

# North Carolina Turnpike Authority

Operations Committee Meeting

November 21, 2024



## Operations Committee



**Montell W. Irvin**  
Operations Committee  
Chairman



**Dr. Pamela Gibson  
Senegal**  
Operations Committee  
Member



**Sam Hunt IV**  
Operations Committee  
Member



**Charles 'Chuck' L.  
Travis III**  
Operations Committee  
Member

## Other Board Members



**Joey Hopkins**  
Chairman of the Board



**James 'Jim' Walker**  
Vice Chair of the Board



**Robert D. Teer Jr.**  
Secretary & Treasurer of the  
Board



**John Adcock**  
Board Member



# Opening Comments

J.J. Eden  
Executive Director



# Chief Engineer Update

Patrick Norman, P.E.  
Chief Engineer



The background is a dark blue gradient with a subtle hexagonal grid pattern. Several glowing, wavy trails of small particles in shades of light blue and green are scattered across the image, creating a sense of motion and data flow.

Complete 540 Phase 1

# Ribbon Cutting Ceremony





## Final Phase 1 Construction

### **R-2721A**

- Toll site 1 remaining work
- Y-line finishing work
- Final punch list items

### **R-2721B**

- Y-line finishing work
- Final punch list items

### **R-2828**

- Permanent striping
- Mainline and Y-line finishing work





Complete 540 Phase 2



Complete 540  
Phase 2





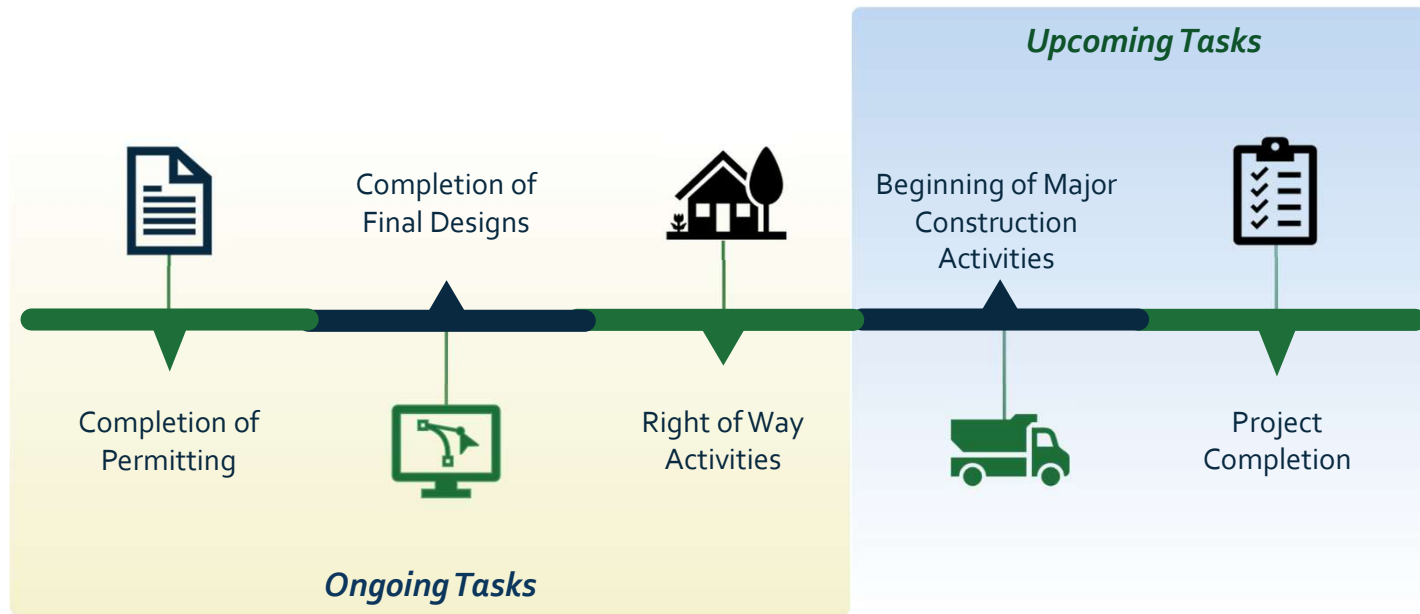
Complete 540  
Phase 2





# Complete 540 Phase 2

## Anticipated Project Schedule

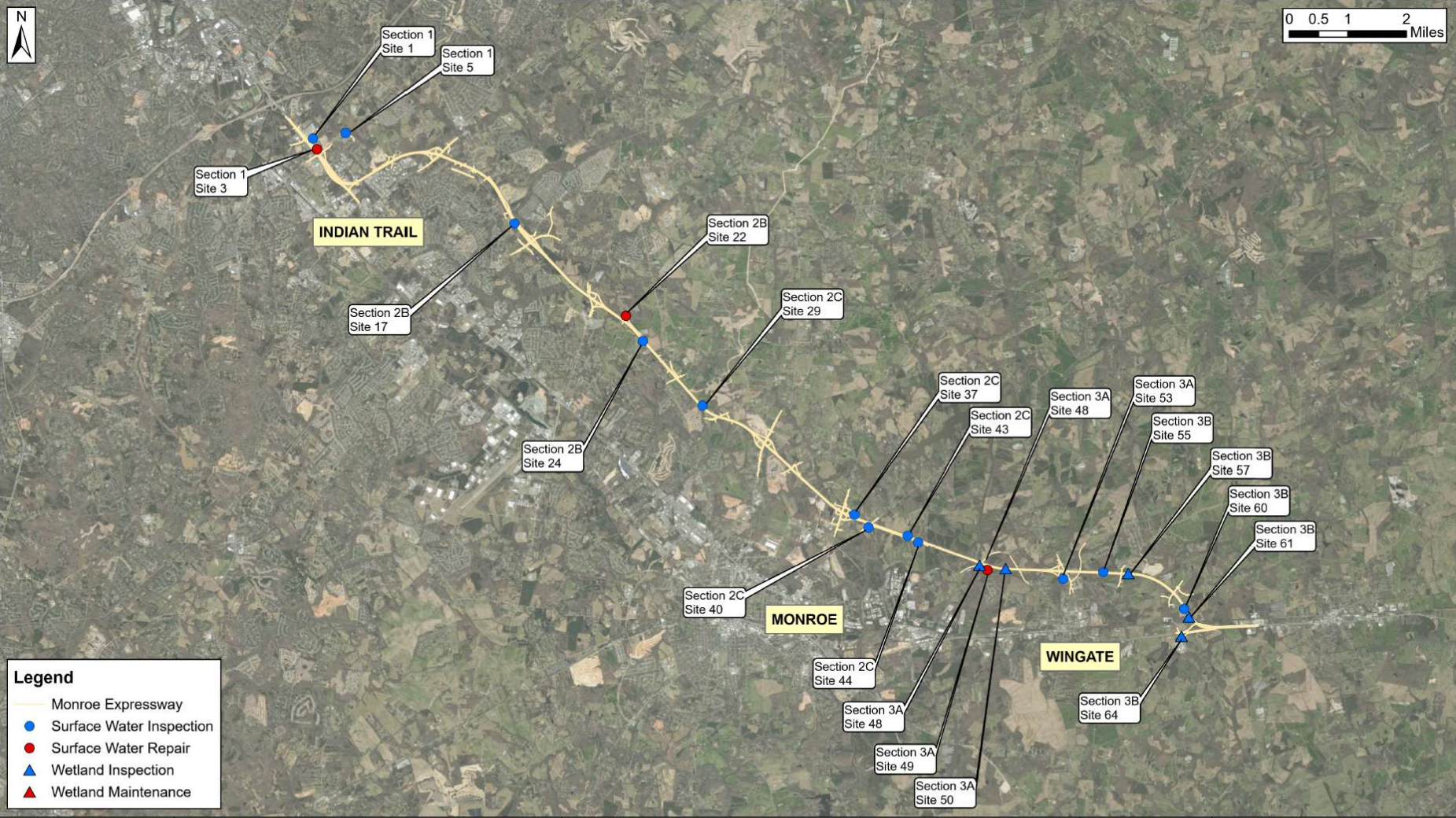




# Environmental Assessment Update

Monroe Expressway 5-Year Inspection





<p><b>4.3.1 Repair and Inspection Map</b></p>	<p><b>TIP #:</b> R-3329/R-2559</p>	<p><b>Project:</b> Monroe Expressway 5-year Environmental Evaluation</p>	<p><b>Date:</b> August 2024</p>	
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Primary Impact	Previous Notes (2019)	Current Notes (2024)	Change (2019 to 2024)
2 @ 9'X9' RCBC	Inspection/Repair needed: Need plan revisions or as-builts to better understand cross pipe design. Also need to ensure that contractor stabilizes slope. Possible suggestions for repair include: Line filter fabric slope with Class 1 rip rap or secure the 30" RCP outlet to wingwall to prevent future failure.	Inspection needed: Site repair was made. Multiple river drop structures were built to accommodate off-site flow. Final box structure drops water from 30" pipe to stream. Inspection recommended to monitor OTCB pipe outfall since mortar is falling off and could need repair in future.	Repair/inspection needed to inspection needed
42" RCP	No action needed: Site is stable. Class 1 rip rap banks at outlet and Class 2 rip rap at channel banks downstream of the pipe outlet. Rip rap installed at pipe outlet to make rip rap ladder down to grade. Pipe outlet appears to be higher than the stream bed. It may have been a pipe extension that could not be as low as planned.	Repair needed: Pipe outlet still above stream bed. Rip rap ladder scoured and pushed downstream from outfall. Landscape fabric exposed.	Site stable to repair needed
30" RCP	Repair needed: Site is stable and downstream channel is vegetated. Check dam remains in stream ditch and should be removed. It is currently ponding water and pipe will fill with sediment in the future. Recommend removing check dam to allow water to flow through channel.	No action needed: Check dam either removed or pushed downstream. Downstream has reestablished itself with vegetation.	Repair needed to no action needed
10'X7' RCBC	Repair needed: RCBC outlet is stable with floodplain bench. 36" RCP outlet on left side of stream bank has started to erode. Recommend adding additional Class 1 rip rap to prevent erosion as bank is stabilized.	No action needed: RCBC is stable with floodplain bench. 36" RCP appears repaired. Banks stabilized with Class 1 rip rap.	Repair needed to no action needed
10'X7' RCBC	Inspection needed: Culvert site is stable. Vegetation on stream banks and 1' sill on right side of barrel. Some sediment in channel and in culvert. Erosion control basins and silt fence are still in place on both sides of the upstream embankment. Inspect to see if erosion control basin is supposed to be removed and stabilized before the contractor leaves the site.	No action needed: Upstream is stable. Sediment has filled within culvert barrel with the presence of fish. Erosion control basins and silt fence have been removed.	Inspection needed to no action needed
60" RCP	Inspection needed: Site is stable within ROW and PDE. Pipe is sized for upstream pond and development. Large head cut upstream of project and downstream of gravel driveway beyond right of way and PDE.	Inspection needed: Site is still stable within ROW and PDE. Headcut upstream of project and downstream of gravel driveway beyond ROW and PDE still present. Inspection is recommended to monitor condition of headcut.	Inspection needed remains
10'X7' RCBC	Repair needed: Site is stable. 1' sill through half of the opening and 6" sill in remainder. Offsetting baffles in culvert. Fence not complete around pipe. Post aren't in ground but laying beside culvert. Wetland remnants beside site where impacts were shown. Scour forming at entrance of culvert sill. Recommend using bentonite (approximately 2 bags) to repair entrance scour hole adjacent to entrance sill and complete fence installation.	Inspection needed: Site is stable. Site appears to have been repaired. Fence is now complete around culvert. 1' sill through half of the opening and 6" sill in remainder. Offsetting baffles in culvert. Evidence of infiltration noted through left wall of culvert. No evidence of scour hole above 1' sill.	Repair needed to no action needed
2 @ 66" RCP	Repair needed: Most of upstream site is stable. Wetland-like vegetation has established in the bench. One culvert is elevated higher than the other as the overflow culvert. There is one section of channel along the floodplain bench opposite the roadside ditch that needs some rip rap protection. Recommend Class 1 be hand placed along the unprotected stream bank.	Inspection needed: Site is stable. Wetland-like vegetation has established in the bench. One culvert is elevated higher than the other as the overflow culvert. Repair was attempted in section of channel along the floodplain bench opposite the ditch, but erosion is still occurring in that area. Class 1 rip rap was added to the channel. Inspection is recommended to monitor further erosion occurring along floodplain bench opposite the ditch.	Repair needed to inspection needed
2 @ 8'X8' RCBC	Repair needed: Site is mostly stable. Baffles are in culvert. Small head cut in primary stream 20' downstream. Monitor headcut and repair as necessary before it works its way to culvert.	Inspection needed: Downstream site has stabilized over time. Headcut was not observed in channel. Channel banks and floodplain have established vegetation. Banks are not eroding, appear bare in some locations due to newly deposited sediment. Culvert outfall has started small scour.	Repair needed to no action needed
42" RCP, retain 24"	Repair needed: Existing 24" pipe is conveying the primary low flow channel. Old channel bed was retained and high flow pipe was added. Rip rap pad was constructed downstream of 42" RCP overflow, but no rip rap present in existing stream below existing 24" RCP. Small scour hole is present at the existing 24" RCP outlet. Recommend installing Class B rip rap outlet protection (countersunk rip rap pad) at the 24" RCP outlet.	Repair needed: 48" pipe outfall has scoured dissipator pad. Downstream channel is eroded and vegetation appears to be killed or treated. 24" pipe outfall has eroded channel. Recommend sloping treatment of vegetation along channel and placing Class 1 rip rap bank stabilization areas around pipe to help stabilize the site. Additionally recommend repairing channel bed with fill material and Class 1 rip rap.	Repair needed remains
42" RCP, retain 24"	Repair needed: Headcut has formed upstream of existing 24" RCP. Recommend lining existing stream channel and banks with Class B rip rap from 24" RCP inlet to the headcut location.	No action needed: Headcut appears to be unchanged since prior trip. Main channel flowing in 24" pipe. Would have recommended replacing 24" and making 48" primary pipe. Minor erosion upstream.	Repair needed to no action needed
60" RCP	Repair needed: Site is stable. Minor wetland-like vegetation is present. Minor scour hole at entrance. Recommend installing bentonite (approximately 2 bags) at pipe entrance to reestablish invert elevation in ditch.	Inspection needed: Site is stable. Minor scour hole to the left of entrance and minor erosion around shale boulder upstream of scour hole. Does not appear to have gotten worse. Recommend inspection to monitor erosion.	Repair needed to inspection needed
72" RCP	Inspection needed: Site is in fair condition. Minor wetland-like vegetation in stream. Class 1 rip rap is armoring steep section of fill slope adjacent to pipe out. A small area above the rip rap is beginning to erode and vegetation is not established. Overall slope is currently stable, but could worsen over time.	No action needed: Downstream is stable. Area around pipe appears to have additional rip rap installed to stabilize. No additional recommendations at this time. Downstream channel is stable with no erosion.	Inspection needed to no action needed
