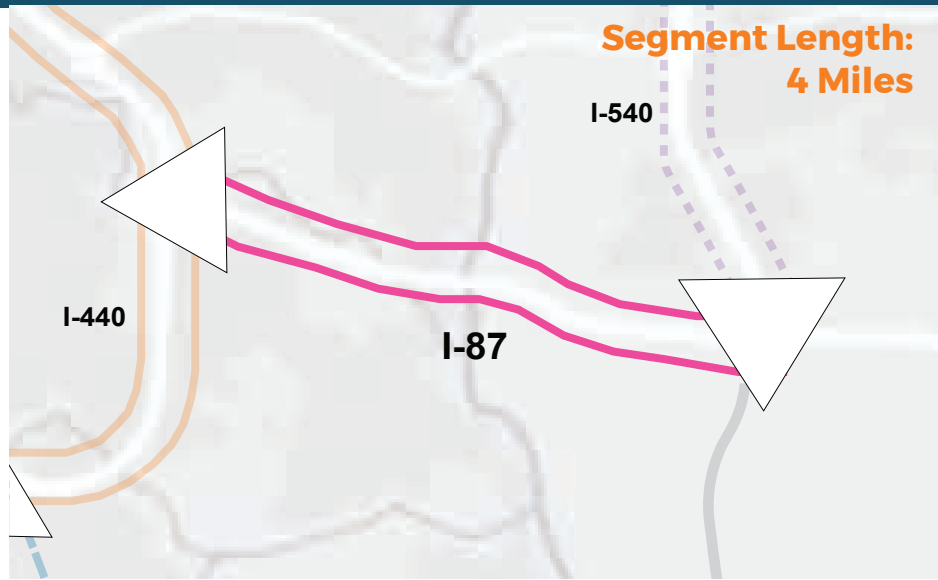
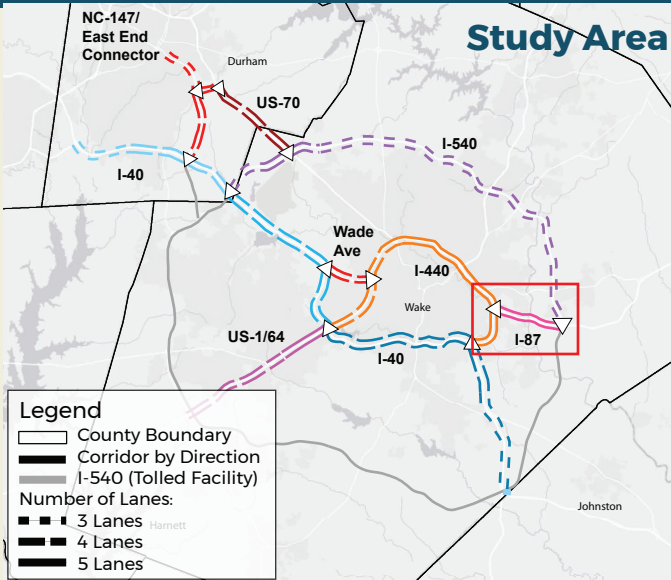
Future Year Daily Buses**

24

* Within a 2 mile buffer from selected corridor based off the Triangle Regional Model
 ** Routes that are along some segment of the corridor

