



Monroe Expressway

Operations Statistics Report

2023 Fourth Quarter
October - December

Table of Contents

List of Figures	4
Introduction	5
Purpose	5
Project	5
Traffic Statistics	8
Average Weekday Traffic (AWT).....	8
Roadway Statistics	19
Roadway Operations Statistics	22
Roadway Maintenance Statistics	27
Assessment Schedule.....	27
Assessment Results.....	28

List of Figures

Figure 1: Monroe Expressway System Map	6
Figure 2: Toll US 74 Expressway at US 74 West	9
Figure 3: Toll US 74 Expressway at IT-Fairview Interchange	10
Figure 4: Toll US 74 Expressway at Unionville-IT Interchange	11
Figure 5: Toll US 74 Expressway at Rocky River Interchange	12
Figure 6: Toll US 74 Expressway at US 601 Interchange.....	13
Figure 7: Toll US 74 Expressway at NC 200 Interchange	14
Figure 8: Toll US 74 Expressway at Austin Chaney Interchange.....	15
Figure 9: Toll US 74 Expressway at US 74 East Interchange.....	16
Figure 10: 2023 IMAP Services by Type, YTD	24
Figure 11: Average IMAP Response and Clearance Times (Minutes), Fourth Quarter by Month.....	25

List of Tables

Table 1: Safety Statistics, October - December 2023	20
Table 2: 2023 SHP Chargeable Activities, YTD	23
Table 3: 2023 SHP Non-Chargeable Activities, YTD	23
Table 4: 2023 IMAP Services, YTD.....	24
Table 5: 2023 Average IMAP Response and Clearance Times (Minutes), YTD	25
Table 6: MRP Assessment Results	28

Introduction

Purpose

The North Carolina Turnpike Authority (NCTA) presents the operations statistics for the Monroe Expressway during the fourth quarter (October - December) of 2023. The report includes data related to traffic volumes, roadway operations, and maintenance. The statistics will allow for future analysis to identify quarterly and annual trends over time, providing a quantifiable method to track performance.

Project

The Monroe Expressway is a 20-mile toll road that extends from US 74 near I-485 in Mecklenburg County to US 74 between the towns of Wingate and Marshville in Union County. The four-lane, controlled-access toll facility relieves congestion on US 74, which serves as an important commercial corridor for residents and businesses in Union and Mecklenburg counties as it gives retail, commercial and employment centers in the area direct access to and from the route.

The Monroe Expressway utilizes an all-electronic, non-stop tolling system that does not require drivers to stop at toll plazas and pay cash tolls. Instead, free-flow toll zones are employed where vehicles are detected while traveling at highway speeds. Payments are accepted through an Electronic Toll Collection (ETC) program called NC Quick Pass® or a video billing program called Bill by Mail.

NCTA toll zones are located along the Monroe Expressway are located on the mainline between all interchanges. An illustration of the Monroe Expressway can be seen in *Figure 1*.

Figure 1: Monroe Expressway System Map



Traffic Statistics

Traffic Statistics

Traffic data is collected and stored using roadside inductive loops installed throughout the Monroe Expressway. The data provides an overview of the roadway's current utilization. The data can also be analyzed to identify trends that could more accurately predict future utilization.

It should be noted that the Monroe Expressway opened in November 2018. Traffic volumes increase significantly as the customers become more familiar with the facility.

Average Weekday Traffic (AWT)

Traffic volume data is collected at all ramps and mainline segments between interchanges. The location of interchanges along the Monroe Expressway can be seen in *Figure 1*. Typically, there is a large difference between peak and off-peak volumes, as well as between weekday and weekend volumes. This gap becomes significantly larger for a tolled facility because it tends to have a much higher percentage of traffic on weekdays during peak hours than non-toll facilities, as there is less of a benefit for toll users during off-peak hours. For this reason, Average Weekday Traffic (AWT) is reported instead of Average Daily Traffic (ADT). AWT is a measure of the average daily traffic collected on a typical Monday through Friday over a designated time period.

Figures 2 to 9 contain visual representations of AWT along the facility which are representative of NCTA's loop detector data. It should be noted that if a loop detector fails to provide reliable data (meeting the established threshold) for at least five days in a month then "NO DATA" is reported for that loop detector.

LEGEND

AWT Average Weekday Traffic

AAWT Annual Average Weekday Traffic

NO DATA No traffic data available



Stallings Rd.



Month	AWT
January	74,035
February	71,480
March	N/A
April	N/A
May	84,250
June	82,485
July	80,400
August	79,620
September	78,125
October	80,030
November	79,510
December	77,990
AAWT	65,660

Month	AWT
January	26,355
February	27,050
March	27,570
April	27,800
May	28,620
June	27,955
July	27,470
August	27,450
September	26,900
October	27,420
November	27,220
December	27,050
AAWT	27,405

Month	AWT
January	1,020
February	1,040
March	1,105
April	1,050
May	755
June	845
July	740
August	735
September	1,170
October	1,225
November	1,185
December	1,075
AAWT	995

Month	AWT
January	21,775
February	23,050
March	24,600
April	27,120
May	28,270
June	27,260
July	25,885
August	25,615
September	24,775
October	25,935
November	25,700
December	24,770
AAWT	25,396