3 @ 12'X11' RCBC	No action needed: Site looks good and is stable. Floodplain bench in left barrel looking downstream. Class 2 rip rap slope separating floodplain bench. Flow going into right barrel. Right barrel has 6" sill. Left two barrels has 1' sill.	Inspection needed: Site looks good and is mostly stable. Floodplain bench in left barrel looking downstream. Class 1 rip rap slope separating floodplain bench. Flow going into right barrel. Right barrel has 6" sill. Left 2 barrels have 1' sill. Minor erosion just upstream of right barrel. Recommend inspection to continue monitoring erosion.	Site stable to inspection needed
66" RCP	No action needed: Site is stable. Site has no erosion. Channel draining to cow pasture. Some wetland vegetation. Pipe buried since it is a jurisdictional stream.	Inspection needed: Downstream channel is stable. Some scour underneath outfall but minor. Potential for future erosion. Banks are stable. Inspection is recommended to monitor future erosion.	Site stable to inspection needed
36" RCP	Repair needed: 36" RCP outlet under highway has washed away gravel from downstream soil road. Soil road appears to be farmers access road to nearby fields and it does not show up on plans. It is unclear if soil road is within right of way or PUE. Pipe under soil road is underlain. Recommend determining if soil road is within right of way or PUE. If pipe is within right of way or PUE, recommend pipe replacement. If outside of right of way or PUE then consider adding a headwall or Class 1 rip rap on slope to prevent pipe inlet erosion.	Inspection needed: Downstream crossing appears not to have gotten worse over time. Additional rip rap could have been placed for protection by others. Community being built adjacent to site and improvements could potentially be made by developer. Inspection recommend keeping on inspection list.	Repair needed to inspection needed

Previous Notes (2019)	Current Notes (2024)	Change (2019 to 2024)
Repair needed: Pipe and ditch are stable. Channel bed has stabilized with some vegetation. Pipe entrance has minor erosion at base of concrete headwall. Recommend bentonite (approximately 3 bags) to be used at the pipe entrance to stabilize erosion.	Inspection needed: Minor erosion at pipe entrance has not gotten worse over time. Stream flow will continue to erode base of headwall over time. No repair is needed at this time since erosion has not worsened, however site should be inspected to monitor possible future erosion.	Repair needed to inspection needed
No action needed: Site is stable. Channel is in good condition. Rip rap extends all the way to right of way and is stable around banks and top of culvert. GPS location for pipe outlet in field indicated that pipe was longer than shown in plans and may be close to or beyond the right of way, but likely within permanent drainage easement.	Inspection needed: Site is mostly stable within ROW. There is some evidence of erosion at the end of the impacts. Area immediately around culvert is stable. Inspection recommended to monitor that erosion does not worsen within impacts.	Site stable to inspection needed
Repair needed: Site is stable. Some wetland vegetation present. Ditch leading to inlet stable and no rip rap present. Concrete on pipe entrance has been chipped. Minor repair is recommended to grout over exposed rebar on pipe end.	No action needed: Repair appears completed. Inlet has been regroued. Site is stable. Some wetland-like vegetation has established.	Repair needed to no action needed
Inspection needed: Banks are stable and consist of Class 2 supplemented with Class 1 rip rap, but channel bed has scoured from headcut. Headcut has started to form upstream of bank stabilization. Recommend monitor headcut and repair/stabilize as necessary to prevent further stream erosion.	Repair needed: Upstream headcut has continued to erode channel bed. Utility service has become exposed and headcut will continue to erode around and underneath the utility line. Inspection recommended to determine if utility is active. Recommend repairing channel with fill material and Class 1 rip rap.	Inspection needed to repair needed
Inspection needed: Site is stable. Wetland-like vegetation present. Floodplain bench on right barrel with 2' sill. Site fence is still present on top of culvert. Pool with standing water has formed in front of lower sill on left barrel. Minor headcut observed approximately 20' upstream of culvert. Monitor headcut and repair/stabilize as necessary to prevent further stream erosion.	Inspection needed: Culvert is stable but upstream headcut still present. Headcut has not gotten worse and erosion could worsen over time. Upstream channel banks are eroded but not due to project. Inspection recommended to monitor future erosion.	Inspection needed remains
Repair needed: Culvert is stable. Wetland-like vegetation has established in channel between culverts. Floodplain bench separated from channel by Class 2 rip rap slope. Vegetation likely planted with wetland mix and live stakes. 1' sill on left barrel and 2' sill on right barrel. Small scour hole has formed in front of left sill. Recommend minor repair by utilizing bentonite (approximately 4 bags).	Inspection recommended: Minor scour hole remains the same from prior visit. Since scour has not worsened, no repair is recommended. Upstream channel is stable with dense vegetation.	Repair needed to inspection needed
Repair needed: Upstream of the culvert looks stable. Step sill at entrance. Minor scour hole has formed at entrance of lower sill. Recommend minor repair utilizing bentonite (approximately 4 bags).	Inspection needed: Upstream headcut has not increased since last inspection. Stream has no live flow. Inspection suggested to monitor exposed culvert foundation and ensure structural integrity.	Repair needed to inspection needed
Inspection needed: Outlet is stable. Erosion control silt fence above headwall still in place and can be removed.	No action needed: Outlet is stable. Downstream channel is stable. Banks armored with Class 2 rip rap.	Inspection needed to no action needed
Repair needed: Stream is stable leading into pipe. Wetland-like vegetation present upstream. Minor stream bank erosion was visible at roadside ditch entrance to main channel. Recommend bank stabilization repair.	Inspection needed: Stream is stable leading into pipe. Wetland-like vegetation present upstream. Minor stream bank erosion was visible at roadside ditch entrance to main channel. Recommend inspection to monitor bank erosion.	Repair needed to inspection needed
Inspection needed: Downstream outlet is very stable and vegetated. Erosion control silt fence is still in place over culvert headwall. Erosion control features should be removed.	No action needed: Downstream culvert is stable. Floodplain bench has sediment deposited. Fence has been removed above culvert.	Inspection needed to no action needed
Inspection needed: Site is stable. Minor wetland-like features upstream. Small scour hole has formed at upstream headwall entrance. Recommend utilizing bentonite (approximately 2 bags) to fill void and prevent future erosion.	Inspection needed: Upstream inlet has additional erosion left of pipe opening. Pipe is at slightly higher elevation than channel making runoff erode around headwall. Recommend inspection to monitor erosion around headwall.	Repair needed to inspection needed
No action needed: Site is stable.	Inspection needed: Site is stable, but pipe is damaged. Rebar is exposed at the crown. Recommend inspection.	Site stable to inspection needed
Repair needed: Wetland-like feature upstream is stable. Pipe not buried. Minor erosion around headwall. Recommend minor repair utilizing bank stabilization methods to prevent future erosion.	Inspection needed: Headwall installed at 90 degree to pipe making the headwall block ditch flow. Inspection recommended to monitor stability. Headwall currently stable. Wetland-like vegetation established upstream of pipe.	Repair needed to inspection needed
Repair needed: Wetland-like feature is stable upstream of 48" RCP. Grout that was used for headwall connection has crumbled and fallen off. Recommend repairing headwall by regrouding the joint.	Inspection needed: Wetland-like feature is stable. Headwall is overgrown with vegetation, but it appears headwall joint was either not repaired or repair has failed. Recommend inspection to monitor headwall joint stability.	Repair needed to inspection needed
Inspection needed: Upstream area is stable. However, double headwall is very close to the edge of pavement (6.5' from edge of travel). This headwall is within the clear zone and guardrail is recommended in front of this headwall and likely wrapping around the curve to be into existing guardrail on -Y315-.	No action needed: Upstream is stable. Recommendation of guardrail not installed. Headwall is noted 6.5' from edge of travel.	Inspection needed to no action needed
Repair needed: Pipe outlet is very close to roadway and fill slopes around pipe are steep and eroding. Minor scour hole has formed at the end of the pipe and rip rap is blocking lower portion of pipe. Recommend extending pipe outlet 8' and regrading fill slope to stable condition. New slope and outlet area should be stabilized with geotextile for drainage and Class 1 rip rap as necessary to ensure stable outlet condition.	Inspection needed: Pipe outlet not repaired based on recommendation. Fill slopes still steep but guardrail provided as safer measure. Class 1 rip rap is stable in channel.	Repair needed to inspection needed
Inspection needed: Site is stable. Wetland-like vegetation has established itself. Mortar around headwall has fallen off. Minimal vegetation above headwall is present. Recommend site inspection and minor repair of grout joint if deemed necessary.	No action needed: Repair completed around headwall. Pipe inlet is stable. Wetland-like vegetation still present.	Inspection needed to no action needed