TRIANGLE STRATEGIC TOLLING STUDY

I-87

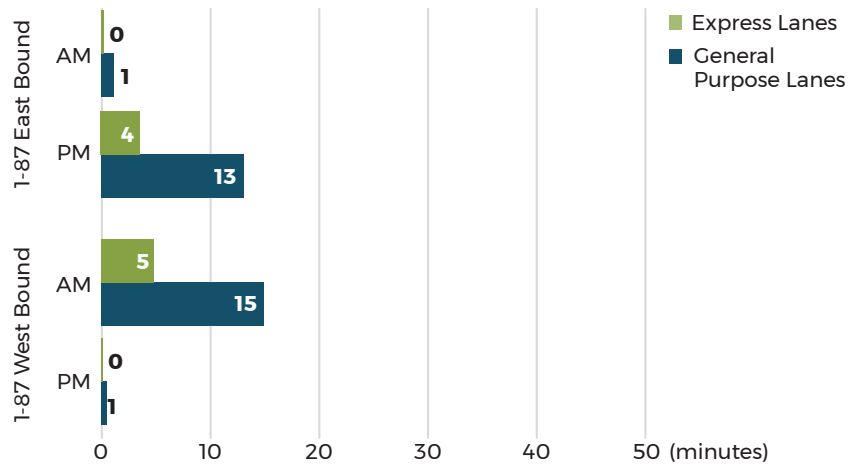


2045 Peak Travel Time Savings General Purpose vs Express Lanes



	AM Peak	PM Peak
East Bound	0 Min/Mile	1 Min/Mile
West Bound	1 Min/Mile	0 Min/Mile

Travel Time Dependability (Buffer Time Index)



2045 Annual Toll Revenues



East Bound	\$320,000/mile
West Bound	\$350,000/mile

Estimated Construction Cost

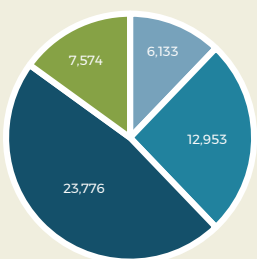


\$9 - \$20 million/mile

Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.