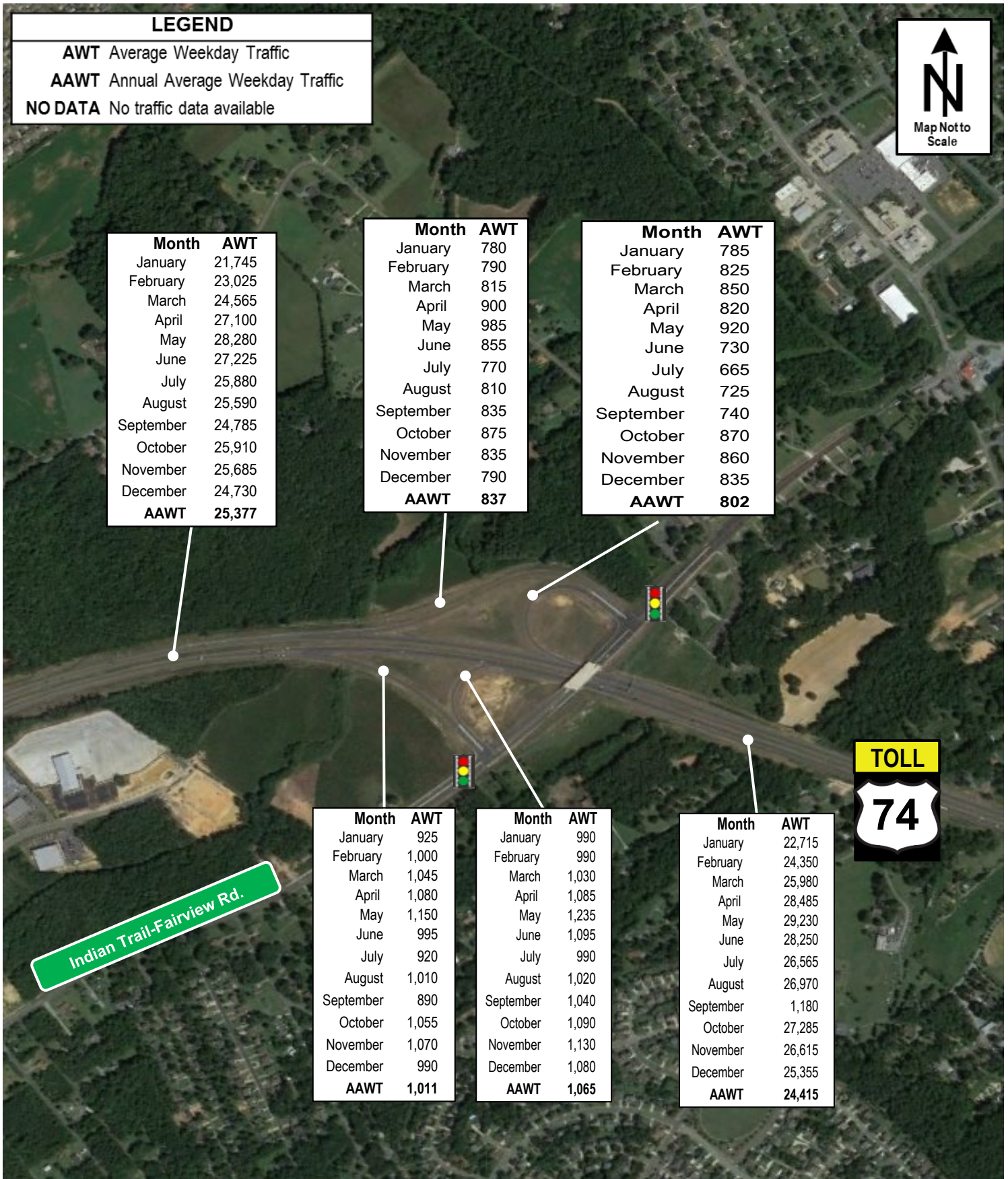
Month	AWT
January	28,420
February	28,330
March	29,930
April	30,100
May	31,110
June	30,265
July	29,810
August	29,535
September	29,230
October	29,810
November	29,600
December	29,105
AAWT	29,604

Month	AWT
January	1,210
February	1,210
March	1,320
April	1,370
May	1,495
June	1,330
July	1,220
August	1,265
September	1,150
October	1,350
November	1,360
December	1,275
AAWT	1,296