18 sites needing repair to 3 sites needing repair  
5 sites stable to 12 sites stable



# I-77 South Express Lanes




# I-77 South Express Lanes

## Project Overview

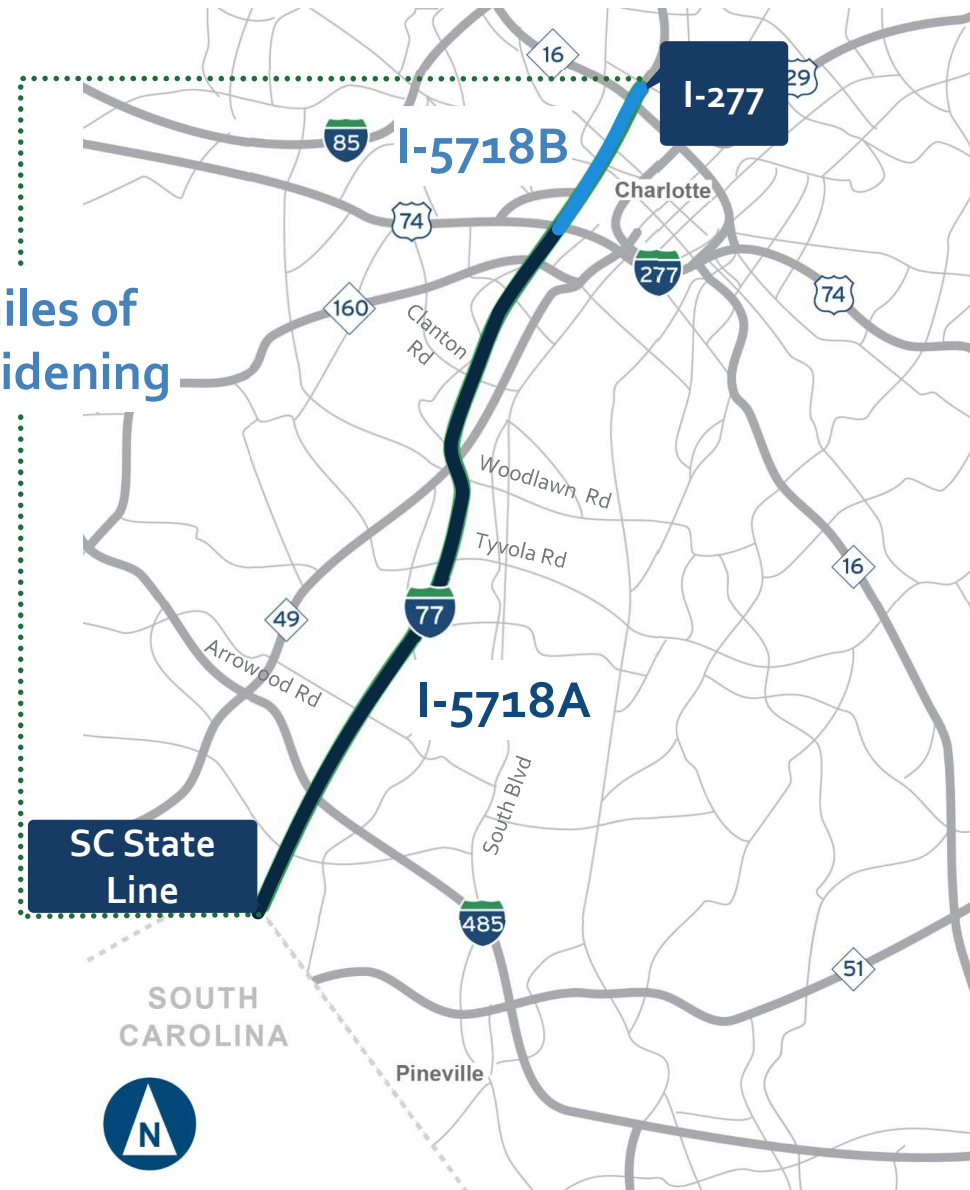
- I-277/Brookshire Freeway to SC State Line
- Preliminary cost estimates:
  - 2022 - \$2.1 billion
  - 2024 - \$3.7 billion
  - Efforts underway to refine cost estimate

### STIP Project I-5718 Schedule

 Anticipated EA Document	2025
Right-of-Way Acquisition	N/A*
Construction Begins	N/A*

\*The 2024-2033 STIP shows funding for preliminary engineering only

11 miles of  
I-77 Widening





# I-77 South Express Lanes

## Project Overview

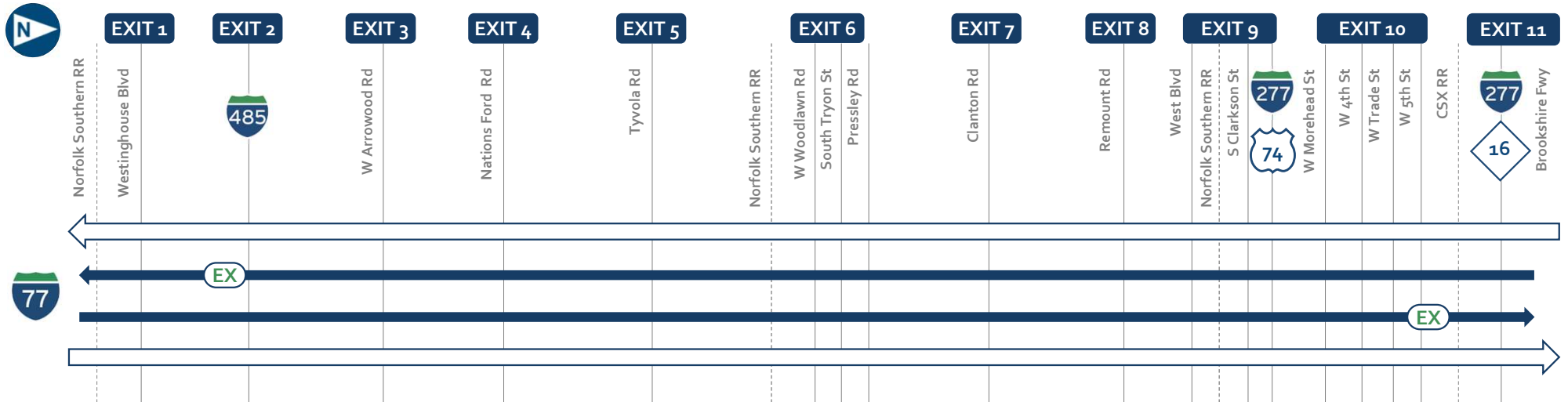
LEGEND



General Purpose Lanes



New Express Lanes



Rebuild Interchanges



Rebuild Non-Interchange Bridges



Add Express Lanes or General Purpose + Express Lanes



Add Access Points



Add Direct Connectors

# I-77 South Express Lanes

## Anticipated Project Schedule

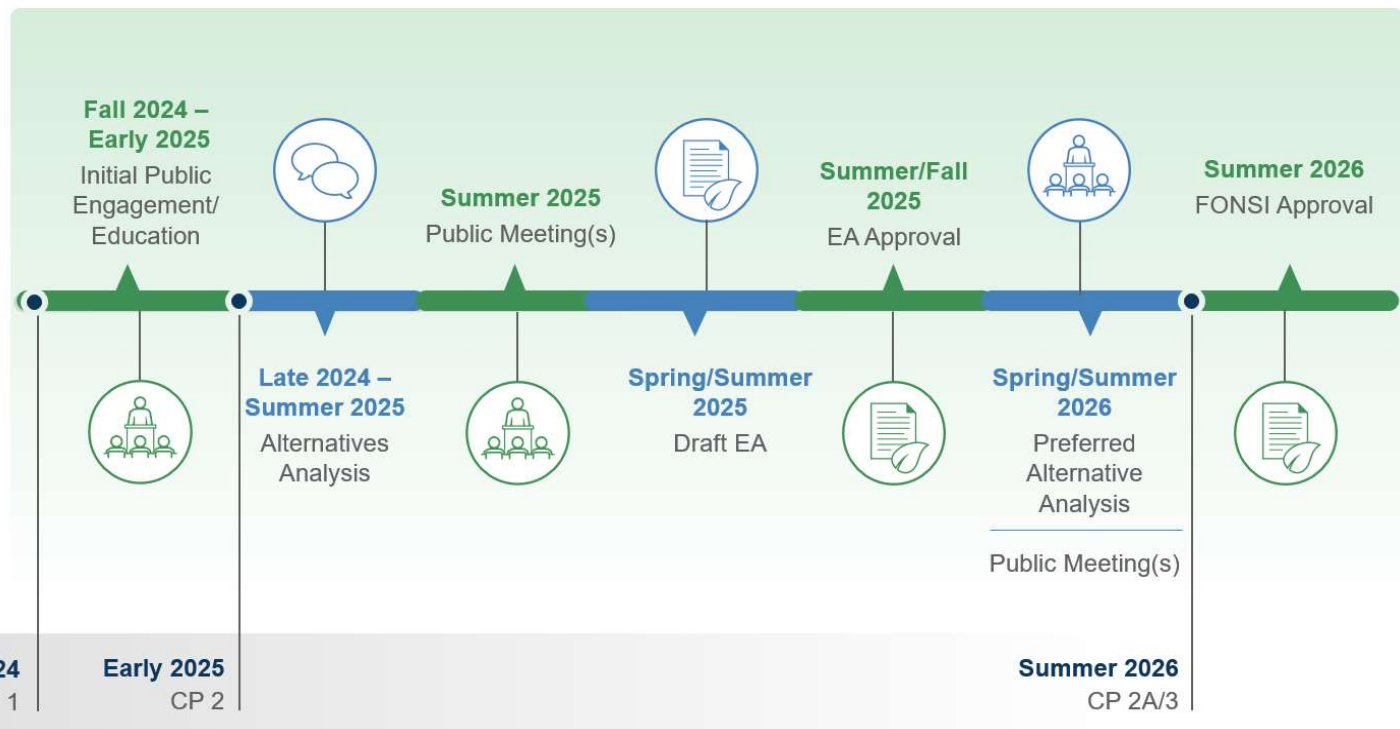
### Concurrence Point (CP) Milestones:

**CP 1** – Purpose and Need & Study Area Defined

**CP 2** – Detailed Study Alternatives Carried Forward

**CP 2A** – Bridging Decisions & Alignment Review

**CP 3** – Selection of Least Environmentally Damaging Practicable Alternative/ Preferred Alternative



The background of the slide is a dark blue color with a subtle pattern of light blue and green dots and lines, resembling a network or data visualization. The text "Mid-Currituck Bridge" is centered in a white, sans-serif font.

