

NORTH CAROLINA
Turnpike Authority

Triangle Expressway

Roadway Operations Statistics Report

2025 Third Quarter
July - September

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Introduction

Purpose

The North Carolina Turnpike Authority (NCTA) presents the operations statistics for the Triangle Expressway during the third quarter (July - September) of 2025. 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. While the newly opened extension of the Triangle Expressway is now open to traffic, it will not be included in this report.

Project

The Triangle Expressway is a 37-mile toll road that extends the partially completed “Outer Loop” around the greater Raleigh, North Carolina area from I-40 to I-40/I-42 near Garner. The six-lane, controlled-access toll facility relieves congestion on N.C. 55 while improving access to the Research Triangle Park by reducing travel times for commuters residing to the south and east. The Triangle Expressway is currently comprised of two sections: Toll N.C. 885 and Toll N.C. 540.

Toll N.C. 885 includes 3.4 miles of toll road between I-40 and Toll N.C. 540. This section of the Triangle Expressway includes interchanges at Hopson Road, Davis Drive, and Toll N.C. 540. It opened to toll-free traffic on December 8, 2011; tolling on this section began on January 3, 2012. With the opening of the East End Connector in Durham, this section was renamed from Toll N.C. 147 to Toll N.C. 885 on June 30, 2022.

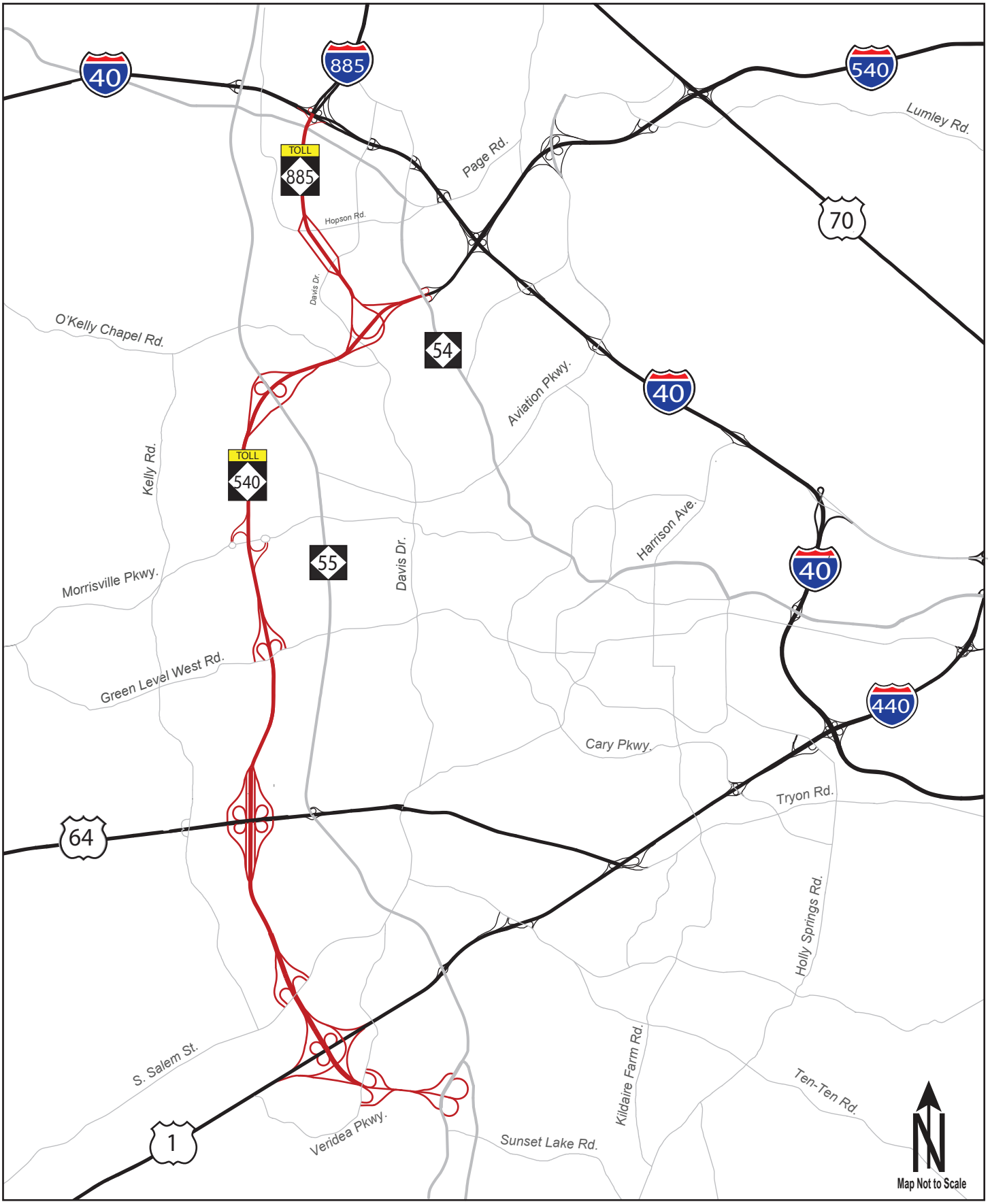
Toll N.C. 540 includes 33.6 miles of toll road between N.C. 54 in western Cary and I-40/ I-42 near Garner. The section from N.C. 54 to U.S. 64 opened to general traffic (toll-free) on August 1, 2012, and toll collection started on August 2, 2012. This section includes interchanges at N.C. 54, N.C. 55, Green Level West Road, and U.S. 64. On February 3rd, 2020, a new interchange at Morrisville Parkway between N.C. 55 and Green Level West Road was opened to motorists.

