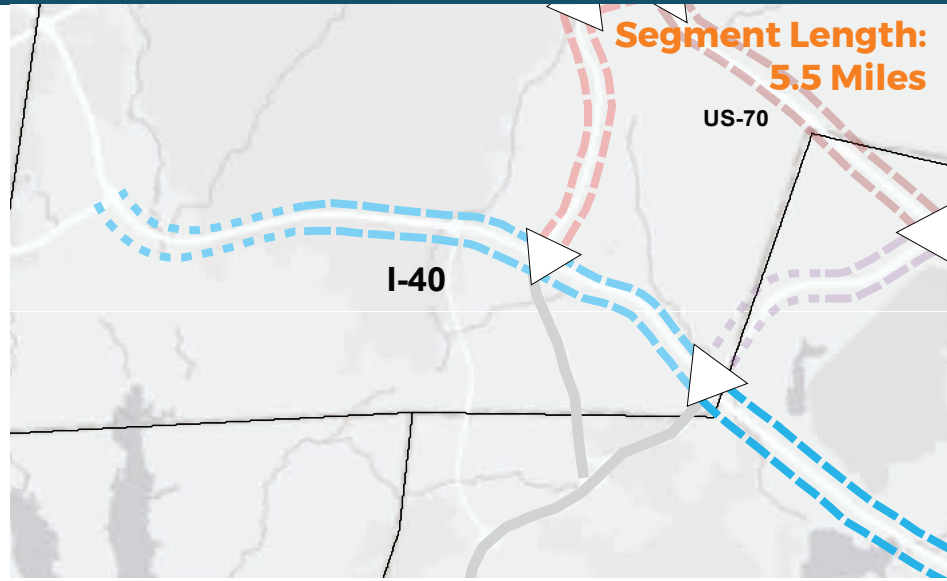
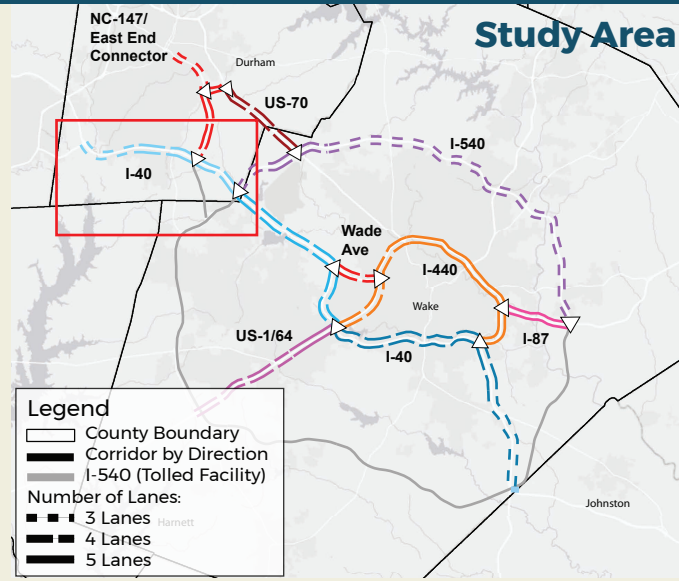


TRIANGLE STRATEGIC TOLLING STUDY

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 Peak Period Tolls



Corridor	\$1.60
Per Mile	\$0.32

2045 Annual Toll Revenues



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

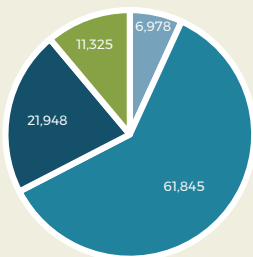
Estimated Construction Cost



**\$8 - \$14
million/mile**

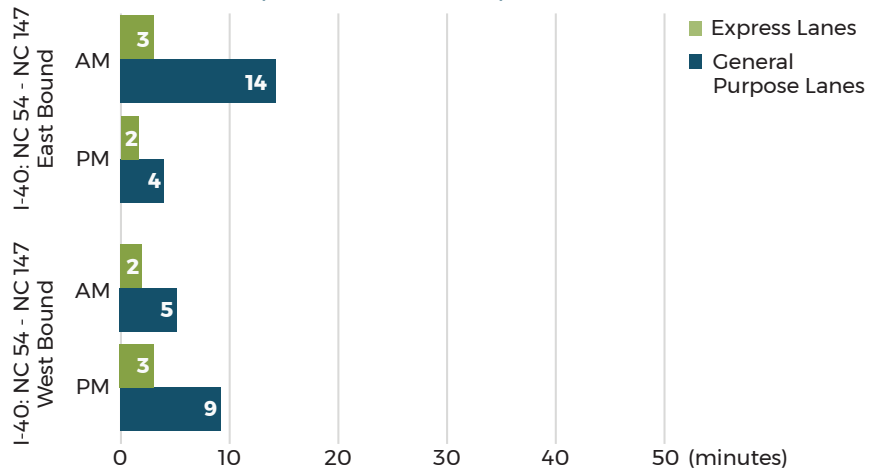
2045 Employees by Employment Type*

**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.

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Percent of the Population Below the Poverty Level*