# Mid-Currituck Bridge



# Mid-Currituck Bridge

## Current Activities

- Submitted Environmental Permit Applications
  - Submitted September 2024
  - US Army Corps of Engineers issued public notice 10/21/2024
  - Coordination with permitting agencies is ongoing
- Conducting Additional Geotechnical Investigations
  - Work continues
  - Work to take up to 12-14 months
- Multimodal Project Discretionary Grant Application
  - \$425M requested
  - No funding received this grant cycle

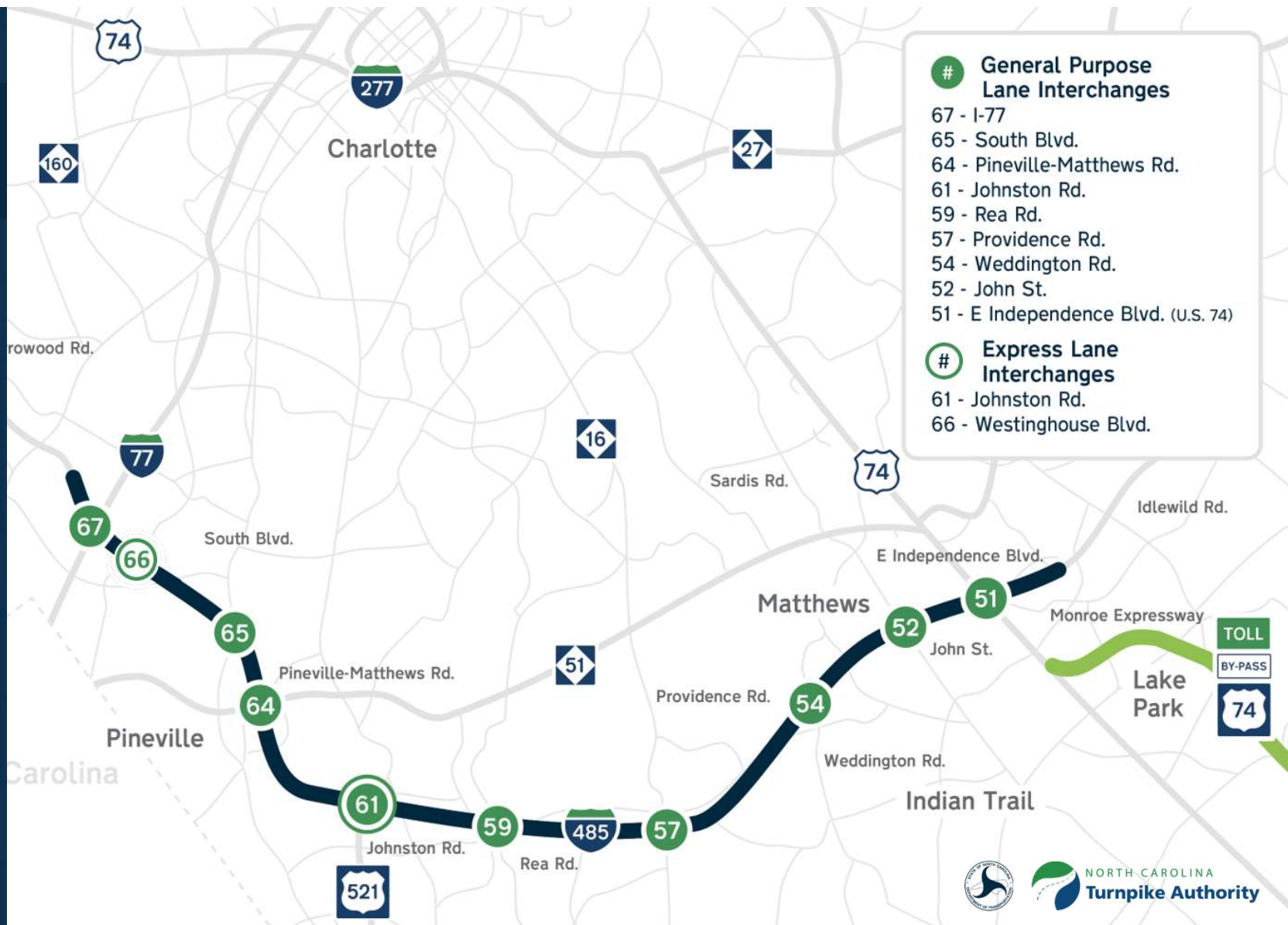


# I-485 Express Lanes Update

Brian Davis, P.E.  
Resident Engineer



# I-485 Express Lanes





# Division 10 Construction

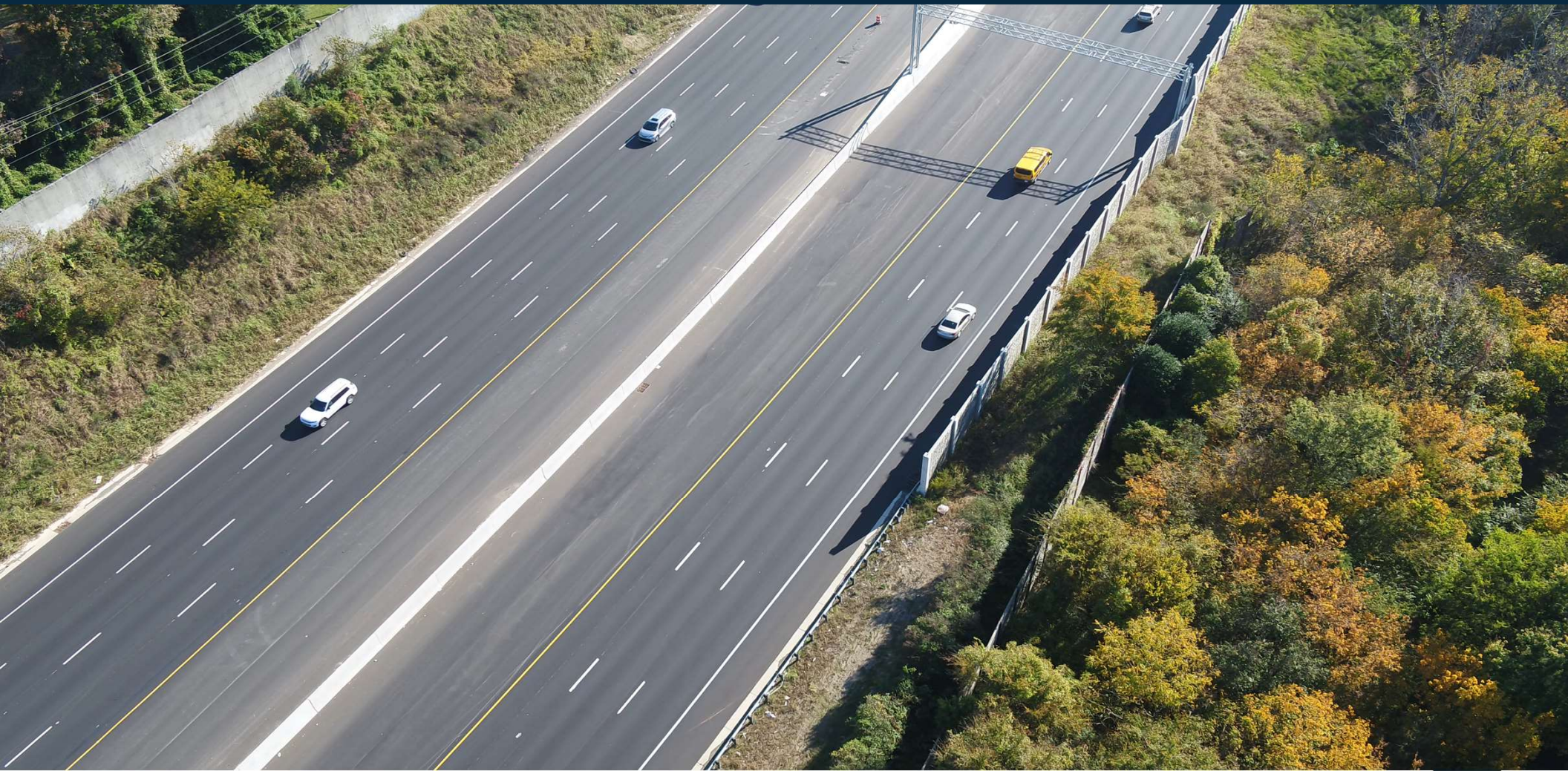
AET Toll Site 1.2 Westinghouse Outer Loop





# Division 10 Construction

## Johnston Road Interchange





# Division 10 Construction

## Weddington Road Interchange





# Division 10 Construction

## E. John Street Interchange & CSX Bridge





# Marketing & Communications Update

Kate Ford

Deputy Director of Marketing & Creative





# Customer Campaigns & Outreach



## Customer Campaigns

as of October 15, 2024



### Campaigns Sent

17 Campaigns Sent



### Open & Click Rates

62.4% Open Rate  
3.1% Click Rate



### Items to Note

Bill by Mail to Toll Invoice



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[Alerts\(2\)](#)
[English](#)


[Accounts](#)
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Home > Ways to Pay


# Ways to Pay

## NC Quick Pass makes your trip easy with two ways to pay tolls:




### NC Quick Pass

- Prepaid account
- No toll invoice in the mail
- Save 35% on tolls in North Carolina
- Fastest and easiest way to pay tolls
- [Convenient out-of-state travel](#)
- [Several types of transponders](#)
- Online account management




### Receive a toll invoice in the mail

- Pay a higher toll rate
- Receive invoices by mail
- Invoice sent to the DMV registered vehicle address
- Can sign up to [receive toll invoices by email](#)
- Potential fees and penalties if the bill is not paid on time
- Multiple [payment options](#)



With NC Quick Pass, North Carolina's Destinations are Just a Drive Away

Travel with NC Quick Pass



Whether you're heading to the mountains, the coast or anywhere in between, NC Quick Pass can get you there.


Starting this year, all NC Quick Pass transponders allow you to pay tolls in 19 states. So, whether you're traveling across the state or up or down the East Coast, NC Quick Pass will get you there faster.


Get ready for your next trip!

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[v](#)

#NCQuickPass

Cut your commute with NC Quick Pass







## NC Quick Pass Outreach as of October 15, 2024



### Events Attended

28 Events Attended



### Accounts & Transponders

264 Accounts Opened  
559 Transponders Sold



### Items to Note

**Charlotte Pride:** 36 accounts, 65 transponders  
**Fiesta Del Pueblo:** 26 accounts, 47 transponders  
**Falling for Local:** 35 accounts, 54 transponders









# Media Training



## Media Training



- Third Annual Media Training
- Four Interview Scenarios
  - On-Camera Indoor
  - On-Camera Outdoor
  - Virtual
  - Public Presentation
- Three Scenarios
- 30 Participants



# 2025 Triangle Expressway & Monroe Expressway Toll Rates

Travis Feltes, P.E.  
Project Engineer



# Toll Rates

## 2025 Toll Rates

- During the May 2024 Board of Directors meeting, new toll rate schedules were established for the Triangle Expressway System and Monroe Expressway System to include:
  - Toll rates for the Complete 540 Phase 1 extension
  - Updates to the toll schedules, increasing the prepaid discount from 35% to 50%
- These rates will become effective on January 1, 2025