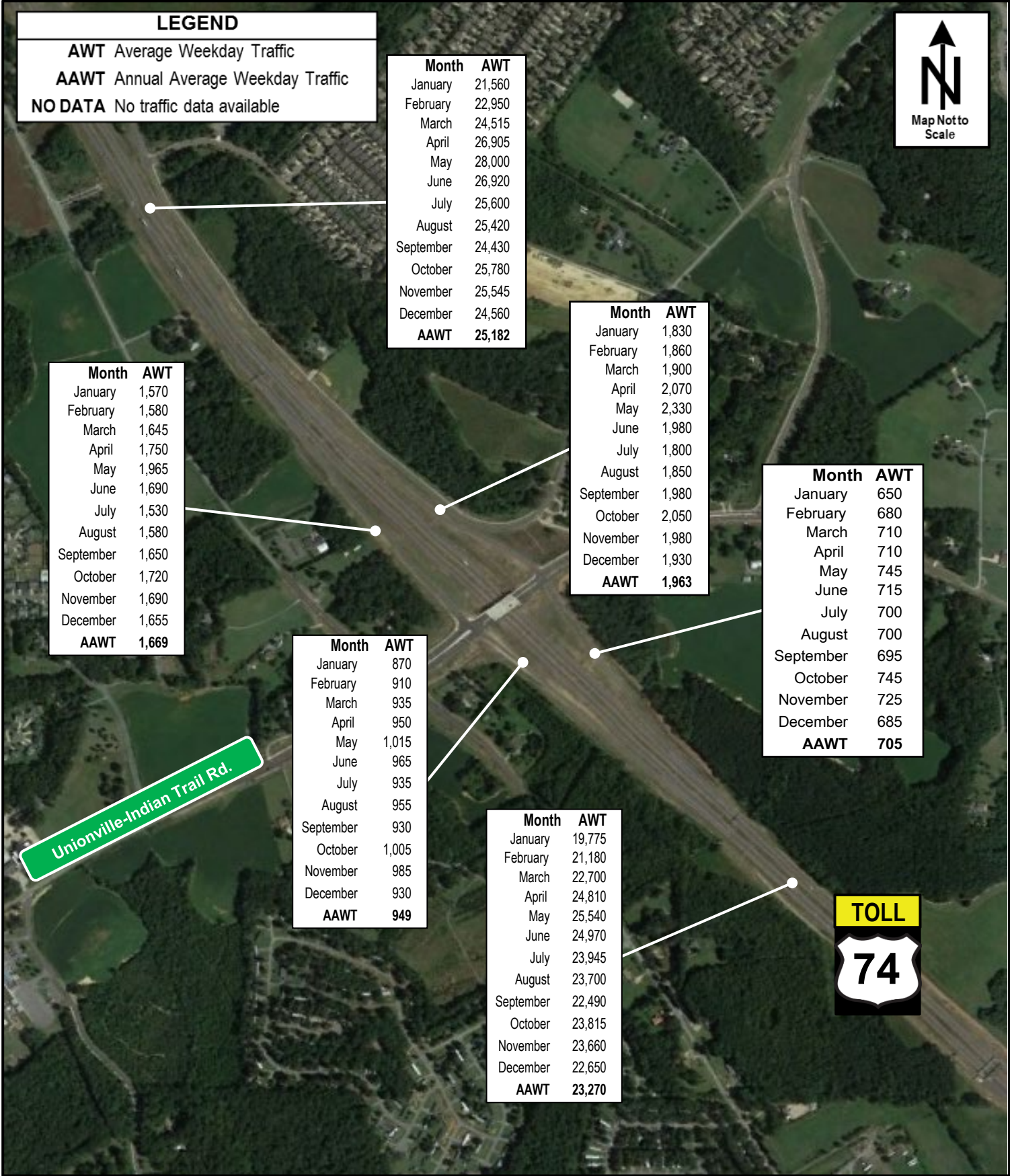
Toll US 74 Exp at US 74 West Interchange
2023 Average Weekday Traffic

Figure
2



Toll US 74 Exp at IT-Fairview Interchange
 2023 Average Weekday Traffic

Figure
3



Toll US 74 Exp at Unionville-IT Interchange
2023 Average Weekday Traffic

Figure
4

LEGEND

AWT Average Weekday Traffic
AAWT Annual Average Weekday Traffic
NO DATA No traffic data available



Month	AWT
January	19,790
February	21,190
March	22,715
April	24,830
May	25,540
June	25,000
July	23,970
August	23,705
September	22,490
October	23,830
November	23,670
December	22,660
AAWT	23,283

Month	AWT
January	680
February	715
March	740
April	780
May	910
June	810
July	760
August	760
September	740
October	810
November	810
December	790
AAWT	775

Month	AWT
January	630
February	655
March	695
April	660
May	655
June	650
July	655
August	700
September	700
October	710
November	710
December	660
AAWT	673

Month	AWT
January	880
February	905
March	960
April	1,030
May	1,180
June	1,040
July	950
August	950
September	915
October	1,030
November	1,060
December	1,070
AAWT	998

Month	AWT
January	550
February	600
March	625
April	555
May	555
June	565
July	550
August	600
September	590
October	635
November	605
December	570
AAWT	583