10%

Future Year Daily Buses**

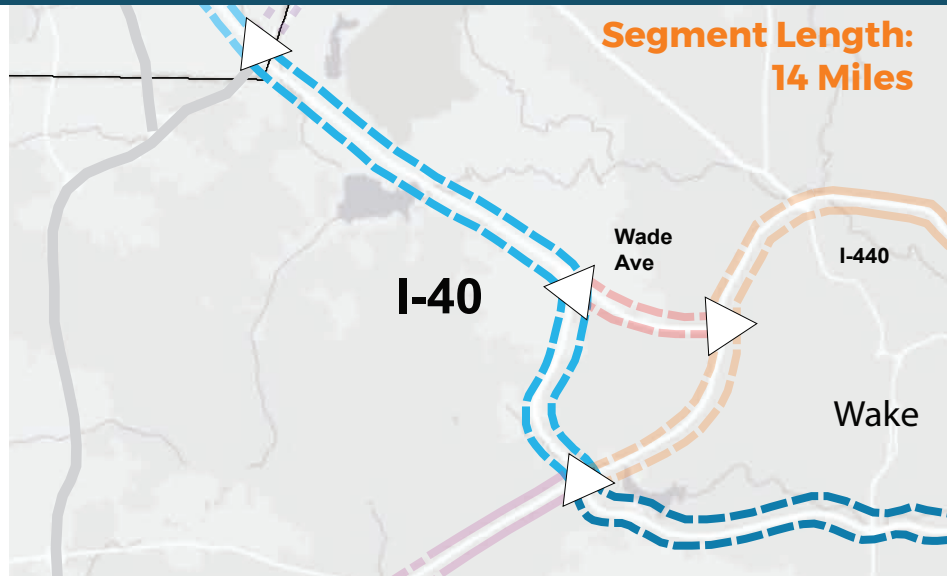
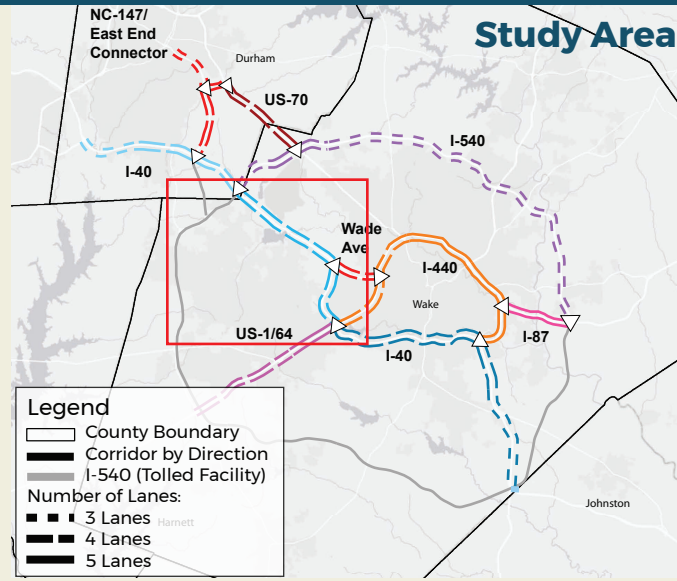


72

* 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 Peak Period Tolls



Corridor	\$4.00
Per Mile	\$0.29

2045 Annual Toll Revenues



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

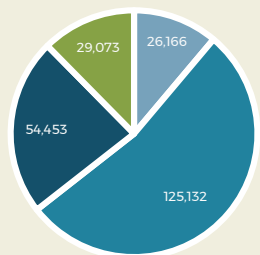
Estimated Construction Cost



**\$10 - \$16
million/mile**

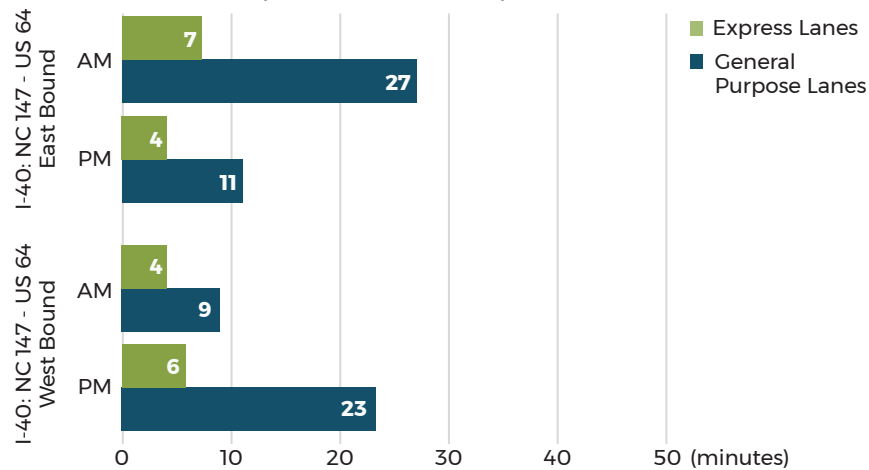
2045 Employees by Employment Type*

**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.

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Percent of the Population Below the Poverty Level*



13%

Future Year Daily Buses**

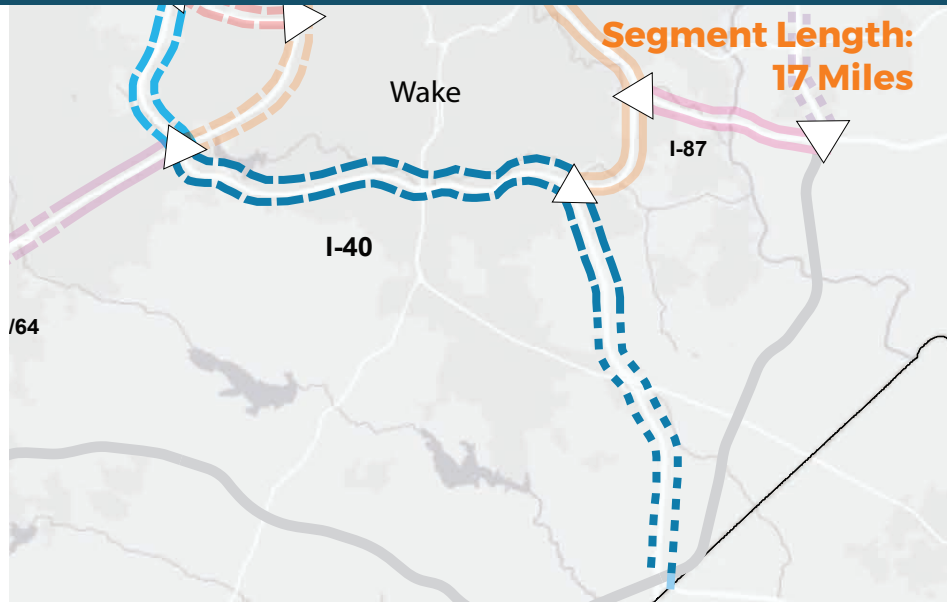
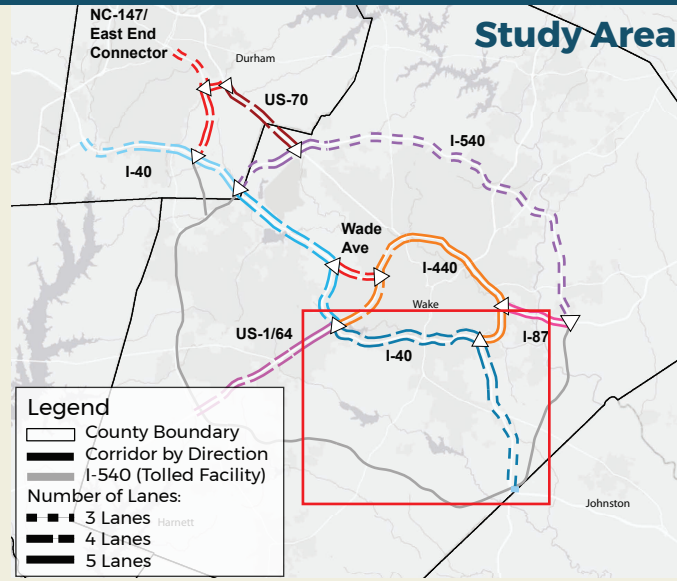