### Triangle

Scheduled Average Toll Rate Increases	
2022 – 2036	3.0%
After 2036	2.0% or less

### Monroe

Scheduled Average Toll Rate Increases	
2019 – 2025	2.3%
2025 – 2040	2.1%

# Triangle Expressway System Toll Rates (2025)

## Triangle Expressway System

ETC (Class 1)	Begin	Exit 3/2	Exit 69	Exit 66	Exit 64	Exit 62	Exit 59	Exit 57	Exit 56	Exit 55	Exit 54	Exit 50	Exit 47	Exit 45	Exit 43	Exit 39	Exit 36
Begin Toll 885 - Toll N.C. 885 at I-40		\$ 0.46	\$ 1.01	\$ 1.27	\$ 1.82	\$ 2.28	\$ 2.84	\$ 3.53	\$ 3.53	\$ 3.88	\$ 4.05	\$ 4.79	\$ 5.47	\$ 6.12	\$ 6.64	\$ 7.64	\$ 8.24
Exit 3/2 - Hopson Road / Davis Drive	\$ 0.46		\$ 1.01	\$ 1.27	\$ 1.82	\$ 2.28	\$ 2.84	\$ 3.53	\$ 3.53	\$ 3.88	\$ 4.05	\$ 4.79	\$ 5.47	\$ 6.12	\$ 6.64	\$ 7.64	\$ 8.24
Exit 69 - Chapel Hill Road / N.C. 54	\$ 1.01	\$ 1.01		\$ 0.81	\$ 1.36	\$ 1.82	\$ 2.38	\$ 3.07	\$ 3.07	\$ 3.42	\$ 3.59	\$ 4.33	\$ 5.01	\$ 5.66	\$ 6.18	\$ 7.18	\$ 7.78
Exit 66 - N.C. 55	\$ 1.27	\$ 1.27	\$ 0.81		\$ 0.55	\$ 1.01	\$ 1.57	\$ 2.26	\$ 2.26	\$ 2.61	\$ 2.78	\$ 3.52	\$ 4.20	\$ 4.85	\$ 5.37	\$ 6.37	\$ 6.97
Exit 64 - Morrisville Parkway	\$ 1.82	\$ 1.82	\$ 1.36	\$ 0.55		\$ 0.46	\$ 1.02	\$ 1.71	\$ 1.71	\$ 2.06	\$ 2.23	\$ 2.97	\$ 3.65	\$ 4.30	\$ 4.82	\$ 5.82	\$ 6.42
Exit 62 - Green Level West Road	\$ 2.28	\$ 2.28	\$ 1.82	\$ 1.01	\$ 0.46		\$ 0.56	\$ 1.25	\$ 1.25	\$ 1.60	\$ 1.77	\$ 2.51	\$ 3.19	\$ 3.84	\$ 4.36	\$ 5.36	\$ 5.96
Exit 59 - U.S. 64	\$ 2.84	\$ 2.84	\$ 2.38	\$ 1.57	\$ 1.02	\$ 0.56		\$ 1.25	\$ 1.25	\$ 1.60	\$ 1.77	\$ 2.51	\$ 3.19	\$ 3.84	\$ 4.36	\$ 5.36	\$ 5.96
Exit 57 - Old U.S. Hwy 1 / S. Salem St.	\$ 3.53	\$ 3.53	\$ 3.07	\$ 2.26	\$ 1.71	\$ 1.25	\$ 1.25		\$ 0.32	\$ 0.67	\$ 0.84	\$ 1.58	\$ 2.26	\$ 2.91	\$ 3.43	\$ 4.43	\$ 5.03
Exit 56 - U.S. 1	\$ 3.53	\$ 3.53	\$ 3.07	\$ 2.26	\$ 1.71	\$ 1.25	\$ 1.25	\$ 0.32		\$ 0.35	\$ 0.52	\$ 1.26	\$ 1.94	\$ 2.59	\$ 3.11	\$ 4.11	\$ 4.71
Exit 55 - Veridea Parkway	\$ 3.88	\$ 3.88	\$ 3.42	\$ 2.61	\$ 2.06	\$ 1.60	\$ 1.60	\$ 0.67	\$ 0.35		\$ 0.52	\$ 1.26	\$ 1.94	\$ 2.59	\$ 3.11	\$ 4.11	\$ 4.71
Exit 54 - N.C. 55	\$ 4.05	\$ 4.05	\$ 3.59	\$ 2.78	\$ 2.23	\$ 1.77	\$ 1.77	\$ 0.84	\$ 0.52	\$ 0.52		\$ 0.74	\$ 1.42	\$ 2.07	\$ 2.59	\$ 3.59	\$ 4.19
Exit 50 - Holly Springs Rd.	\$ 4.79	\$ 4.79	\$ 4.33	\$ 3.52	\$ 2.97	\$ 2.51	\$ 2.51	\$ 1.58	\$ 1.26	\$ 1.26	\$ 0.74		\$ 0.68	\$ 1.33	\$ 1.85	\$ 2.85	\$ 3.45
Exit 47 - Bells Lake Rd.	\$ 5.47	\$ 5.47	\$ 5.01	\$ 4.20	\$ 3.65	\$ 3.19	\$ 3.19	\$ 2.26	\$ 1.94	\$ 1.94	\$ 1.42	\$ 0.68		\$ 0.65	\$ 1.17	\$ 2.17	\$ 2.77
Exit 45 - U.S. 401	\$ 6.12	\$ 6.12	\$ 5.66	\$ 4.85	\$ 4.30	\$ 3.84	\$ 3.84	\$ 2.91	\$ 2.59	\$ 2.59	\$ 2.07	\$ 1.33	\$ 0.65		\$ 0.52	\$ 1.52	\$ 2.12
Exit 43 - Old Stage Rd.	\$ 6.64	\$ 6.64	\$ 6.18	\$ 5.37	\$ 4.82	\$ 4.36	\$ 4.36	\$ 3.43	\$ 3.11	\$ 3.11	\$ 2.59	\$ 1.85	\$ 1.17	\$ 0.52		\$ 1.00	\$ 1.60
Exit 39 - NC 50	\$ 7.64	\$ 7.64	\$ 7.18	\$ 6.37	\$ 5.82	\$ 5.36	\$ 5.36	\$ 4.43	\$ 4.11	\$ 4.11	\$ 3.59	\$ 2.85	\$ 2.17	\$ 1.52	\$ 1.00		\$ 0.60
Exit 36 - I-40	\$ 8.24	\$ 8.24	\$ 7.78	\$ 6.97	\$ 6.42	\$ 5.96	\$ 5.96	\$ 5.03	\$ 4.71	\$ 4.71	\$ 4.19	\$ 3.45	\$ 2.77	\$ 2.12	\$ 1.60	\$ 0.60	

Rates depicted are for a class 1 (2-axle) vehicle traveling with a transponder



# Triangle Expressway System Toll Rate Change (2024 to 2025)

## Triangle Expressway System

ETC (Class 1)	Begin	Exit 3/2	Exit 69	Exit 66	Exit 64	Exit 62	Exit 59	Exit 57	Exit 56	Exit 55	Exit 54	Exit 50	Exit 47	Exit 45	Exit 43	Exit 39	Exit 36
Begin Toll 885 - Toll N.C. 885 at I-40		\$ 0.01	\$ 0.02	\$ 0.04	\$ 0.05	\$ 0.06	\$ 0.08	\$ 0.10	\$ 0.10	\$ 0.11	\$ 0.11	\$ 0.13	\$ 0.15	\$ 0.17	\$ 0.18	\$ 0.21	\$ 0.23
Exit 3/2 - Hopson Road / Davis Drive	\$ 0.01		\$ 0.02	\$ 0.04	\$ 0.05	\$ 0.06	\$ 0.08	\$ 0.10	\$ 0.10	\$ 0.11	\$ 0.11	\$ 0.13	\$ 0.15	\$ 0.17	\$ 0.18	\$ 0.21	\$ 0.23
Exit 69 - Chapel Hill Road / N.C. 54	\$ 0.02	\$ 0.02		\$ 0.02	\$ 0.03	\$ 0.04	\$ 0.06	\$ 0.08	\$ 0.08	\$ 0.09	\$ 0.09	\$ 0.11	\$ 0.13	\$ 0.15	\$ 0.16	\$ 0.19	\$ 0.21
Exit 66 - N.C. 55	\$ 0.04	\$ 0.04	\$ 0.02		\$ 0.01	\$ 0.02	\$ 0.04	\$ 0.06	\$ 0.06	\$ 0.07	\$ 0.07	\$ 0.09	\$ 0.11	\$ 0.13	\$ 0.14	\$ 0.17	\$ 0.19
Exit 64 - Morrisville Parkway	\$ 0.05	\$ 0.05	\$ 0.03	\$ 0.01		\$ 0.01	\$ 0.03	\$ 0.05	\$ 0.05	\$ 0.06	\$ 0.06	\$ 0.08	\$ 0.10	\$ 0.12	\$ 0.13	\$ 0.16	\$ 0.18
Exit 62 - Green Level West Road	\$ 0.06	\$ 0.06	\$ 0.04	\$ 0.02	\$ 0.01		\$ 0.02	\$ 0.04	\$ 0.04	\$ 0.05	\$ 0.05	\$ 0.07	\$ 0.09	\$ 0.11	\$ 0.12	\$ 0.15	\$ 0.17
Exit 59 - U.S. 64	\$ 0.08	\$ 0.08	\$ 0.06	\$ 0.04	\$ 0.03	\$ 0.02		\$ 0.04	\$ 0.04	\$ 0.05	\$ 0.05	\$ 0.07	\$ 0.09	\$ 0.11	\$ 0.12	\$ 0.15	\$ 0.17
Exit 57 - Old U.S. Hwy 1 / S. Salem St.	\$ 0.10	\$ 0.10	\$ 0.08	\$ 0.06	\$ 0.05	\$ 0.04	\$ 0.04		\$ 0.01	\$ 0.02	\$ 0.02	\$ 0.04	\$ 0.06	\$ 0.08	\$ 0.09	\$ 0.12	\$ 0.14
Exit 56 - U.S. 1	\$ 0.10	\$ 0.10	\$ 0.08	\$ 0.06	\$ 0.05	\$ 0.04	\$ 0.04	\$ 0.01		\$ 0.01	\$ 0.01	\$ 0.03	\$ 0.05	\$ 0.07	\$ 0.08	\$ 0.11	\$ 0.13
Exit 55 - Veridea Parkway	\$ 0.11	\$ 0.11	\$ 0.09	\$ 0.07	\$ 0.06	\$ 0.05	\$ 0.05	\$ 0.02	\$ 0.01		\$ 0.01	\$ 0.03	\$ 0.05	\$ 0.07	\$ 0.08	\$ 0.11	\$ 0.13
Exit 54 - N.C. 55	\$ 0.11	\$ 0.11	\$ 0.09	\$ 0.07	\$ 0.06	\$ 0.05	\$ 0.05	\$ 0.02	\$ 0.01	\$ 0.01		\$ 0.02	\$ 0.04	\$ 0.06	\$ 0.07	\$ 0.10	\$ 0.12
Exit 50 - Holly Springs Rd.	\$ 0.13	\$ 0.13	\$ 0.11	\$ 0.09	\$ 0.08	\$ 0.07	\$ 0.07	\$ 0.04	\$ 0.03	\$ 0.03	\$ 0.02		\$ 0.02	\$ 0.04	\$ 0.05	\$ 0.08	\$ 0.10
Exit 47 - Bells Lake Rd.	\$ 0.15	\$ 0.15	\$ 0.13	\$ 0.11	\$ 0.10	\$ 0.09	\$ 0.09	\$ 0.06	\$ 0.05	\$ 0.05	\$ 0.04	\$ 0.02		\$ 0.02	\$ 0.03	\$ 0.06	\$ 0.08
Exit 45 - U.S. 401	\$ 0.17	\$ 0.17	\$ 0.15	\$ 0.13	\$ 0.12	\$ 0.11	\$ 0.11	\$ 0.08	\$ 0.07	\$ 0.07	\$ 0.06	\$ 0.04	\$ 0.02		\$ 0.01	\$ 0.04	\$ 0.06
Exit 43 - Old Stage Rd.	\$ 0.18	\$ 0.18	\$ 0.16	\$ 0.14	\$ 0.13	\$ 0.12	\$ 0.12	\$ 0.09	\$ 0.08	\$ 0.08	\$ 0.07	\$ 0.05	\$ 0.03	\$ 0.01		\$ 0.03	\$ 0.05
Exit 39 - NC 50	\$ 0.21	\$ 0.21	\$ 0.19	\$ 0.17	\$ 0.16	\$ 0.15	\$ 0.15	\$ 0.12	\$ 0.11	\$ 0.11	\$ 0.10	\$ 0.08	\$ 0.06	\$ 0.04	\$ 0.03		\$ 0.02
Exit 36 - I-40	\$ 0.23	\$ 0.23	\$ 0.21	\$ 0.19	\$ 0.18	\$ 0.17	\$ 0.17	\$ 0.14	\$ 0.13	\$ 0.13	\$ 0.12	\$ 0.10	\$ 0.08	\$ 0.06	\$ 0.05	\$ 0.02	