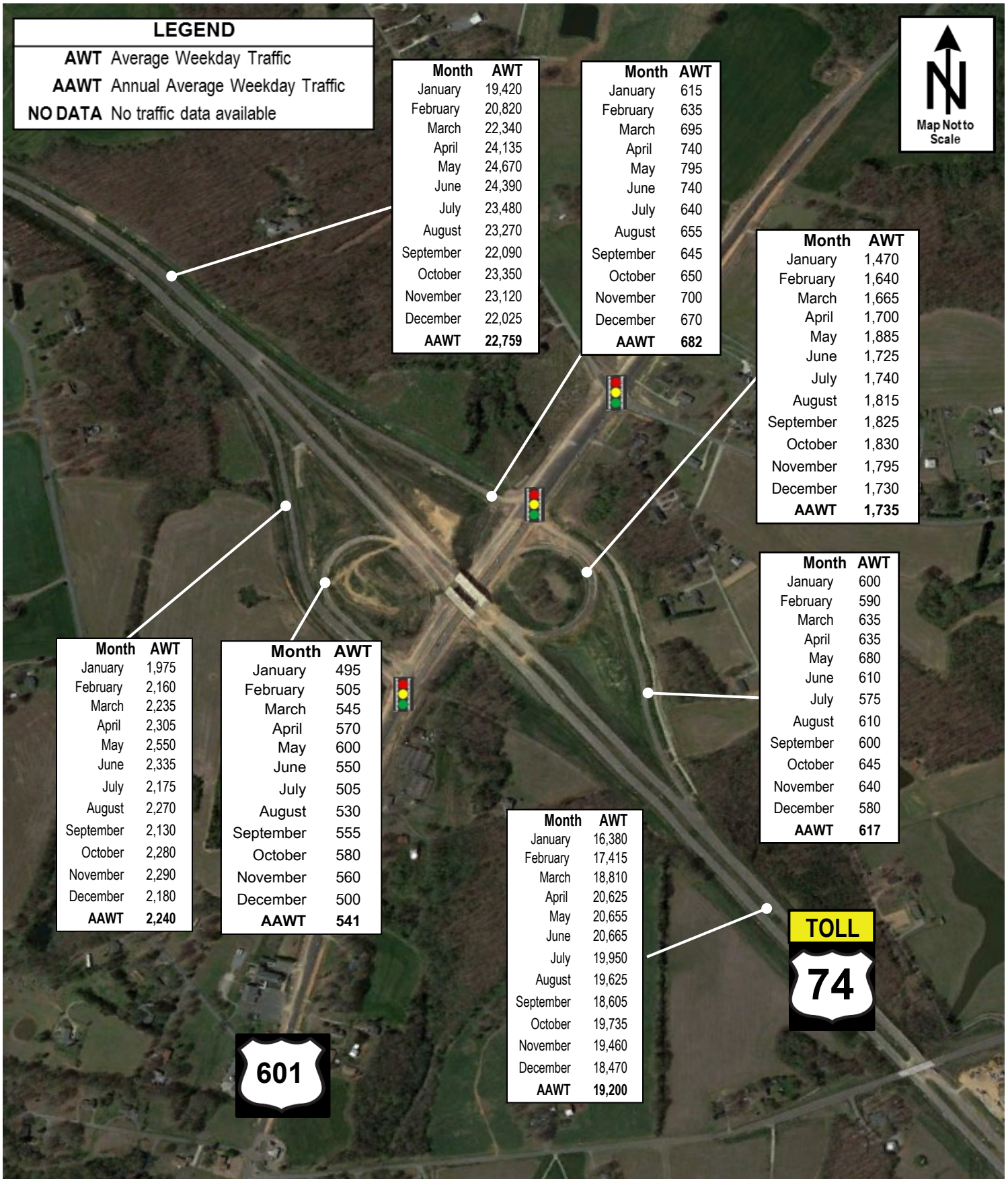
Month	AWT
January	19,400
February	20,810
March	22,330
April	24,200
May	24,660
June	24,370
July	23,480
August	23,290
September	22,095
October	23,335
November	23,105
December	22,010
AAWT	22,757

Rocky River Rd.



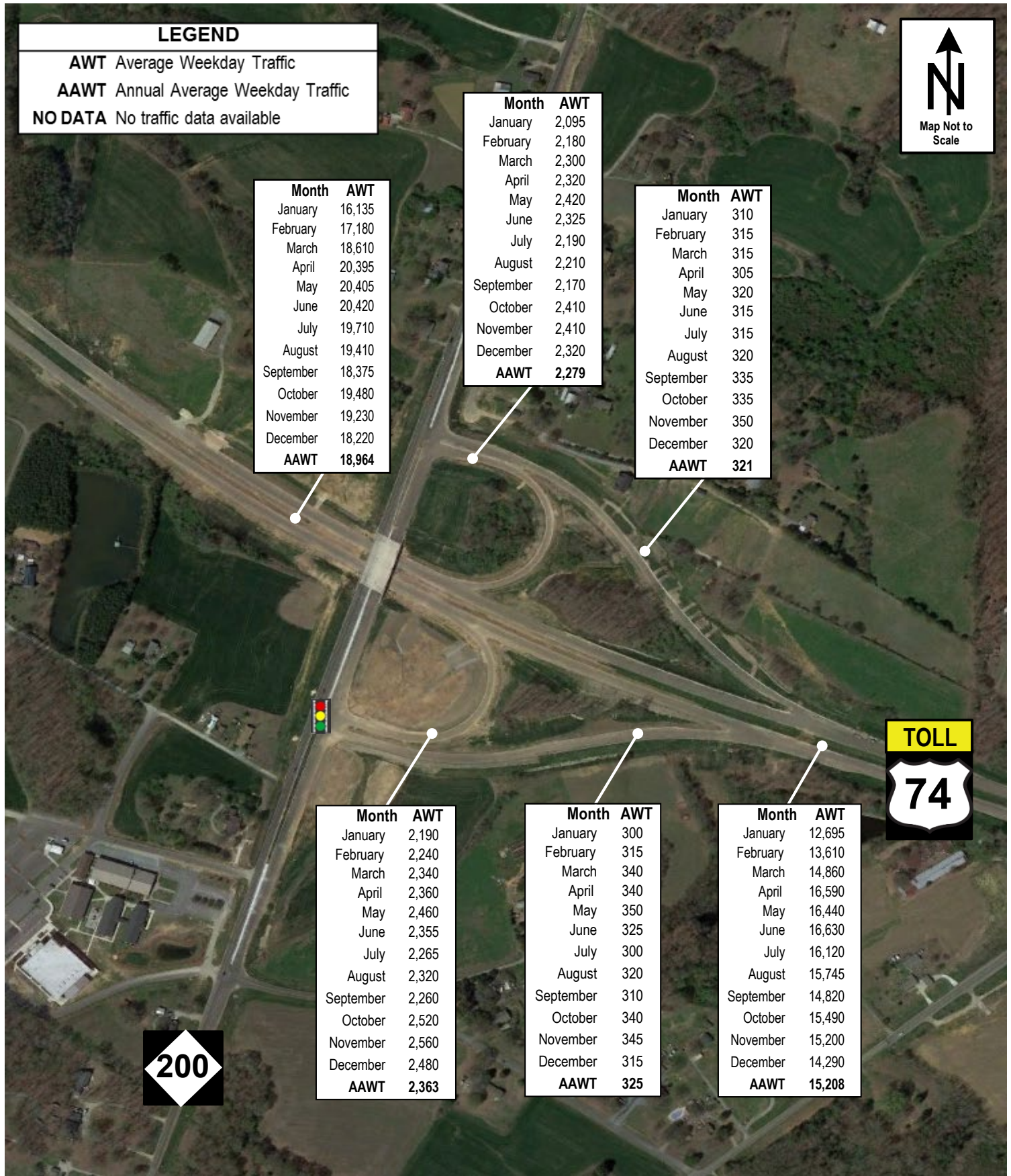
Toll US 74 Exp at Rocky River Interchange
 2023 Average Weekday Traffic