160

* 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

2045 Peak Period Tolls



Corridor	\$4.50
Per Mile	\$0.25

2045 Annual Toll Revenues



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

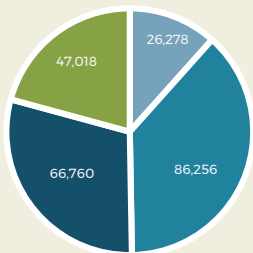
Estimated Construction Cost



**\$8 - \$12
million/mile**

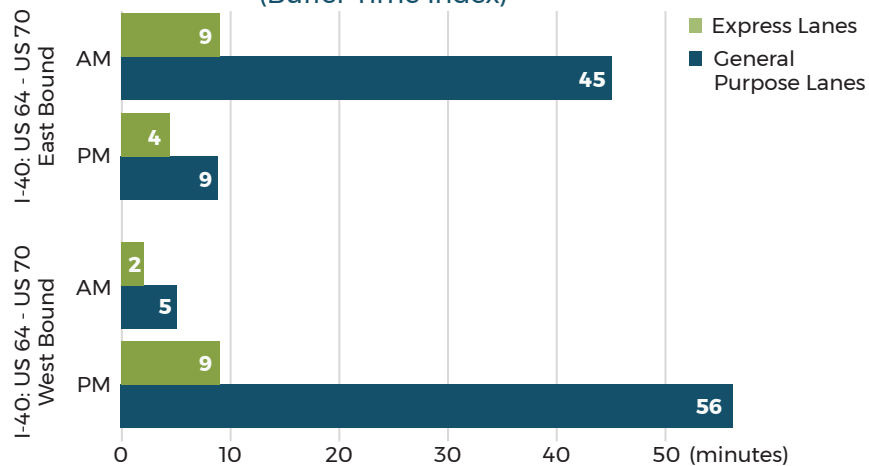
2045 Employees by Employment Type*

**230,000
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.

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Percent of the Population Below the Poverty Level*



25%

Future Year Daily Buses**

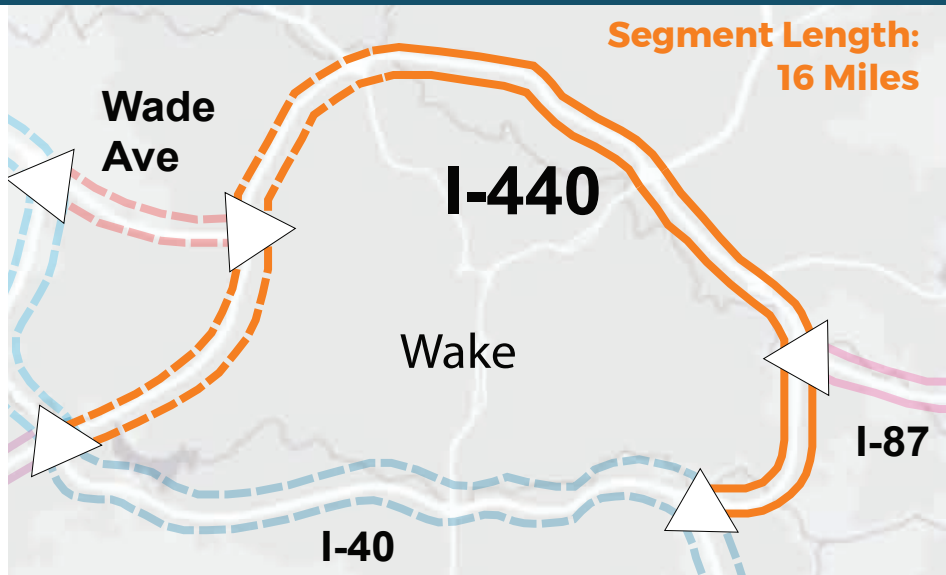
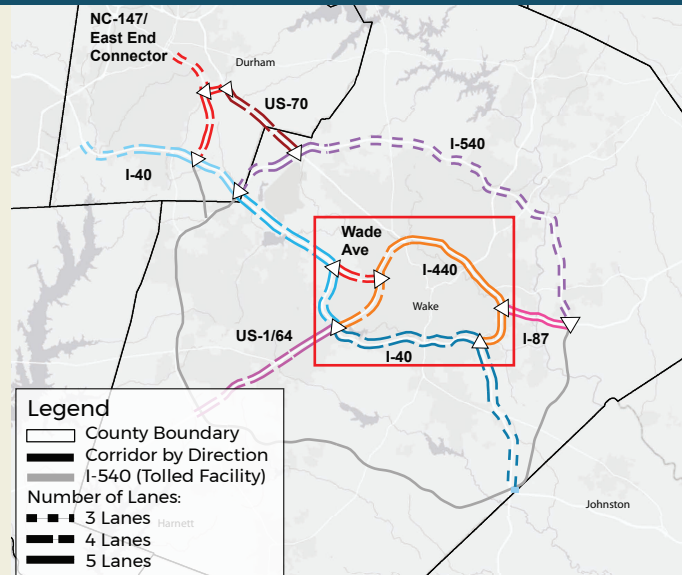