Rates depicted are for a class 1 (2-axle) vehicle traveling with a transponder

# Monroe Expressway System Toll Rates (2025)

## Monroe Expressway System

ETC (Class 1)	Exit 255	Exit 257	Exit 259	Exit 260	Exit 264	Exit 266	Exit 270	Exit 273
Exit 255 - U.S. 74 (West)		\$ 0.30	\$ 0.66	\$ 0.88	\$ 1.51	\$ 1.80	\$ 2.44	\$ 2.92
Exit 257 - Indian Trail-Fairview Rd.	\$ 0.30		\$ 0.36	\$ 0.58	\$ 1.21	\$ 1.50	\$ 2.14	\$ 2.62
Exit 259 - Unionville-Indian Trail Rd.	\$ 0.66	\$ 0.36		\$ 0.22	\$ 0.85	\$ 1.14	\$ 1.78	\$ 2.26
Exit 260 - N. Rocky River Rd.	\$ 0.88	\$ 0.58	\$ 0.22		\$ 0.63	\$ 0.92	\$ 1.56	\$ 2.04
Exit 264 - U.S. 601	\$ 1.51	\$ 1.21	\$ 0.85	\$ 0.63		\$ 0.29	\$ 0.93	\$ 1.41
Exit 266 - Morgan Mill Rd.	\$ 1.80	\$ 1.50	\$ 1.14	\$ 0.92	\$ 0.29		\$ 0.64	\$ 1.12
Exit 270 - Austin Chaney Rd.	\$ 2.44	\$ 2.14	\$ 1.78	\$ 1.56	\$ 0.93	\$ 0.64		\$ 0.48
Exit 273 - U.S. 74 (East)	\$ 2.92	\$ 2.62	\$ 2.26	\$ 2.04	\$ 1.41	\$ 1.12	\$ 0.48	

Rates depicted are for a class 1 (2-axle) vehicle traveling with a transponder



# Monroe Expressway Toll Rate Change (2024 to 2025)

## Monroe Expressway System

ETC (Class 1)	Exit 255	Exit 257	Exit 259	Exit 260	Exit 264	Exit 266	Exit 270	Exit 273
Exit 255 - U.S. 74 (West)		\$ 0.01	\$ 0.02	\$ 0.03	\$ 0.04	\$ 0.05	\$ 0.06	\$ 0.07
Exit 257 - Indian Trail-Fairview Rd.	\$ 0.01		\$ 0.01	\$ 0.02	\$ 0.03	\$ 0.04	\$ 0.05	\$ 0.06
Exit 259 - Unionville-Indian Trail Rd.	\$ 0.02	\$ 0.01		\$ 0.01	\$ 0.02	\$ 0.03	\$ 0.04	\$ 0.05
Exit 260 - N. Rocky River Rd.	\$ 0.03	\$ 0.02	\$ 0.01		\$ 0.01	\$ 0.02	\$ 0.03	\$ 0.04
Exit 264 - U.S. 601	\$ 0.04	\$ 0.03	\$ 0.02	\$ 0.01		\$ 0.01	\$ 0.02	\$ 0.03
Exit 266 - Morgan Mill Rd.	\$ 0.05	\$ 0.04	\$ 0.03	\$ 0.02	\$ 0.01		\$ 0.01	\$ 0.02
Exit 270 - Austin Chaney Rd.	\$ 0.06	\$ 0.05	\$ 0.04	\$ 0.03	\$ 0.02	\$ 0.01		\$ 0.01
Exit 273 - U.S. 74 (East)	\$ 0.07	\$ 0.06	\$ 0.05	\$ 0.04	\$ 0.03	\$ 0.02	\$ 0.01	

Rates depicted are for a class 1 (2-axle) vehicle traveling with a transponder

# Roadside System Update

Travis Feltes, P.E.  
Project Engineer

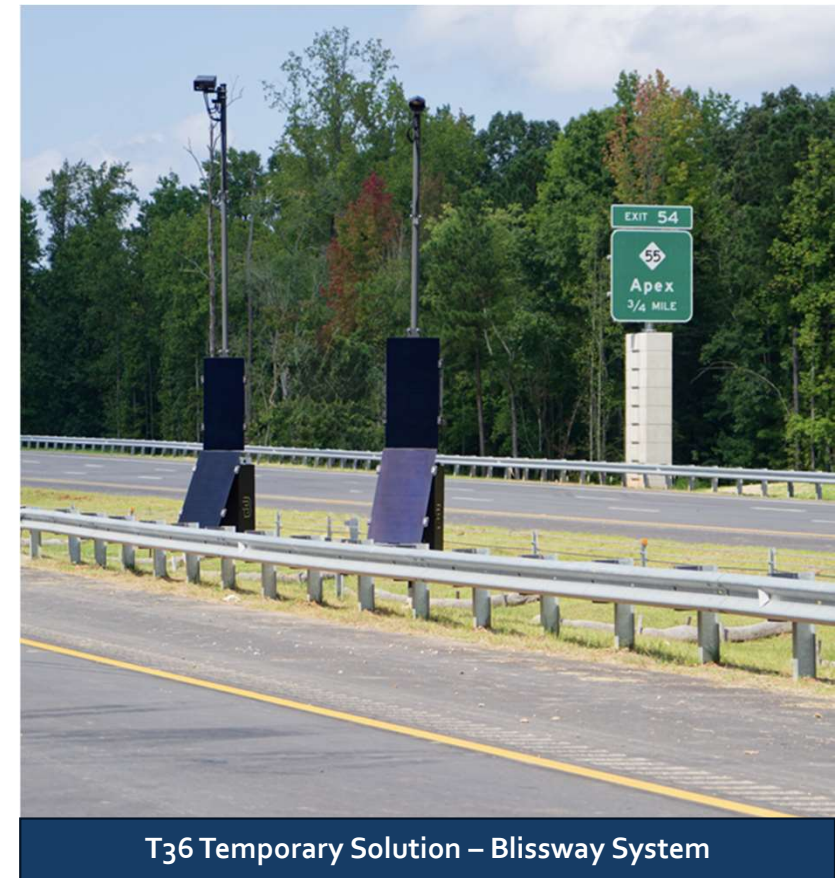


# Toll System Installation Status

Complete 540 Phase 1

- 11 of 12 toll sites installed, tested, commissioned, and collecting transactions
- T-36 temporary replacement up and functioning

Milestone	Date
Toll Gantry Struck by Dump Truck	7/31/2024
Vendors Contacted about Temporary System	7/31/24 - 8/4/24
Proposal for Temporary System Sent	8/16/2024
Letter of Intent Issued to Blissway	8/28/2024
Construction of Temporary System Began	9/10/2024
Contract With Blissway Signed	9/11/2024
Integration between Kapsch & Blissway Started	9/18/2024
Construction of Temporary System Completed	9/20/2024
Integration between Kapsch & Blissway Completed	10/10/2024







# Toll Technology Update

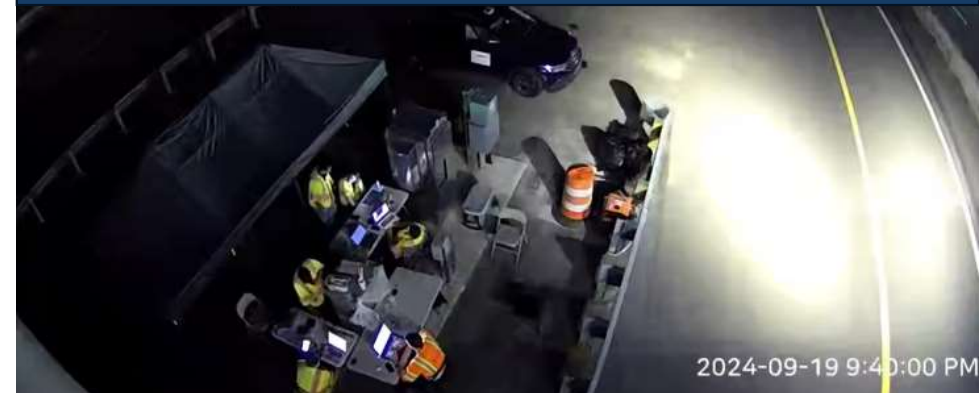
Manish Chourey  
Chief Technology Officer

## I-485 RTCS Project Status

- Factory Acceptance Testing completed 9/16 – 9/27
  - Over 300 transactions
  - Device fault detection and system redundancy
  - Dynamic pricing system tests using simulated traffic data
  - Data reporting and user interface validations
  - Support teams in Charlotte, Raleigh, Virginia and Spain
- Current Activities – Phase 1 Closeout
  - Finalizing design documents
  - Developing procedures for future test phases
  - Planning for continued installation
  - Execution of interface testing with NCTA BOS