Figure 5



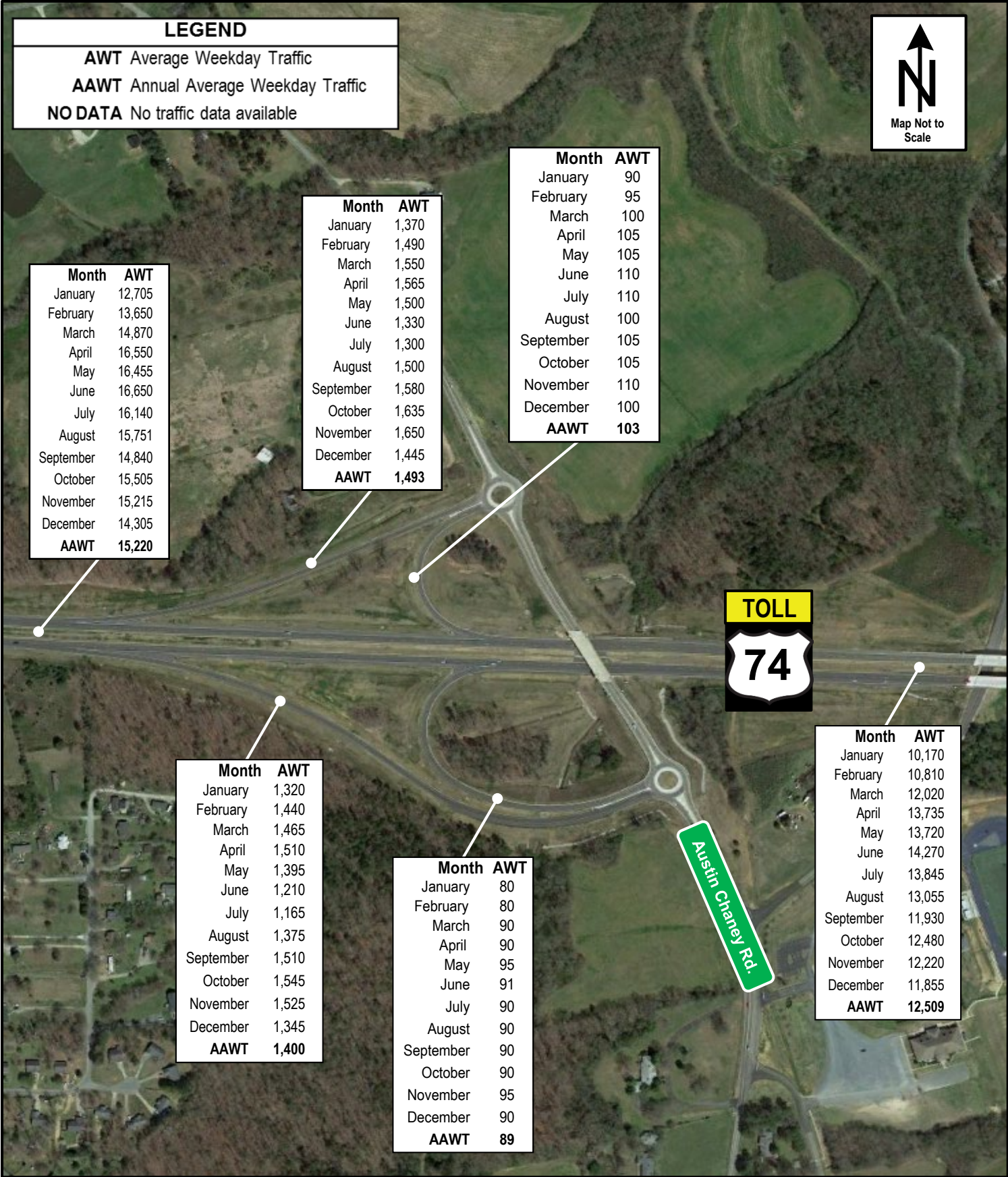
Toll US 74 Exp at US-601 Interchange
 2023 Average Weekday Traffic