12

* 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 Peak Period Tolls



Corridor	\$5.40
Per Mile	\$0.32

2045 Annual Toll Revenues



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

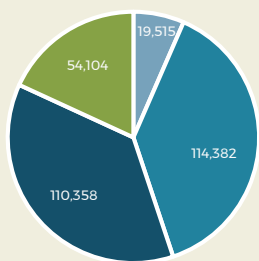
Estimated Construction Cost



\$10 - \$24 million/mile

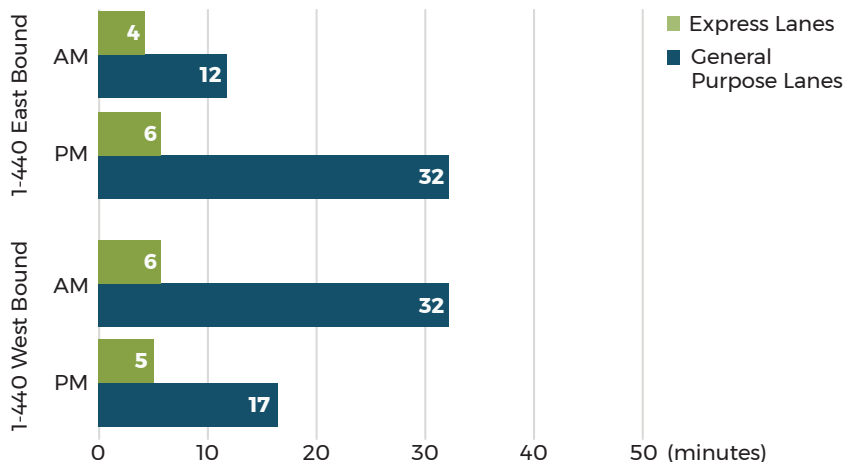
2045 Employees by Employment Type*

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.

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Percent of the Population Below the Poverty Level*



19%

Future Year Daily Buses**



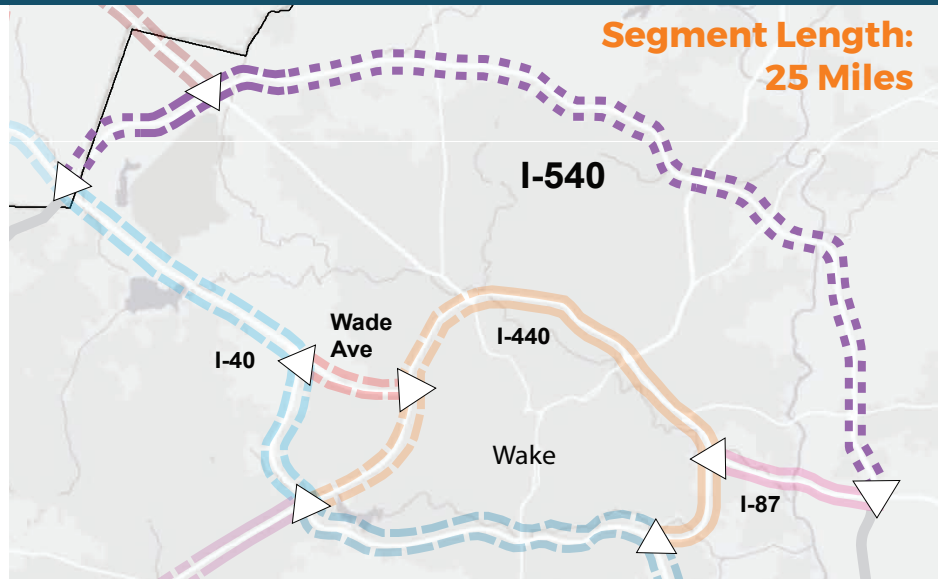
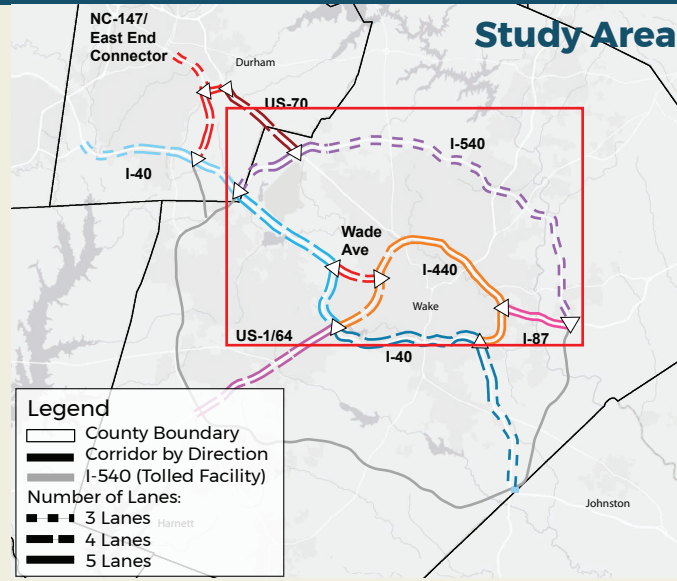
100

* 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

2045 Peak Period Tolls



Corridor	\$6.80
Per Mile	\$0.27

2045 Annual Toll Revenues



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

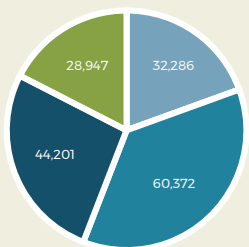
Estimated Construction Cost



\$4 - \$17 million/mile

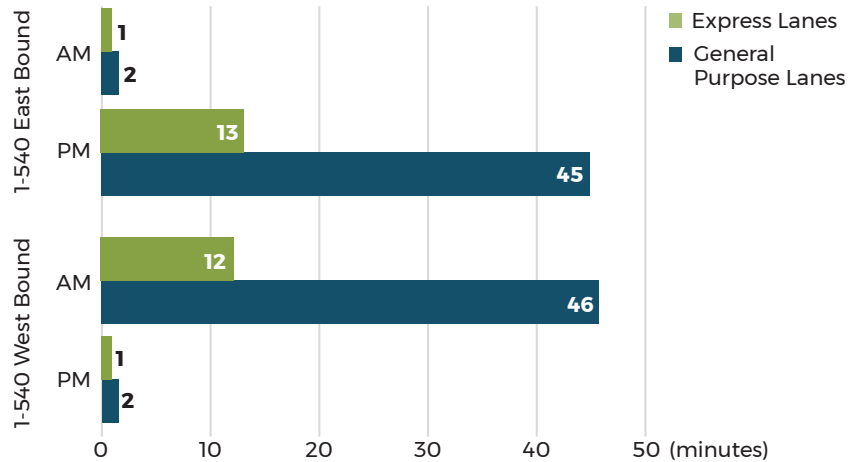
2045 Employees by Employment Type*

165,000
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.