The section from U.S. 64 to N.C. 55 Bypass opened to general traffic (toll-free) on December 20, 2012, and toll collection started on January 2, 2013. This section includes interchanges at S. Salem Street, U.S. 1, and N.C. 55 Bypass. On April 3, 2017, a new interchange at Veridea Parkway was opened.

The newest section from N.C. 55 Bypass to I-40/ I-42 near Garner opened to traffic and started toll collection on September 25, 2024. This section includes interchanges at Holly Springs Road, Bells Lake Road, U.S. 401, Old Stage Road, and N.C. 50 before connecting with I-40 and I-42 near Garner.

The Triangle Expressway utilizes an all-electronic, non-stop tolling system where there are no toll plazas at which drivers stop 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 Billed by Mail.

NCTA toll zones are located along the Triangle Expressway at mainline, ramp, and loop locations. An illustration of the Triangle Expressway can be seen in *Figure 1*.



Triangle Expressway System Map

Figure 1

Traffic Statistics

Traffic Statistics

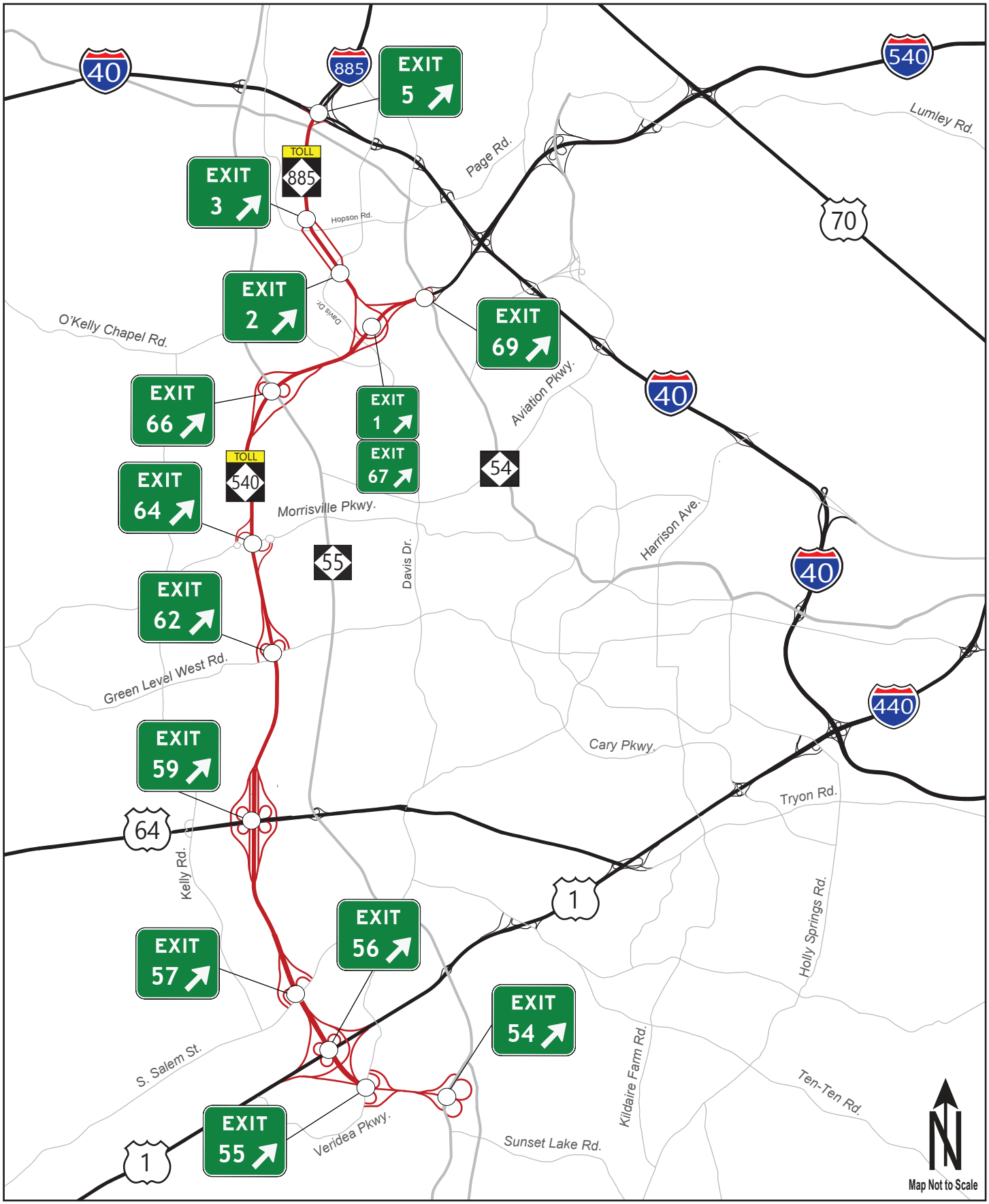
Current and historical traffic data is collected and stored using roadside microwave vehicle detectors (MVDs) installed throughout the Triangle Expressway, providing an overview of the roadway's current utilization. The data is analyzed to identify trends that could more accurately predict future utilization.

It should be noted that due to the state of emergency declaration on March 10, 2020, in response to novel coronavirus, travel and gatherings were restricted statewide. This state of emergency was lifted August 15, 2022. Traffic statistics continue to be impacted by the shift to remote work and may not be representative of historical utilization trends.

Average Weekday Traffic (AWT)