2045 Employees by Employment Type*



50,000
TOTAL EMPLOYEES

- Industry
- Service
- Office
- Retail

Percent of the Population Below the Poverty Level*



16%

Future Year Daily Buses**

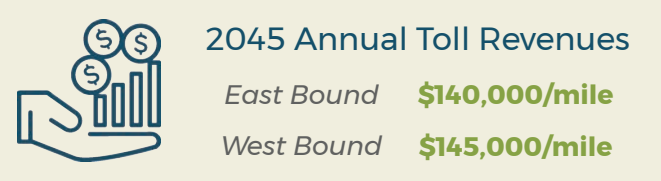
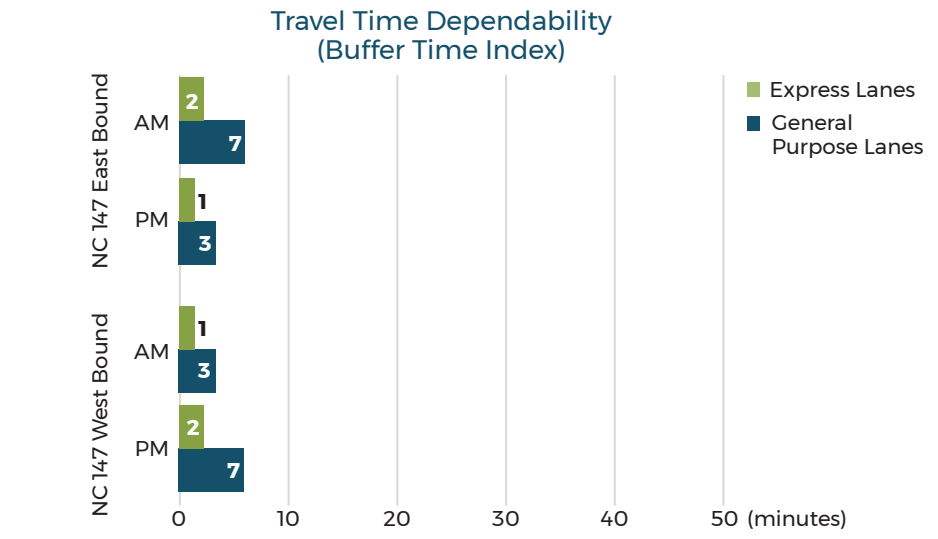
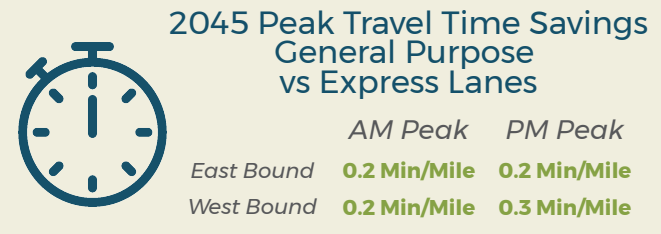
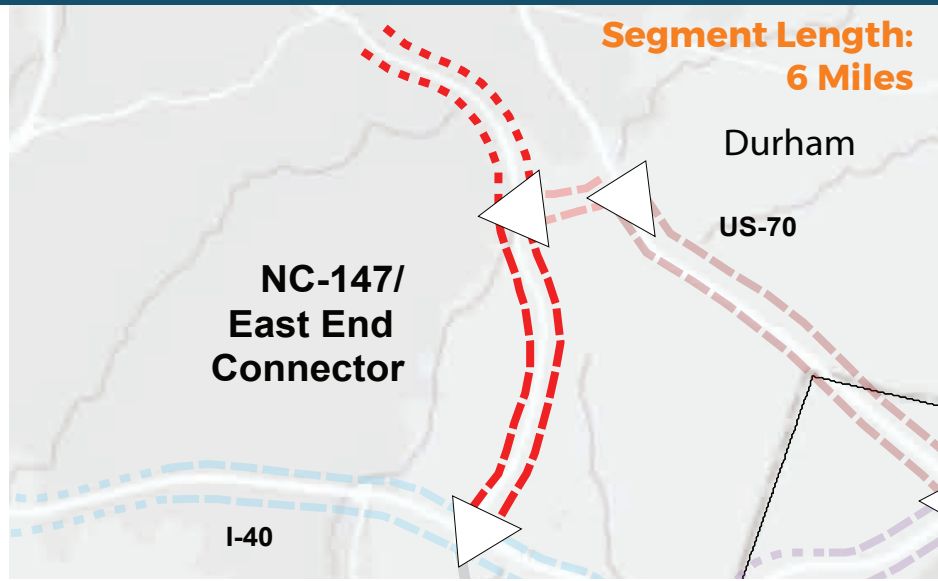
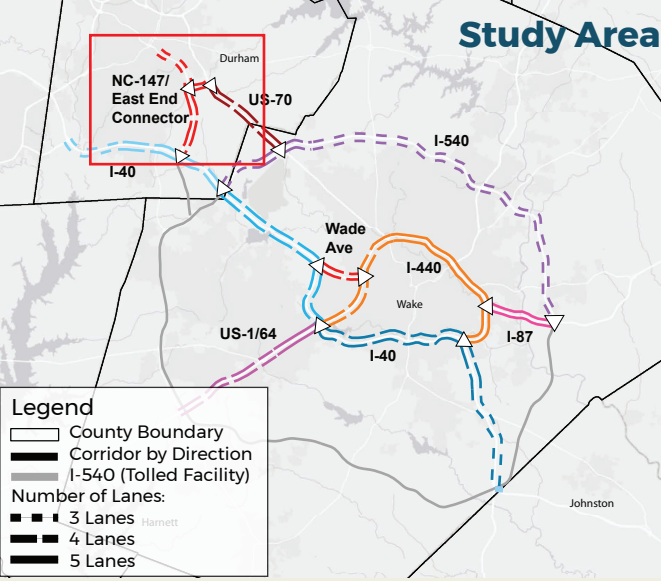


12

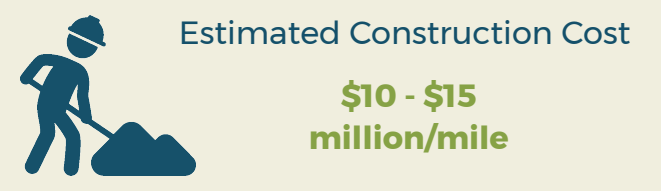
* Within a 2 mile buffer from selected corridor based off the Triangle Regional Model
 ** Routes that are along some segment of the corridor

TRIANGLE STRATEGIC TOLLING STUDY

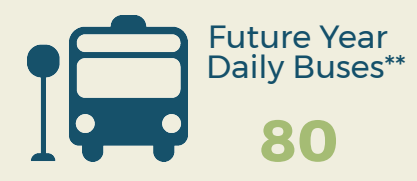
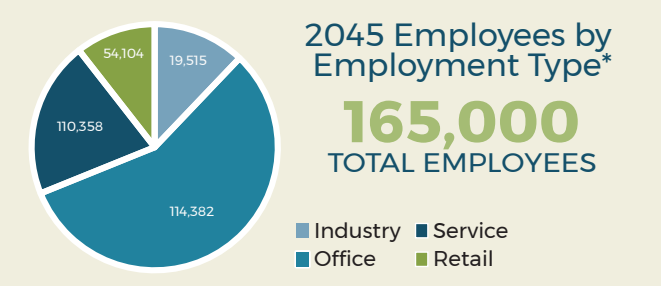
NC 147



Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.