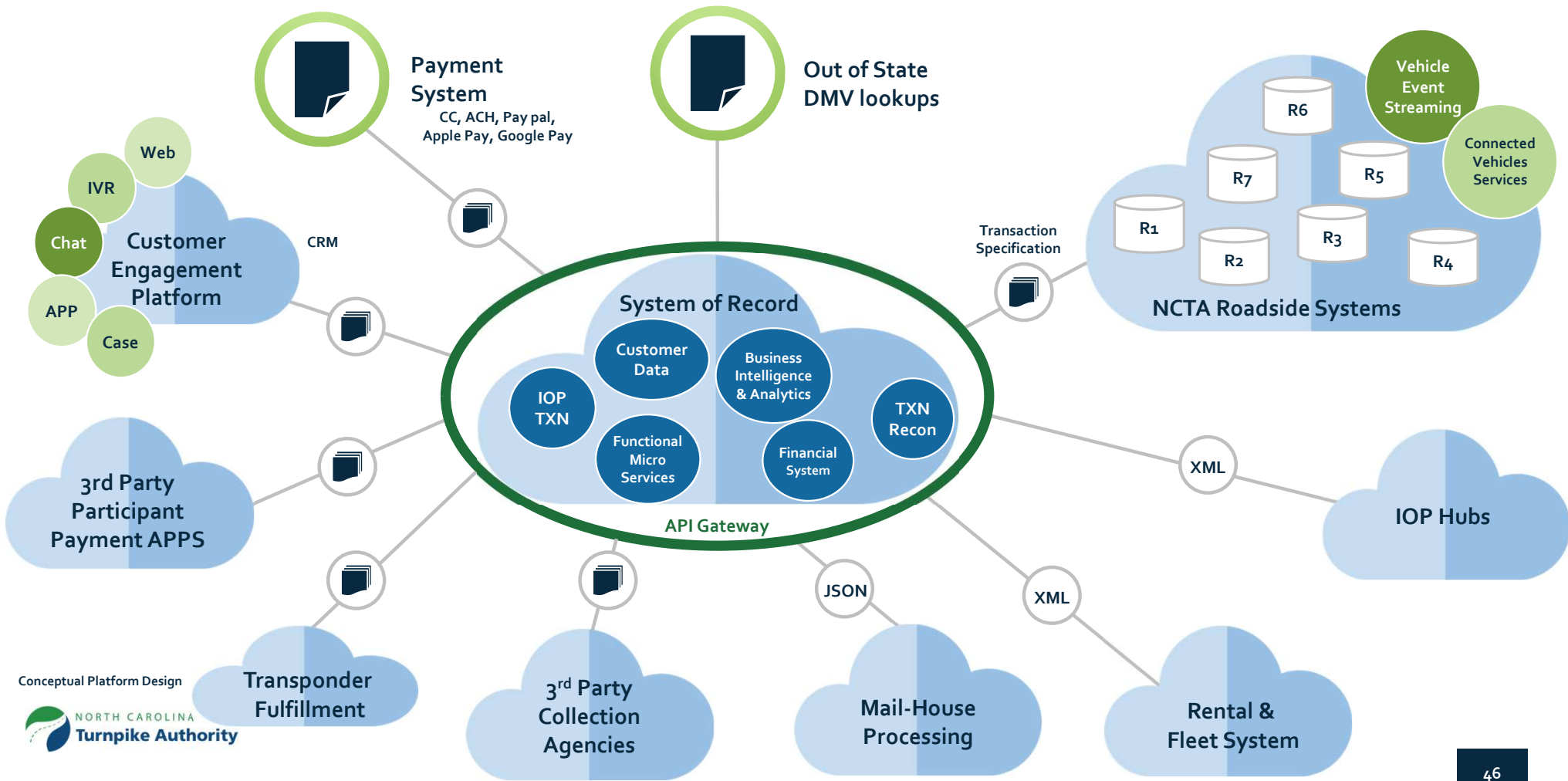
Testing in the rain – Bumper to Bumper



Roadside test support team at night



# NCTA Digital Transformation and Modernization End-State



## Digital Transformation & Modernization Procurement Schedule

Category	Date
RFP Issued	October 1, 2024
Mandatory Pre-Proposal Scope of Services Meeting	October 16, 2024 (11:00 a.m. to 12:00 p.m. ET)
Proposer Questions Due	October 24, 2024 (4:00 p.m. ET)
NCTA Response to Questions	Week of November 4, 2024
Technical Proposals Due	December 4, 2024 (4:00 p.m. ET)
Oral Interviews & Presentations	Week of January 21, 2025
Notification of Proposers Shortlisted	January 31, 2025
Price Proposals Due (ONLY Shortlisted Proposers will submit a Price Proposal)	February 7, 2025 (4:00 p.m. ET)
Ranking of Proposers for Negotiations	Week of February 10, 2025
Notice of Award	Week February 17, 2025

NCTA reserves the right to modify the schedule at any time and for any reason.





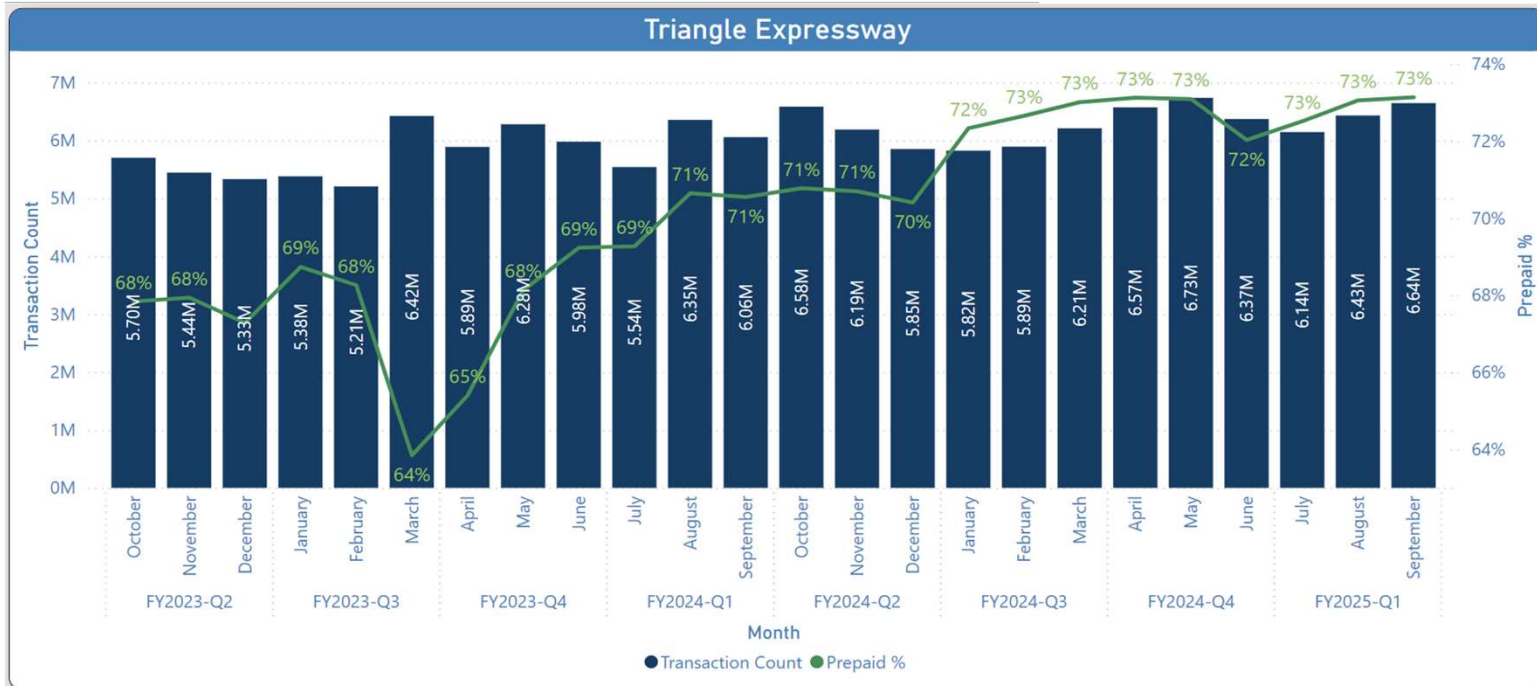
# Traffic Statistics

Manish Chourey  
Chief Technology Officer

# Total Posted Transactions

Triangle Expressway

YOY Growth: 8.28%



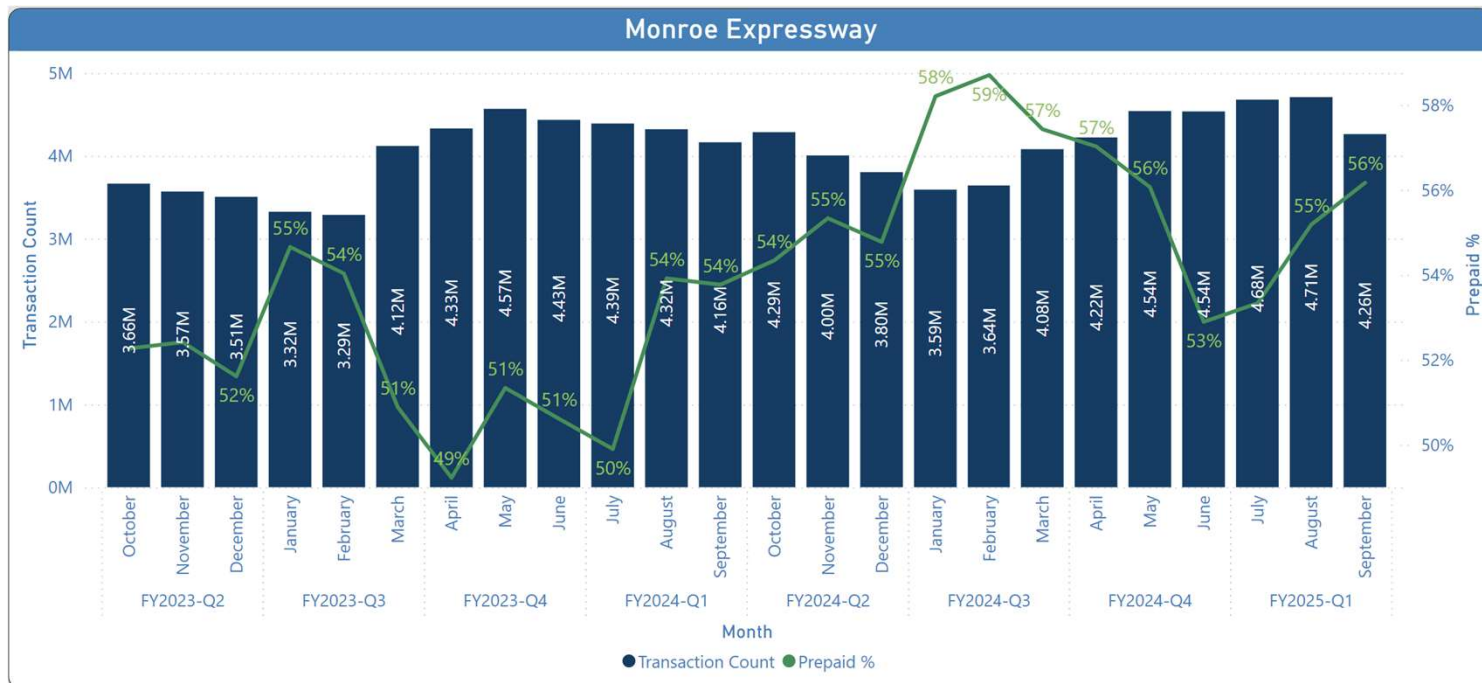
Vehicle Axles	FY2023-Q2	FY2023-Q3	FY2023-Q4	FY2024-Q1	FY2024-Q2	FY2024-Q3	FY2024-Q4	FY2025-Q1
2	96.37%	96.58%	97.11%	97.09%	97.38%	97.38%	97.15%	97.29%
3	0.98%	1.18%	1.00%	0.99%	0.87%	0.88%	1.00%	0.91%
4	2.65%	2.24%	1.90%	1.91%	1.75%	1.74%	1.84%	1.81%