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Percent of the Population Below the Poverty Level*



8%

Future Year Daily Buses**

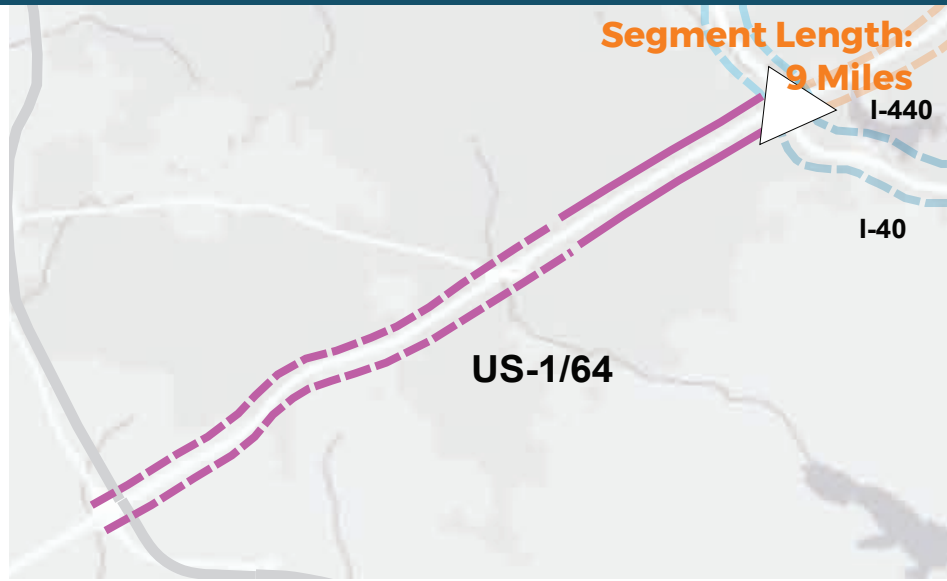
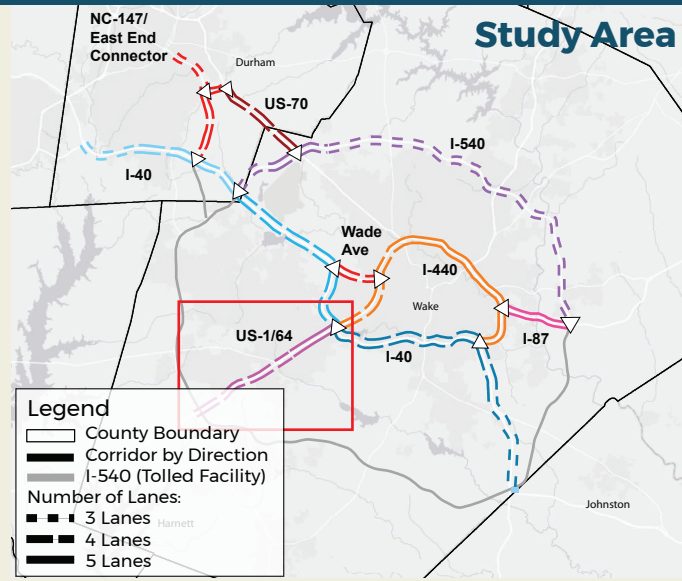


18

* 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

2045 Peak Period Tolls



Corridor	\$3.20
Per Mile	\$0.35

2045 Annual Toll Revenues



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

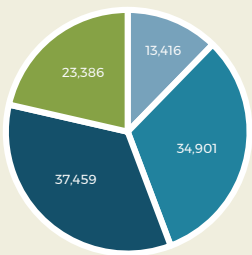
Estimated Construction Cost



\$7 - \$25 million/mile

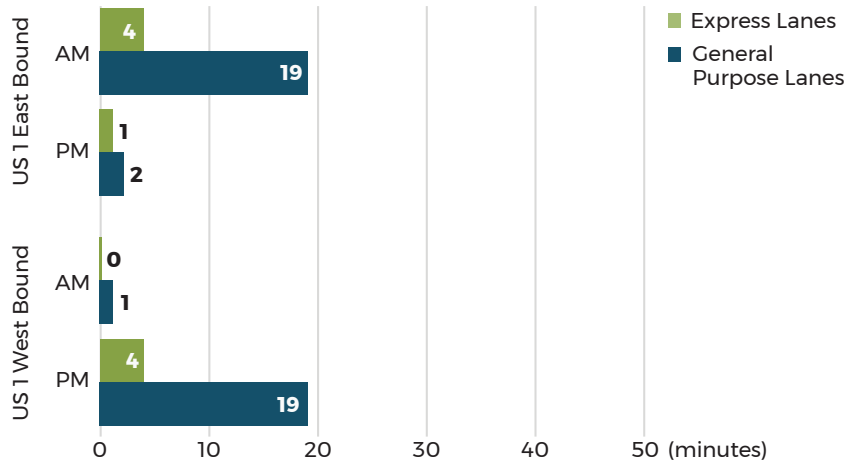
2045 Employees by Employment Type*

110,000
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.

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Percent of the Population Below the Poverty Level*