Figure 6



Toll US 74 Exp at NC-200 Interchange
 2023 Average Weekday Traffic

Figure
7



Toll US 74 Exp at Austin Chaney Interchange
 2023 Average Weekday Traffic

Figure 8

LEGEND

AWT Average Weekday Traffic

AAWT Annual Average Weekday Traffic

NO DATA No traffic data available



Month	AWT
January	11,040
February	11,685
March	12,950
April	14,500
May	14,775
June	15,110
July	14,635
August	14,030
September	890
October	13,480
November	13,380
December	12,760
AAWT	12,436



Month	AWT
January	7,255
February	7,580
March	7,705
April	7,670
May	7,860
June	7,715
July	7,440
August	7,545
September	7,455
October	7,730
November	7,680
December	7,585
AAWT	7,602



Month	AWT
January	7,475
February	7,805
March	7,945
April	7,855
May	8,070
June	7,850
July	7,555
August	7,730
September	7,680
October	7,930
November	7,890
December	7,740
AAWT	7,794

Toll US 74 Exp at US 74 East Interchange
2023 Average Weekday Traffic

Figure 9

Roadway Safety Statistics

Roadway Statistics

Traffic crashes are often related to deficiencies in the safety and capacity characteristics of a transportation facility. To identify these deficiencies early and reduce the likelihood of crashes on the Monroe Expressway, NCTA monitors safety conditions on the facility through quarterly crash analyses. These analyses involve the use of the Traffic Engineering Accident Analysis System (TEAAS) to collect monthly crash data along the facility, which is separated into four (4) segments:

- Toll US 74, from Exit 255 (US 74) to Exit 259 (Unionville-Indian Trail Road)
- Toll US 74, from Exit 259 (Unionville-Indian Trail Road) to Exit 264 (US 601)
- Toll US 74, from Exit 264 (US 601) to Exit 266 (NC 200)
- Toll US 74, from Exit 266 (NC 200) to Exit 273 (US 74)

The data collected includes total crashes and the number of fatal and injury crashes reported along each segment. This data is analyzed over a rolling three-year period to determine the Total Crash Rate of each of the four segments selected, as well as for the entire facility. The Monroe Expressway opened to traffic in November 2018. Comparison to the statewide critical crash rate was performed for every quarter.

Total Crash Rates are a function of the length of roadway, average daily traffic, and number of reported crashes along a route during a specific time frame. These rates are expressed in crashes per 100 million vehicle miles traveled (MVMT). In the crash analysis conducted during the fourth quarter, the Total Crash Rates of the four segments selected and the entire facility were calculated based on the roadway segment length, the average annual daily traffic (AADT) and the number of crashes recorded from December 1, 2020 through November 30, 2023 for each segment. The AADT used for this quarter analysis was collected from the Vehicle Detection System loops from 2021. The Statewide Crash Rate (128.63 crashes per 100 MVMT) used for comparison purposes in this analysis was collected from the 2017-2021 NCDOT Statewide Total Crash Rates for urban interstate facilities, as the Monroe Expressway operates more like an interstate than a state route.

Critical Crash Rates are crash rates that have been statistically adjusted with a 95% level of confidence to remove the elements of chance and randomness. They are used as a reference to determine if the Total Crash Rate at a given location is significantly higher than a predetermined average rate for locations with similar characteristics. Monroe Expressway continues to report a Total Crash Rate significantly lower than both the Statewide Crash Rate and Critical Crash Rate.

Table 1 provides a summary of the crash data collected.

Table 1: Safety Statistics, December 1, 2020 – November 30, 2023

Segment	Length	AADT	Total Crashes	Vehicle Exposure (MVMT)	Total Crash Rate	Statewide Crash Rate	Critical Crash Rate
Toll US 74 US 74 to Unionville- Indian Trail Rd	5.62	20,500	54	126.22	42.78	128.63	145.63
Toll US 74 Unionville-Indian Trail Rd to US 601	5.33	19,000	72	110.79	64.99	128.63	146.81
Toll US 74 US 601 to Austin Chaney Rd	5.74	14,500	73	91.07	80.16	128.63	148.73
Toll US 74 Austin Chaney Rd to US 74	3.00	11,500	22	37.82	58.18	128.63	160.29
Monroe Expressway	19.69	17,000	223	366.47	60.30	128.63	138.51

Roadway Operations Statistics

Roadway Operations Statistics

Highly trained NCTA operators monitor and manage traffic operations and coordinate incident response and maintenance/construction work along the Monroe Expressway. These operators work at the Metrolina Regional Transportation Management Center (MRTMC) located in Charlotte. They are responsible for monitoring the facility from 5 AM to 9 PM. During non-working hours, monitoring is turned over to the Statewide Transportation Operations Center (STOC) in Raleigh and is monitored for 24 hours a day, 7 days a week, 365 days a year using closed-circuit television (CCTV) cameras, vehicle detectors (VDS), and toll zone security cameras. Additionally, STOC monitors roadside toll technology and toll facilities.

Operators can communicate travel conditions and emergencies to customers via 10 full-color Dynamic Message Signs (DMS), NCDOT's 511 system, and NCDOT's Traveler Information Management System (TIMS) website. Operators can also quickly dispatch toll technology technicians to address equipment failures via the Transportal maintenance ticket system. Additionally, in the event of incidents on the facility, operators can use interoperable 800MHz radio frequency dispatch from local 911 and State Highway Patrol communications to dispatch Incident Management Assistance Patrol (IMAP).