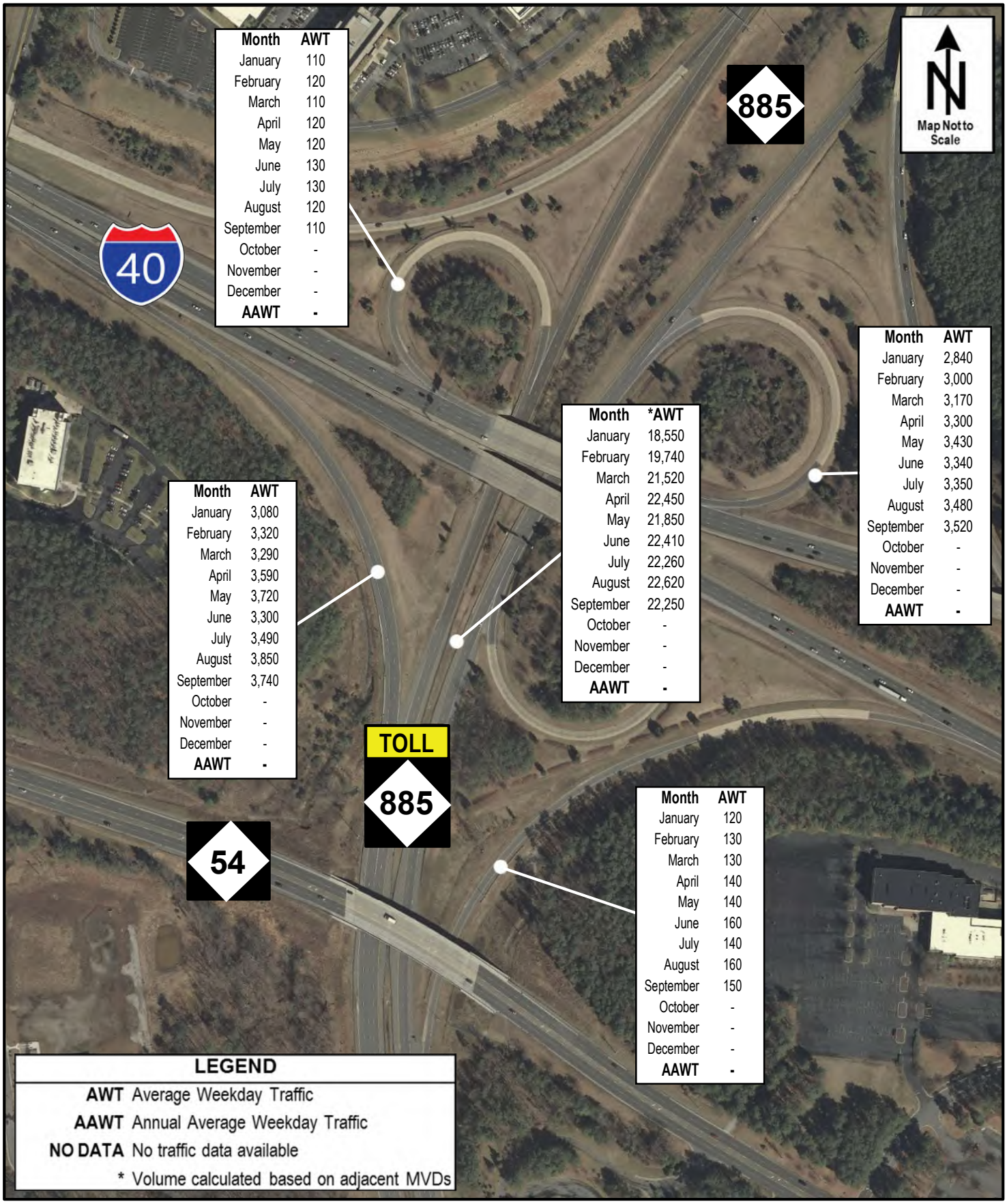
Traffic volume data is collected at all ramps and mainline segments between interchanges. The location of interchanges along the Triangle Expressway can be seen in *Figure 2*. Typically, there is a large difference between peak and off-peak volumes, as well as between weekday and weekend volumes. This gap becomes significantly larger on Triangle Expressway because it tends to have a much higher percentage of traffic on weekdays during 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.

Data collected by the MVDs is utilized to present AWT along the facility in *Figures 3* to *15*. It should be noted, that if an MVD fails to provide reliable data (meeting the established threshold) for at least five days in a month, then "NO DATA" is reported for that MVD. Reliability of MVD devices is monitored daily by comparing volumes with transaction counts and historical volumes. Maintenance tickets are submitted if MVD devices do not meet established thresholds.