11%

Future Year Daily Buses**

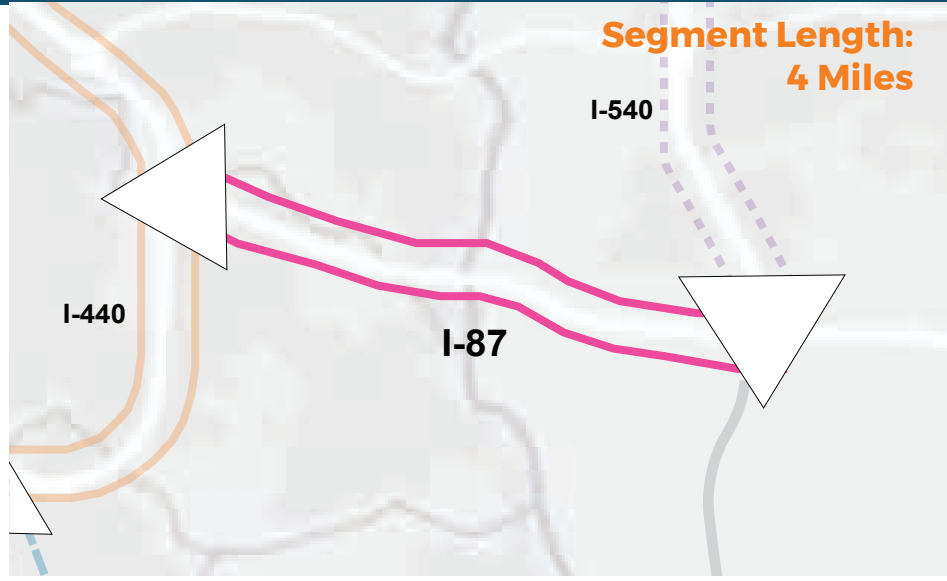
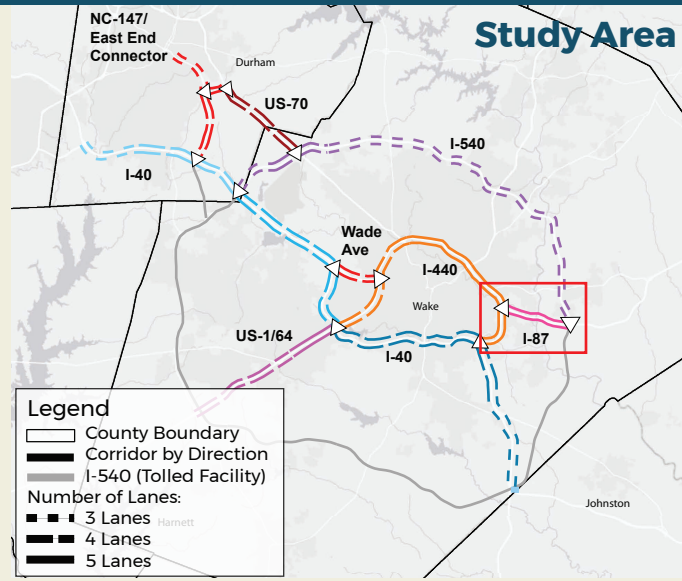


24

* 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

2045 Peak Period Tolls



Corridor	\$1.40
Per Mile	\$0.35

2045 Annual Toll Revenues



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

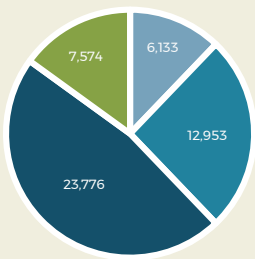
Estimated Construction Cost



\$9 - \$20 million/mile

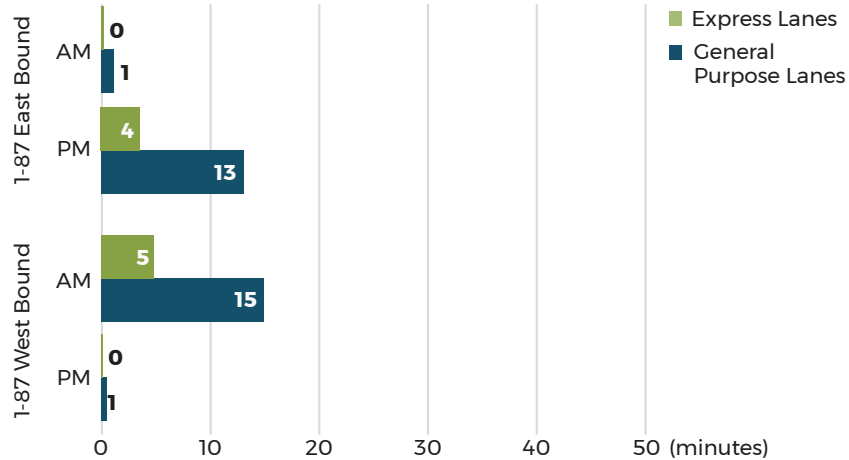
2045 Employees by Employment Type*

50,000
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.

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Percent of the Population Below the Poverty Level*



16%

Future Year Daily Buses**

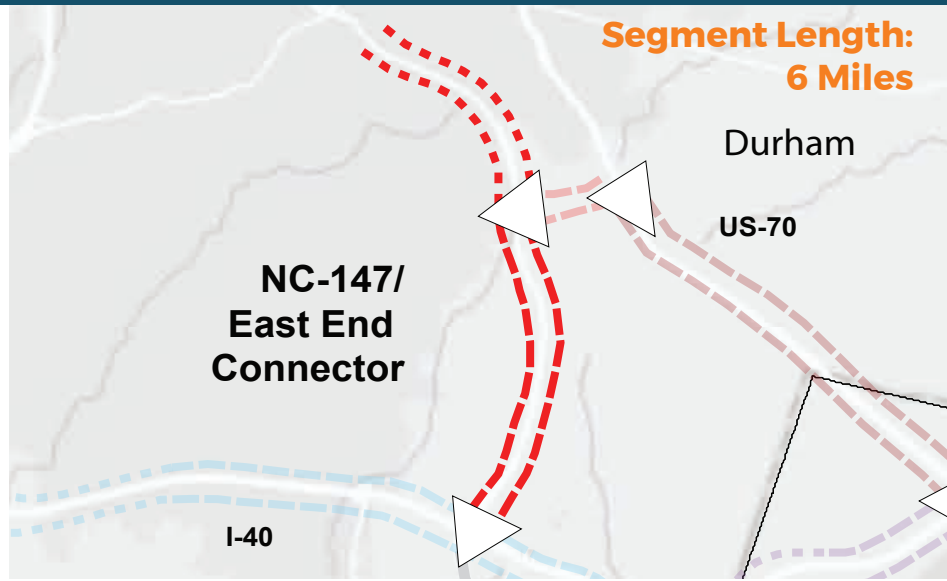
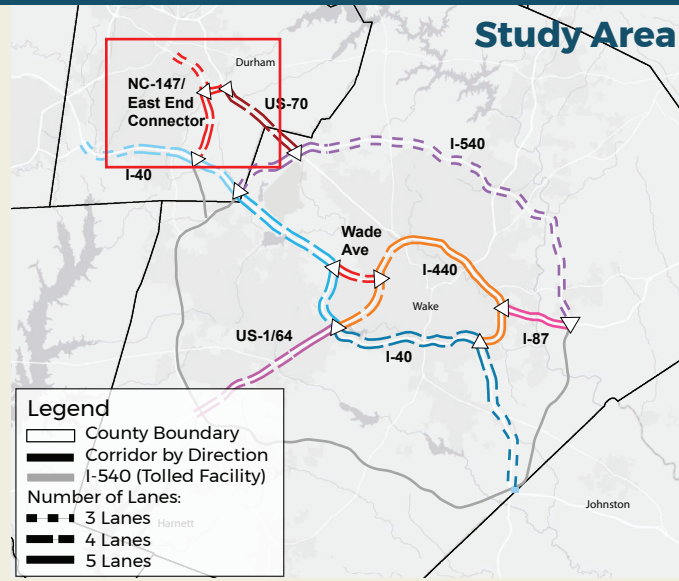