The NCTA Toll Safety Patrol Program consists of dedicated State Highway Patrol (SHP) and IMAP services provided on the Monroe Expressway. This program provides two SHP officers and two IMAP responders to the facility between the hours of 5 AM and 9 PM, Monday through Friday. During this time, the assigned SHP officers and IMAP drivers are responsible for patrolling the facility and responding to incidents reported by operators.

This section presents operations statistics reported by SHP and IMAP during the fourth quarter of 2023. It includes driver violations and warnings issued by SHP and total IMAP assistance recorded, as well as average monthly IMAP response and clearance times.

Table 2 and *Table 3* present SHP operation statistics during 2023. "Chargeable Activities" are SHP activities involving fines. It should be noted that the "Other Violations" category includes chargeable activities such as load and equipment violations, driver's license violations, vehicle registration violations, and littering.

Table 2: 2023 SHP Chargeable Activities, YTD

Chargeable Activities	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Speed Violations	37	48	40	64	63	45	54	41	41	43	37	49	562
Alcohol Violations	0	0	0	0	1	0	0	0	2	0	1	0	4
Seat Belt Violations	2	8	7	11	7	9	7	6	2	2	3	4	68
Child Restraint Violations	1	0	1	1	1	0	3	1	3	3	0	1	15
Reckless Driving	6	11	9	17	22	10	15	11	7	10	9	16	143
Drug Violations	0	0	0	0	0	0	0	0	1	0	0	0	1
Obstructed Plates	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Violations	82	95	49	78	102	64	51	58	66	90	58	52	845
Total Charges	128	162	106	171	196	128	130	117	122	148	108	122	1636

Table 3: 2023 SHP Non-Chargeable Activities, YTD

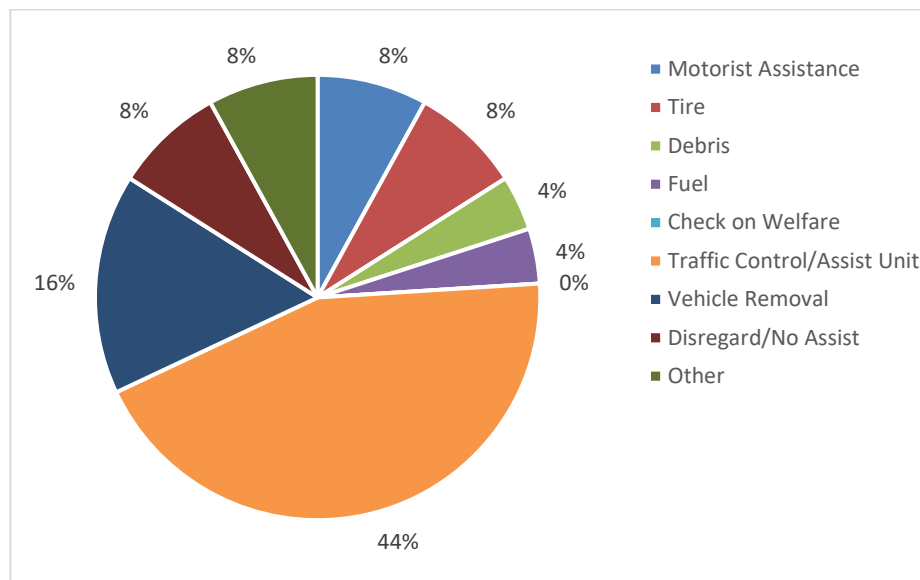
Non-Chargeable Activities	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Warnings	13	11	23	18	15	9	13	15	12	8	5	18	160
Crashes Investigated	3	4	4	3	1	1	2	6	1	2	7	1	35
Calls for Service	34	14	22	21	26	18	42	27	17	18	29	19	287
Total	50	29	49	42	42	28	57	48	30	28	41	38	482

The IMAP assists with stranded motorists and incident clearance, thereby maintaining the flow of traffic along the roadway. *Table 4* and *Figure 10* present the monthly breakdown of IMAP services, by type, for the Monroe Expressway during 2023. The “other” category includes extinguish fire service, first aid service, and other rare miscellaneous services.

Table 4: 2023 IMAP Services, YTD

Assist Type	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Motorist Assistance	2	1	2	1	0	0	1	0	0	1	0	2	10
Tire	2	1	3	1	3	5	3	5	2	2	3	2	32
Debris	1	1	4	4	5	3	7	7	1	4	3	5	45
Fuel	1	1	2	3	1	0	0	0	0	1	1	5	15
Check on Welfare	0	0	1	0	0	1	1	0	0	0	0	0	2
Traffic Control / Assist Unit	11	13	18	8	10	11	9	16	8	22	16	22	164
Vehicle Removal	4	4	9	7	4	3	9	8	9	4	8	10	79
Disregard / No Assist	2	3	5	0	3	2	2	12	10	4	2	5	50
Other	2	0	2	0	0	0	0	0	0	0	0	0	4
Total Charges	25	24	46	24	26	25	32	48	30	38	33	51	401