Triangle Expressway Interchange Map

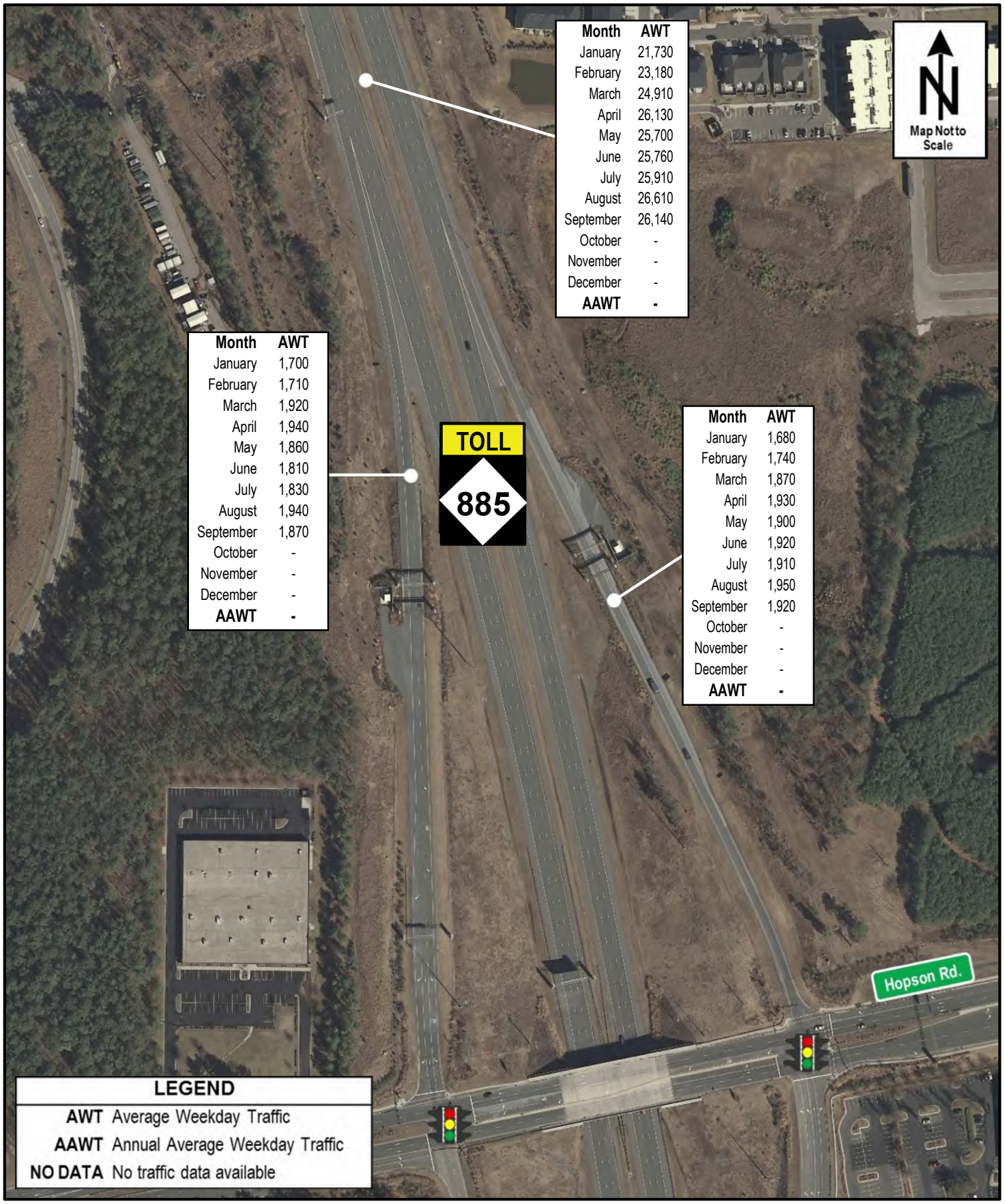
Figure 2



NC-885 at I-40 Interchange

2025 Average Weekday Traffic

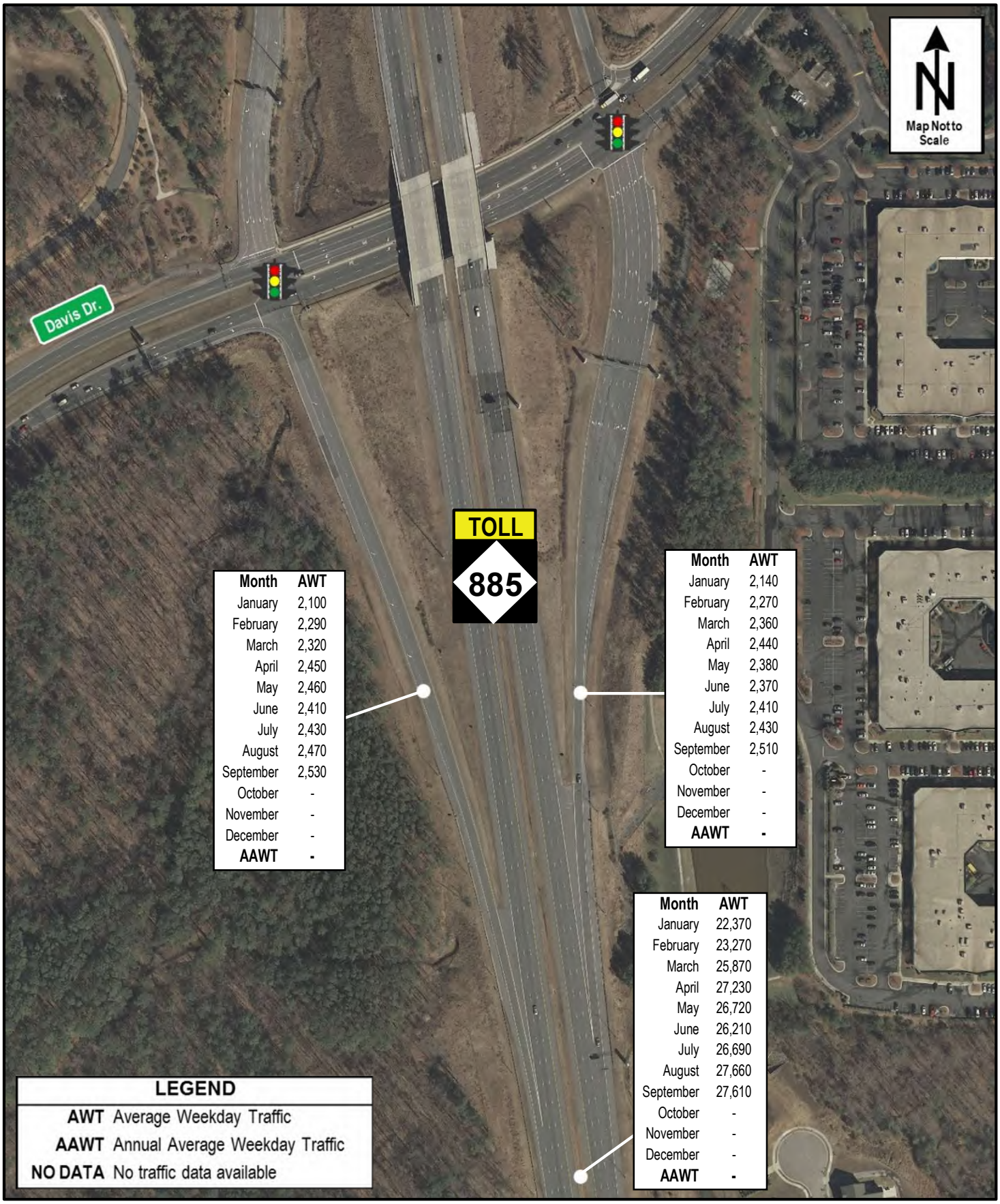
Figure 3



NC-885 at Hopson Rd. Interchange

2025 Average Weekday Traffic

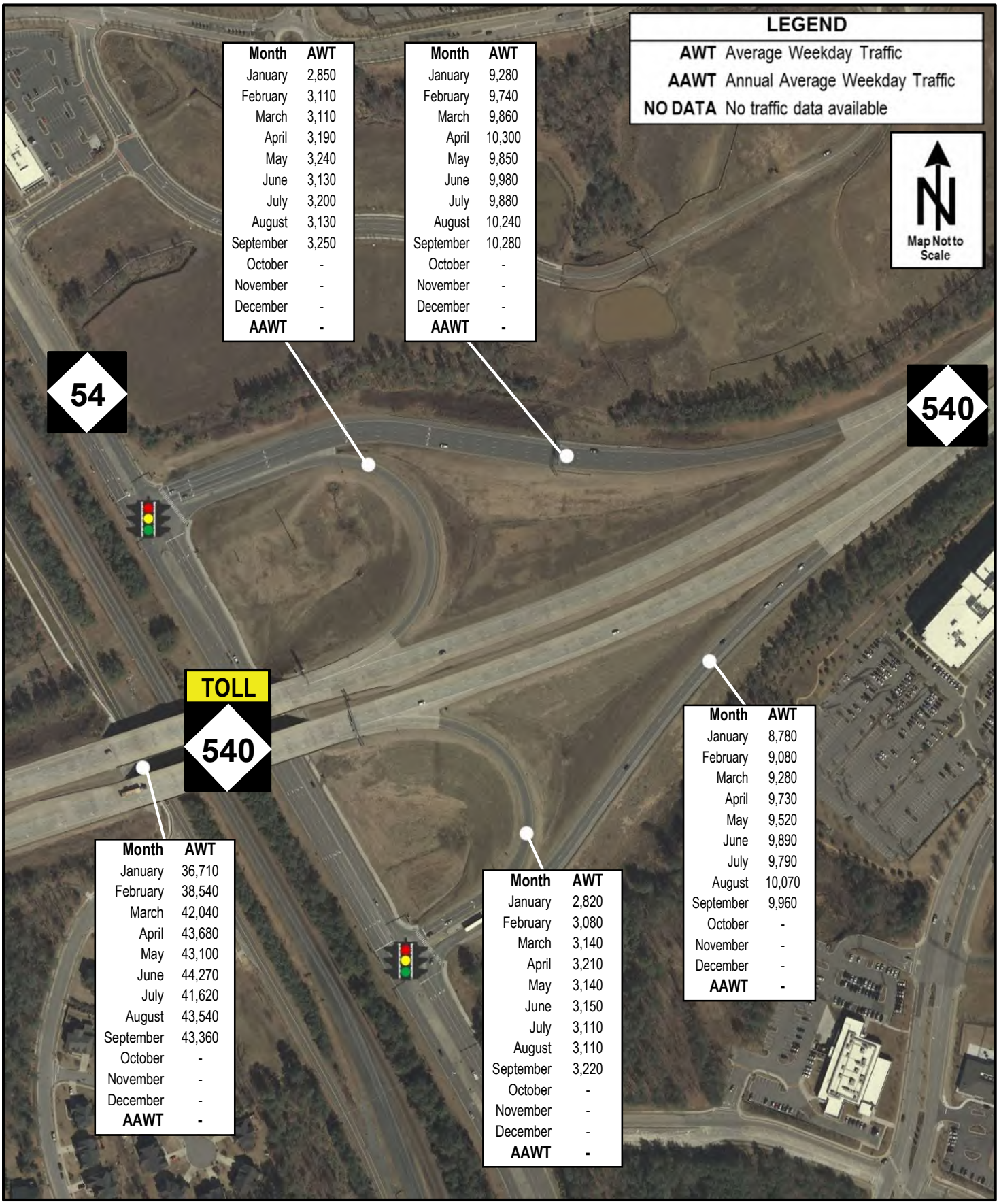
Figure 4



NC-885 at Davis Dr. Interchange

2025 Average Weekday Traffic

Figure 5



Month	AWT
January	2,850
February	3,110
March	3,110
April	3,190
May	3,240
June	3,130
July	3,200
August	3,130
September	3,250
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	9,280
February	9,740
March	9,860
April	10,300
May	9,850
June	9,980
July	9,880
August	10,240
September	10,280
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	8,780
February	9,080
March	9,280
April	9,730
May	9,520
June	9,890
July	9,790
August	10,070
September	9,960
October	-
November	-
December	-
AAWT	**-**