12

* 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



2045 Peak Travel Time Savings General Purpose vs Express Lanes



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

2045 Peak Period Tolls



Corridor	\$0.80
Per Mile	\$0.13

2045 Annual Toll Revenues



East Bound	\$140,000/mile
West Bound	\$145,000/mile

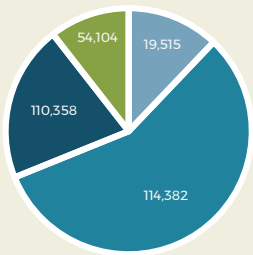
Estimated Construction Cost



\$10 - \$15 million/mile

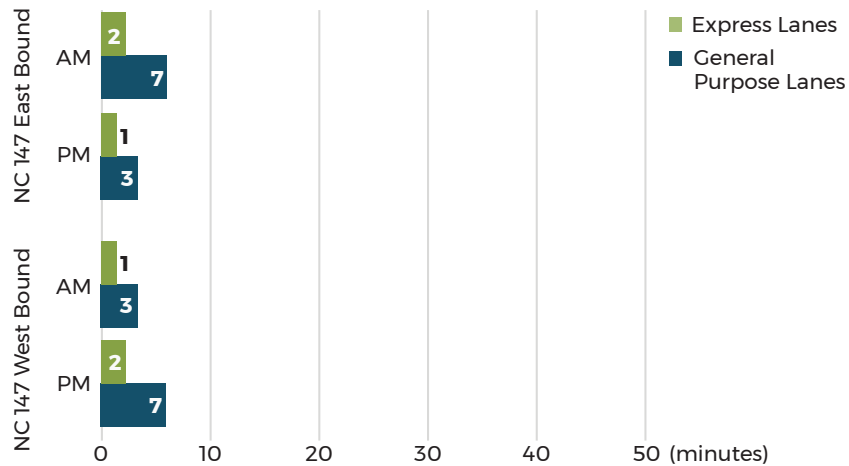
2045 Employees by Employment Type*

165,000
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.

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Percent of the Population Below the Poverty Level*



28%

Future Year Daily Buses**

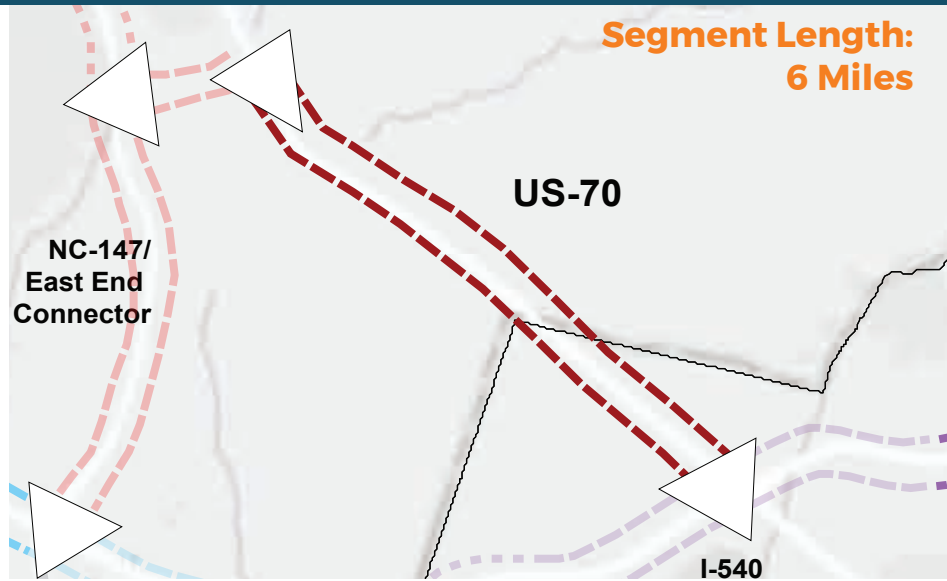
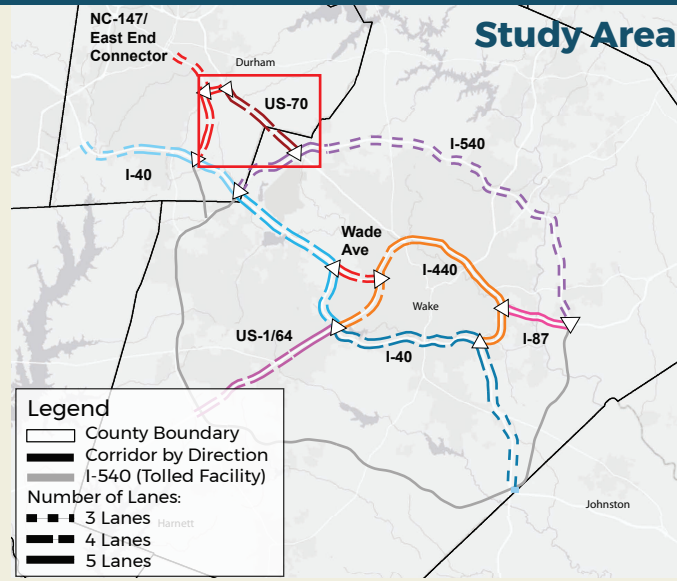