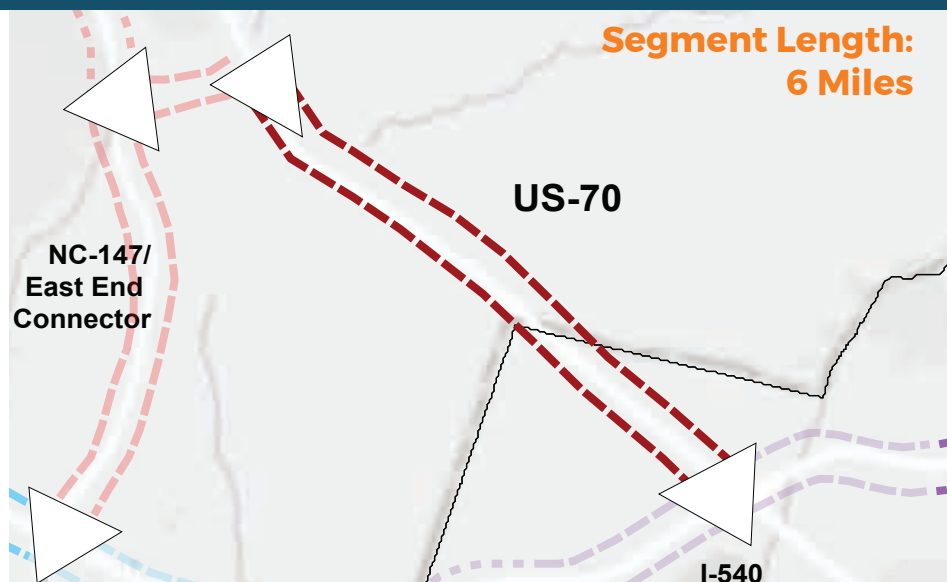
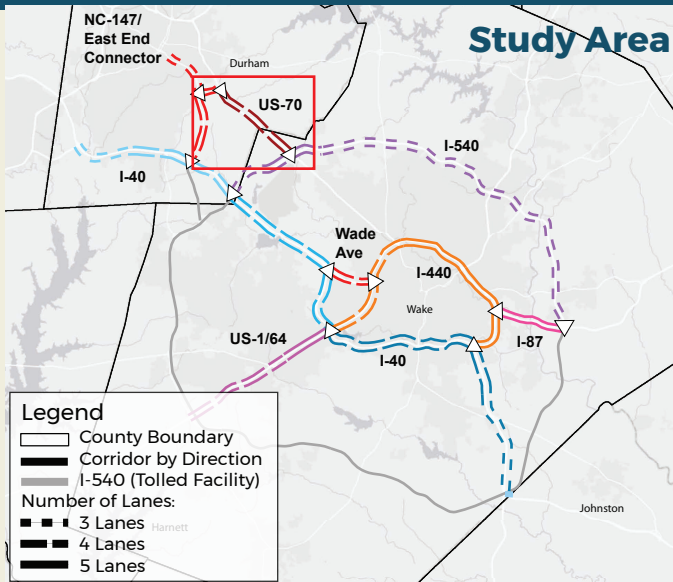
Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.