Figure 10: 2023 IMAP Services by Type, YTD



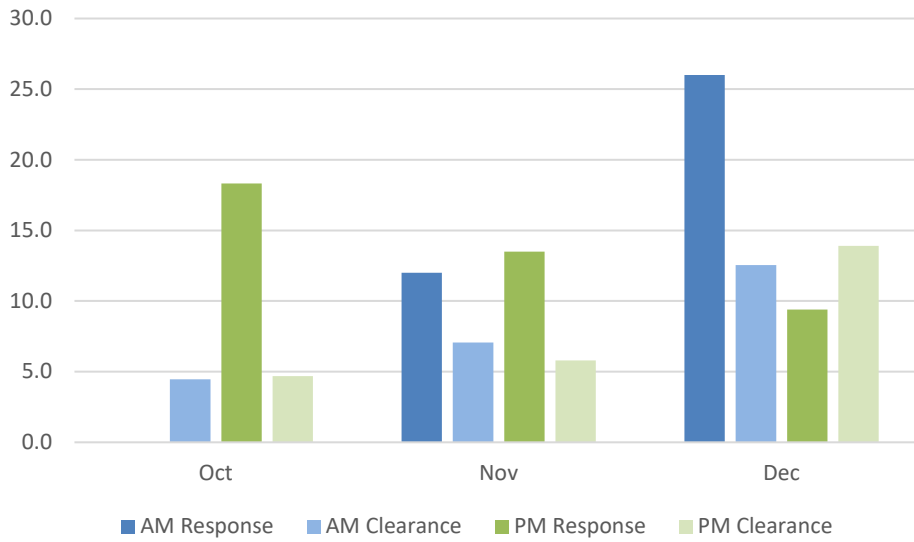
The response and clearance times for all IMAP assists are logged by IMAP and provided to NCTA. Response time is the time from which a responder receives a call to the time they arrive on the scene. Clearance time is the time it takes the responder to clear the incident and return the roadway to normal operation. The IMAP staff's A.M. shift occurs from 6 AM to 1 PM, while the P.M. shift occurs from 1 PM to 9 PM. Shift response times may differ due to the number of drivers on duty and their coverage areas.

Table 5 and Figure 11 present the average IMAP assistance response and clearance times, in minutes, for the Monroe Expressway.

Table 5: 2023 Average IMAP Response and Clearance Times (Minutes), YTD

Response Type	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2023 Average
A.M. Shift Response	7.3	15.1	14.0	N/A	N/A	9.3	13	16	11	N/A	12.0	26.0	13.3
A.M. Shift Clearance	9.3	8.2	8.9	10.8	4.4	4.2	3.8	6.3	5.0	4.5	7.1	12.5	7.1
P.M. Shift Response	4.8	8.0	13.3	N/A	16.5	N/A	5.5	5.8	10	18.3	13.5	9.4	8.2
P.M. Shift Clearance	7.0	6.4	8.0	4.5	4.2	11.5	6.7	10.7	4.9	4.7	5.8	13.9	7.7

Figure 11: Average IMAP Response and Clearance Times (Minutes), Fourth Quarter, by Month



Roadway Maintenance Statistics

Roadway Maintenance Statistics

This section outlines the NCTA Maintenance Rating Program (MRP), which is a maintenance evaluation program for roadway features and toll facilities. MRP is a comprehensive planning, measuring, and managing process that provides a means for communicating to managers, stakeholders, and key customers the impacts of policy and budget decisions on program service delivery.

Using outcome-based performance measures and the service level scale (0 through 100), the inspection results are rated against established threshold criteria. The program analysis is accomplished using sampling procedures that capture the level of service being provided for individual asset features. Over time, these ratings will be charted to identify work needs and subsequent necessary actions. The evaluations are based on the establishment of threshold conditions that quantify the maximum defect allowed to exist for a characteristic before it is considered unacceptable. The NCTA performance standards, threshold criteria, and Maintenance Rating Program were developed through a collaborative effort by NCTA managers, NCDOT maintenance staff, and consultants.

Using field survey information, a maintenance matrix can be developed to show the ties between maintenance activities and the characteristics of various roadway features. The purpose of this evaluation is to provide information that will be used to schedule and prioritize routine maintenance activities and provide uniform maintenance conditions that meet established objectives.

Assessment Schedule

As part of the NCTA MRP, a “baseline” assessment is scheduled for each newly opened roadway section soon after opening to toll collection. The baseline assessments include a complete inventory data collection and assessment on 100% of the roadway assets.

After the baseline assessment is completed, future assessments for that segment switch over to a statistical sampling assessment. Inspections are performed during the months of February, May, August, and November to account for dynamic seasonal changes to assets. These inspections are accomplished using statistically valid, random sampling procedures that capture the level of service for individual assets with a 95% confidence level in sampling.

Assessment Results

Table 6 presents the 2023 quarterly and annual MRP Assessment rating. It is important to note that the Quarterly Ratings are only representative of the samples inspected during each quarter. Therefore, they are not a statistically valid representation of the assets' conditions; only the annual rating will provide a 95% confidence level in statistical sampling.

Table 6: MRP Assessment Results

Element	Q1 2023 Rating	Q2 2023 Rating	Q3 2023 Rating	Q4 2023 Rating	Rolling Rating
Road Surface	100.0	95.7	97.9	95.7	97.1
Unpaved Shoulders and Ditches	95.4	98.7	100.0	97.0	97.9
Drainage	97.4	96.5	97.1	96.1	96.8
Roadside	92.3	95.3	94.5	96.5	94.7
Traffic Control Devices	99.4	96.7	100.0	96.0	98.1
Overall MRP Performance Rating	97.5	96.4	98.1	96.2	97.1