80

* 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 Peak Period Tolls



Corridor	\$3.40
Per Mile	\$0.57

2045 Annual Toll Revenues



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

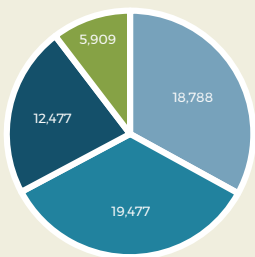
Estimated Construction Cost



**\$10 - \$21
million/mile**

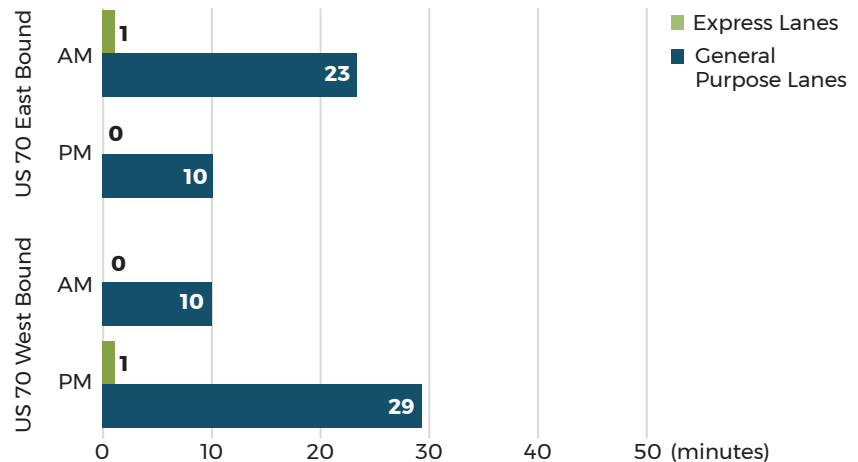
2045 Employees by Employment Type*

**60,000
TOTAL EMPLOYEES**



■ Industry ■ Service
■ Office ■ Retail

Travel Time Dependability (Buffer Time Index)



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Percent of the Population Below the Poverty Level*



17%

Future Year Daily Buses**

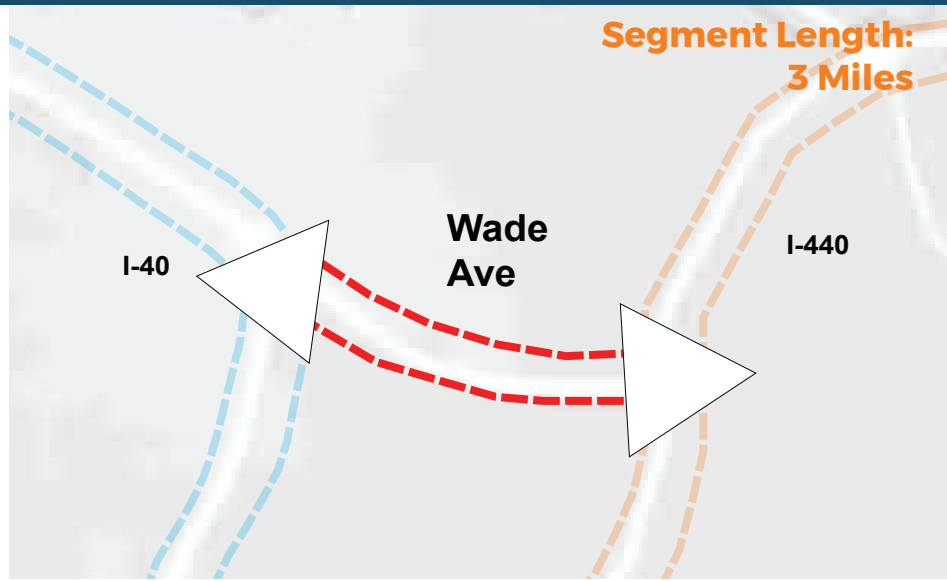
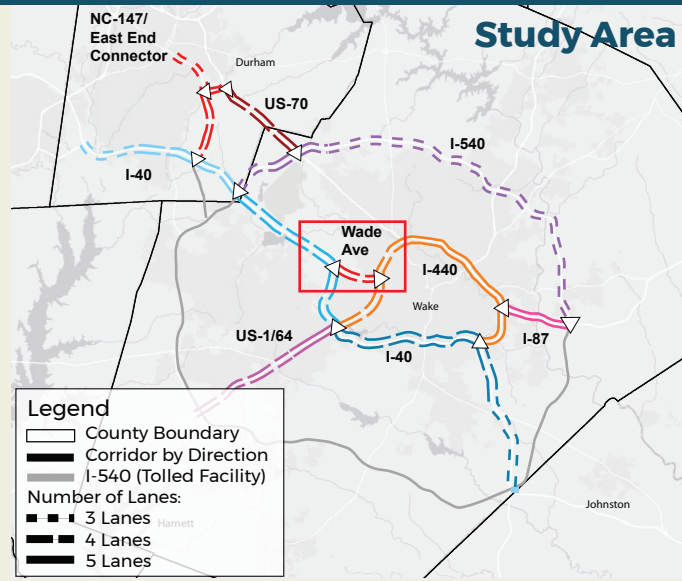


48

* 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 Peak Period Tolls



Corridor **\$0.15**

Per Mile **\$0.05**

2045 Annual Toll Revenues



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

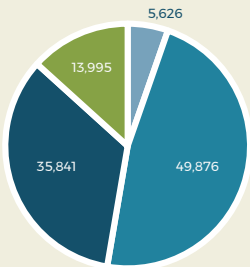
West Bound **\$45,000/mile**

Estimated Construction Cost



\$10 - \$14 million/mile

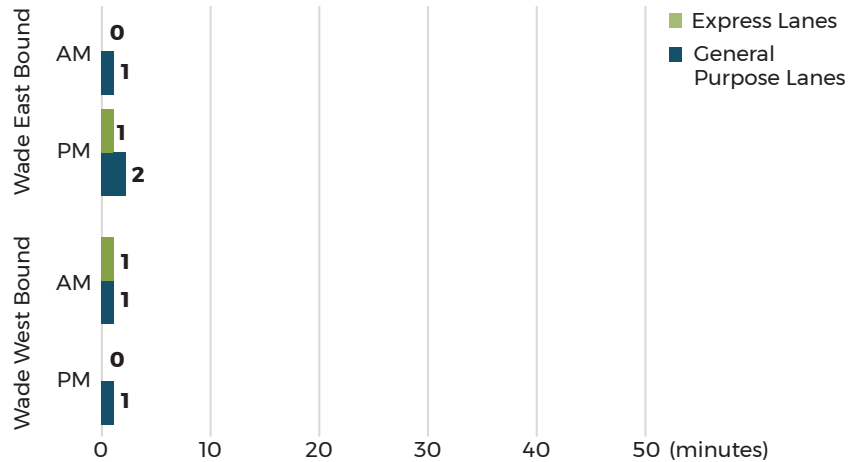
2045 Employees by Employment Type*



105,000
TOTAL EMPLOYEES

Industry Service
Office Retail

Travel Time Dependability (Buffer Time Index)



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Percent of the Population Below the Poverty Level*



20%

Future Year Daily Buses**



88

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** Routes that are along some segment of the corridor