* Within a 2 mile buffer from selected corridor based off the Triangle Regional Model
 ** Routes that are along some segment of the corridor

TRIANGLE STRATEGIC TOLLING STUDY

US-70



2045 Peak Travel Time Savings General Purpose vs Express Lanes



	AM Peak	PM Peak
East Bound	1.7 Min/Mile	0.7 Min/Mile
West Bound	0.7 Min/Mile	2.2 Min/Mile

2045 Annual Toll Revenues



East Bound	\$265,000/mile
West Bound	\$255,000/mile

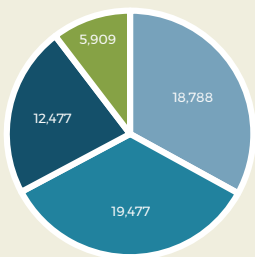
Estimated Construction Cost



\$10 - \$21 million/mile

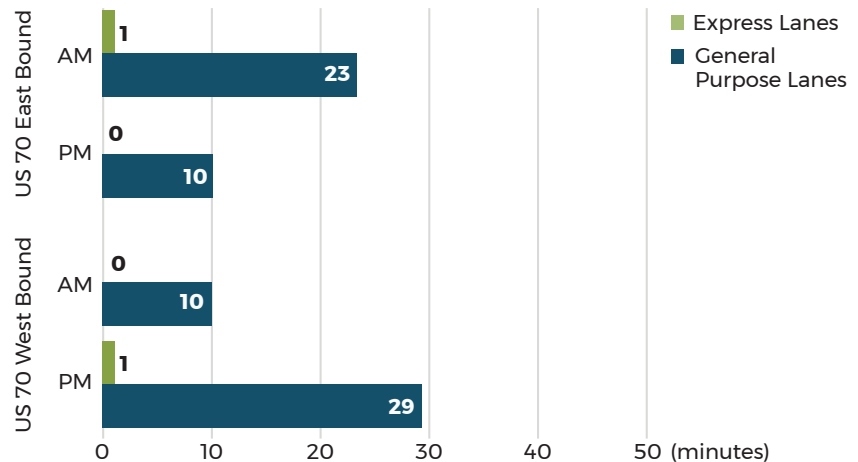
2045 Employees by Employment Type*

60,000
TOTAL EMPLOYEES



- Industry
- Service
- Office
- Retail

Travel Time Dependability (Buffer Time Index)



Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.

Percent of the Population Below the Poverty Level*



17%

Future Year Daily Buses**

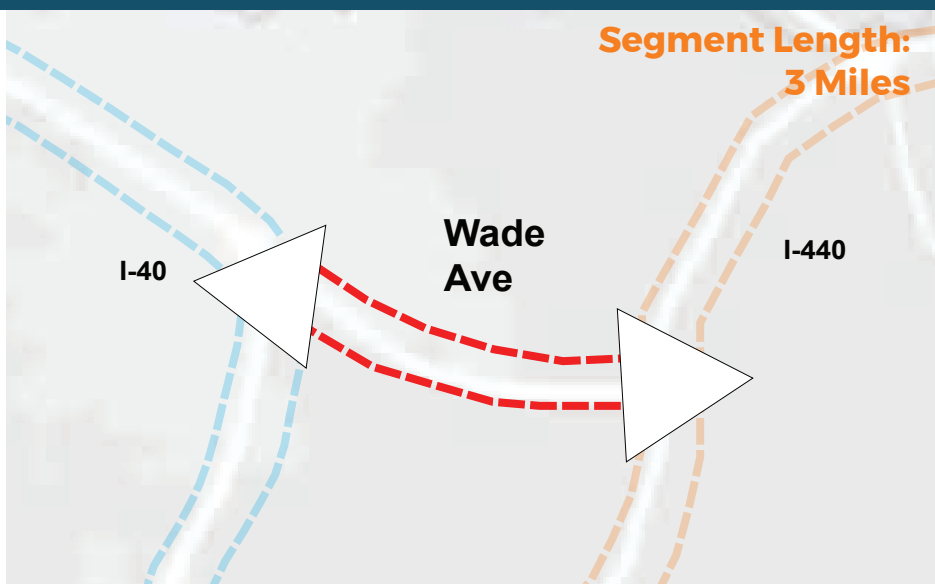
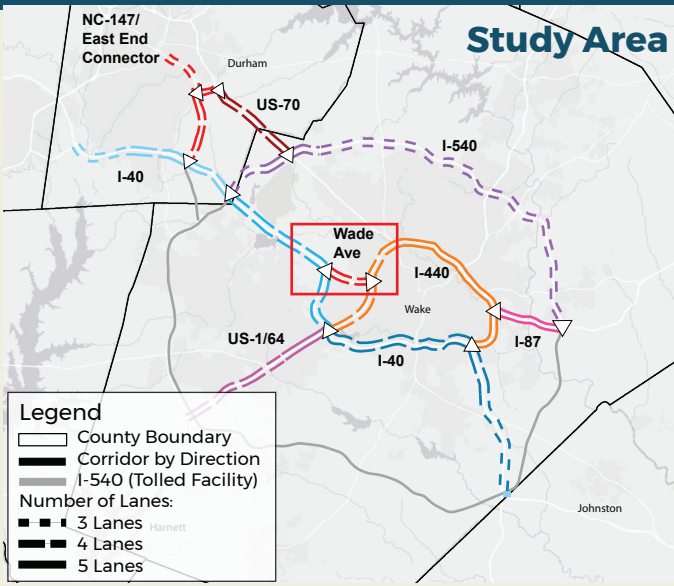