# Total Posted Transactions

Monroe Expressway

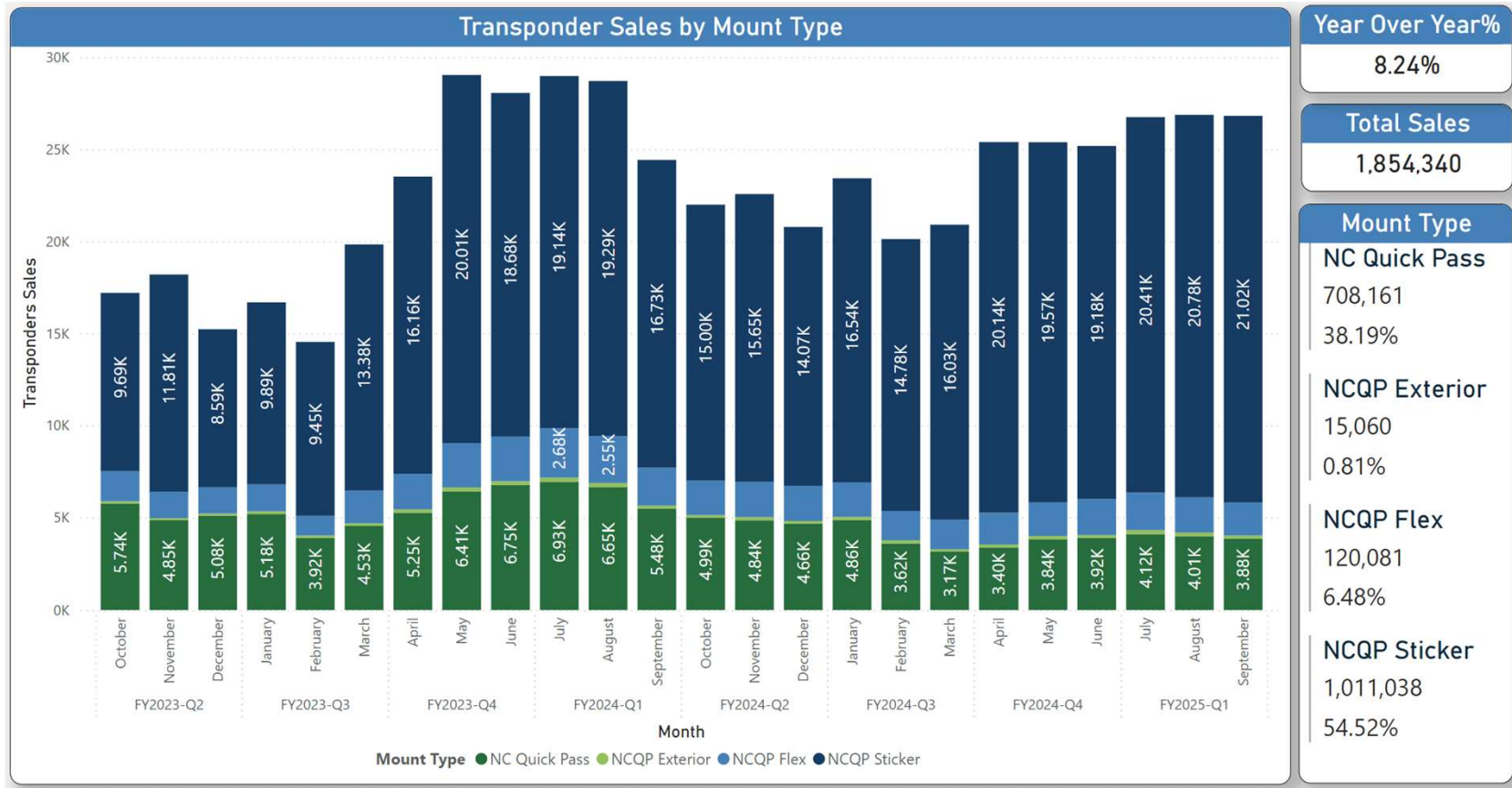
YOY Growth: 5.44%



Vehicle Axles	FY2023-Q2	FY2023-Q3	FY2023-Q4	FY2024-Q1	FY2024-Q2	FY2024-Q3	FY2024-Q4	FY2025-Q1
2	87.58%	88.95%	91.68%	91.24%	91.15%	90.64%	91.49%	91.55%
3	1.28%	1.35%	1.32%	1.37%	1.29%	1.31%	1.26%	1.24%
4	11.14%	9.70%	7.00%	7.39%	7.56%	8.05%	7.25%	7.20%

# Monthly Transponders Distributed

## NC Quick Pass Program



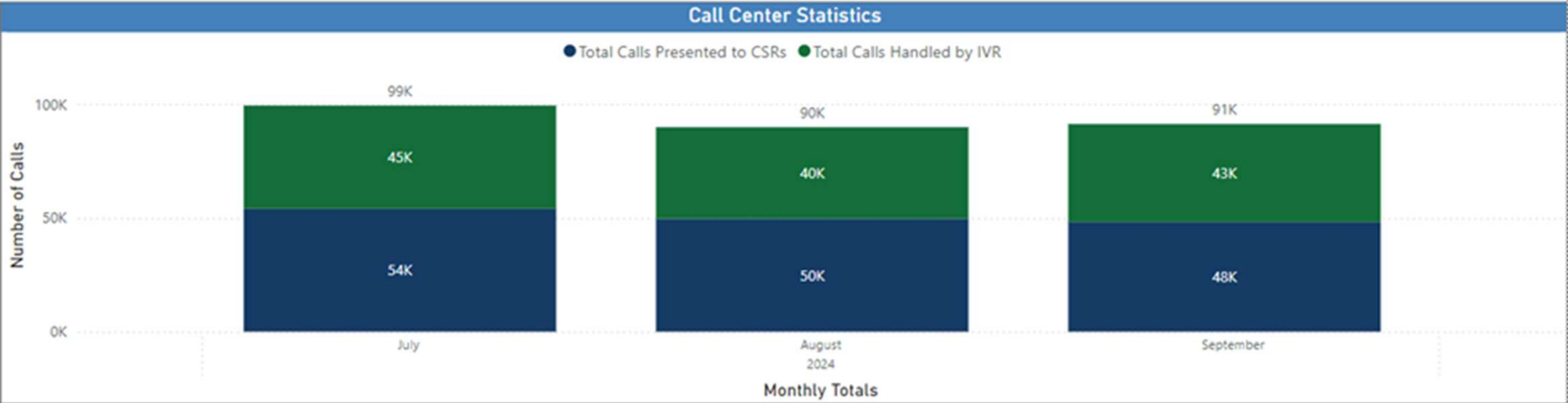


# Customer Service Center Update

Angela Queensland  
Manager of Customer Service

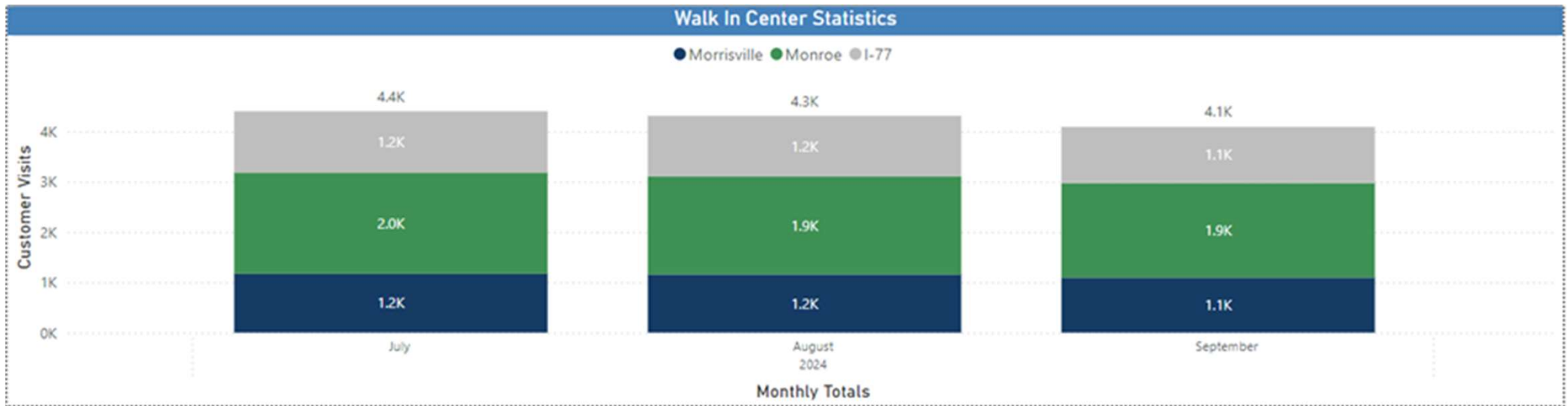
# Call Center Statistics

NC Quick Pass Program



# Walk-In Center Statistics

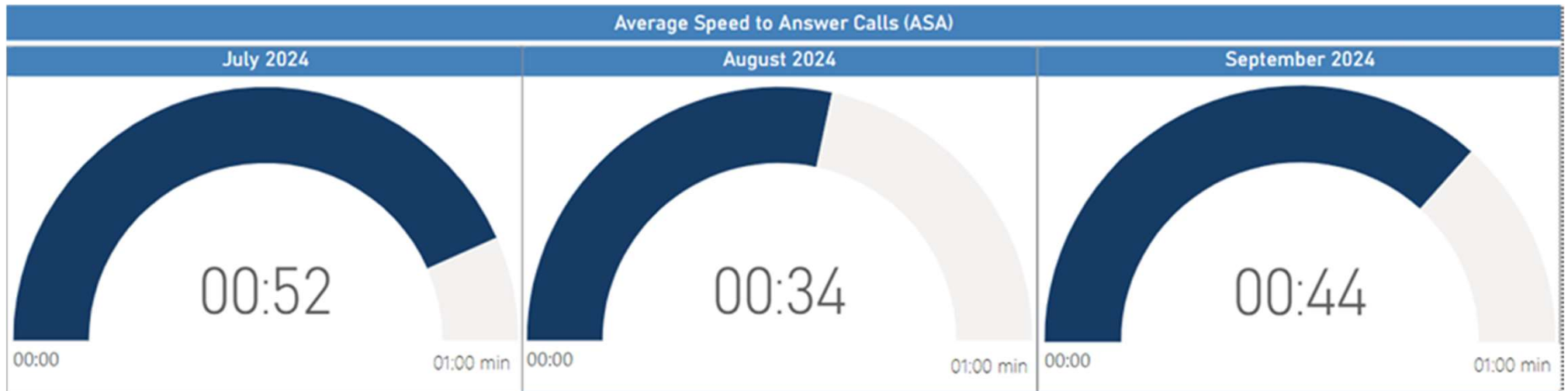
NC Quick Pass Program





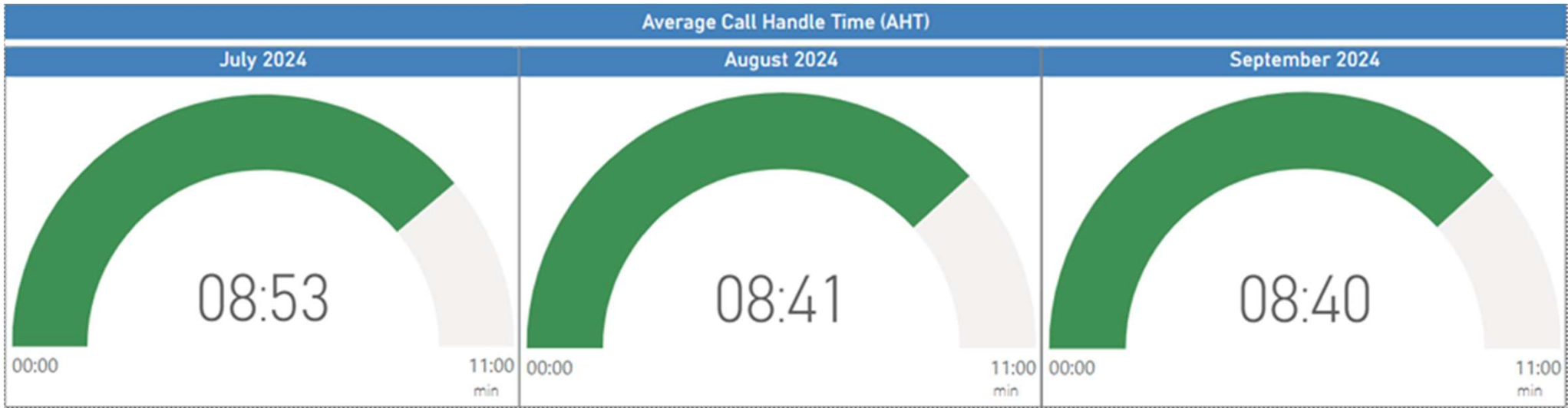
# Average Speed to Answer Calls

NC Quick Pass Program



# Average Call Handle Time

NC Quick Pass Program



# Contact Us



[ncdot.gov/turnpike](http://ncdot.gov/turnpike)

[ncquickpass.com](http://ncquickpass.com)



[@NCTurnpike](https://twitter.com/NCTurnpike)

[@NC\\_QuickPass](https://twitter.com/NC_QuickPass)





Thank you!