48

* Within a 2 mile buffer from selected corridor based off the Triangle Regional Model
 ** Routes that are along some segment of the corridor

TRIANGLE STRATEGIC TOLLING STUDY

WADE AVENUE



2045 Peak Travel Time Savings General Purpose vs Express Lanes



AM Peak PM Peak

East Bound West Bound **No Savings**

2045 Annual Toll Revenues



East Bound **\$105,000/mile**

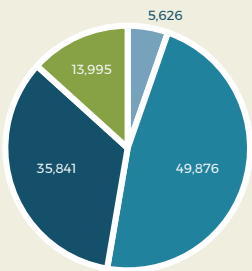
West Bound **\$45,000/mile**

Estimated Construction Cost

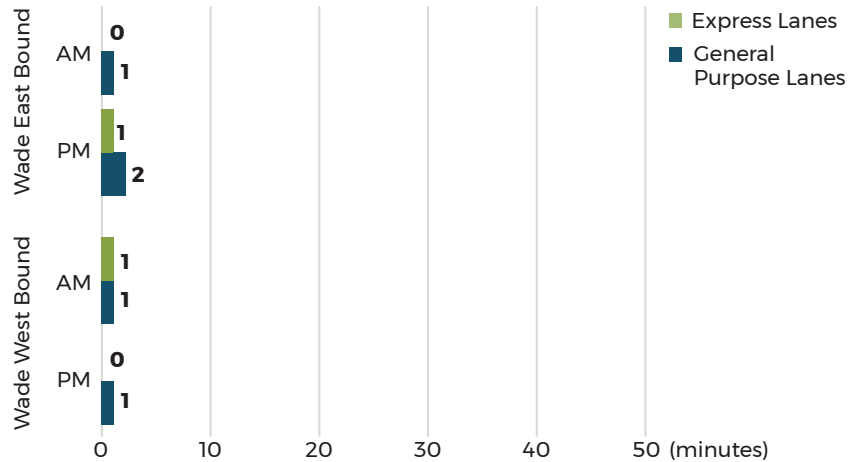


\$10 - \$14 million/mile

2045 Employees by Employment Type*



Travel Time Dependability (Buffer Time Index)



Buffer time is the extra time you must plan for when traveling during times of high traffic to make sure you arrive on time. This could be a trip to work, the airport for a flight, or picking up your child from daycare to avoid the penalty for arriving late. If a trip would take 20 minutes with no traffic, and the buffer time is 30 minutes, you should leave 50 minutes before needing to arrive. Using buffer time, you may arrive early, but it is a way of making sure bad traffic won't make you late.

Routes with high buffer times are less predictable than routes with lower buffer times. The fact that express lanes usually have less buffer time than general purpose lanes shows that express lanes have greater certainty in how it will perform from day to day. This is one of the key features of express lanes.

Percent of the Population Below the Poverty Level*



Future Year Daily Buses**



* Within a 2 mile buffer from selected corridor based off the Triangle Regional Model
 ** Routes that are along some segment of the corridor