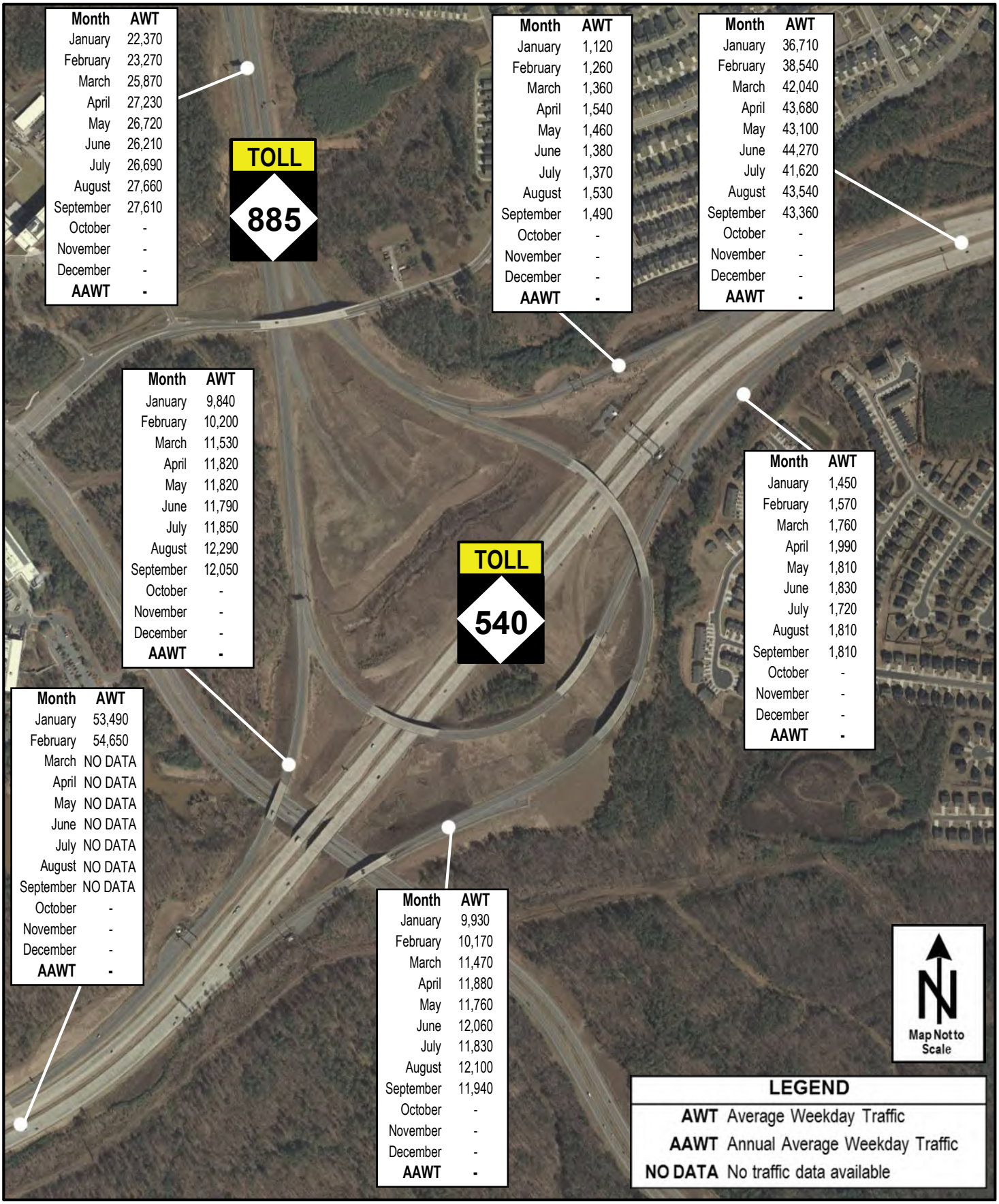
Month	AWT
January	36,710
February	38,540
March	42,040
April	43,680
May	43,100
June	44,270
July	41,620
August	43,540
September	43,360
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	2,820
February	3,080
March	3,140
April	3,210
May	3,140
June	3,150
July	3,110
August	3,110
September	3,220
October	-
November	-
December	-
AAWT	**-**

NC-540 at NC-54 Interchange

2025 Average Weekday Traffic

Figure 6



Month	AWT
January	22,370
February	23,270
March	25,870
April	27,230
May	26,720
June	26,210
July	26,690
August	27,660
September	27,610
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	1,120
February	1,260
March	1,360
April	1,540
May	1,460
June	1,380
July	1,370
August	1,530
September	1,490
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	36,710
February	38,540
March	42,040
April	43,680
May	43,100
June	44,270
July	41,620
August	43,540
September	43,360
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	9,840
February	10,200
March	11,530
April	11,820
May	11,820
June	11,790
July	11,850
August	12,290
September	12,050
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	1,450
February	1,570
March	1,760
April	1,990
May	1,810
June	1,830
July	1,720
August	1,810
September	1,810
October	-
November	-
December	-
AAWT	**-**

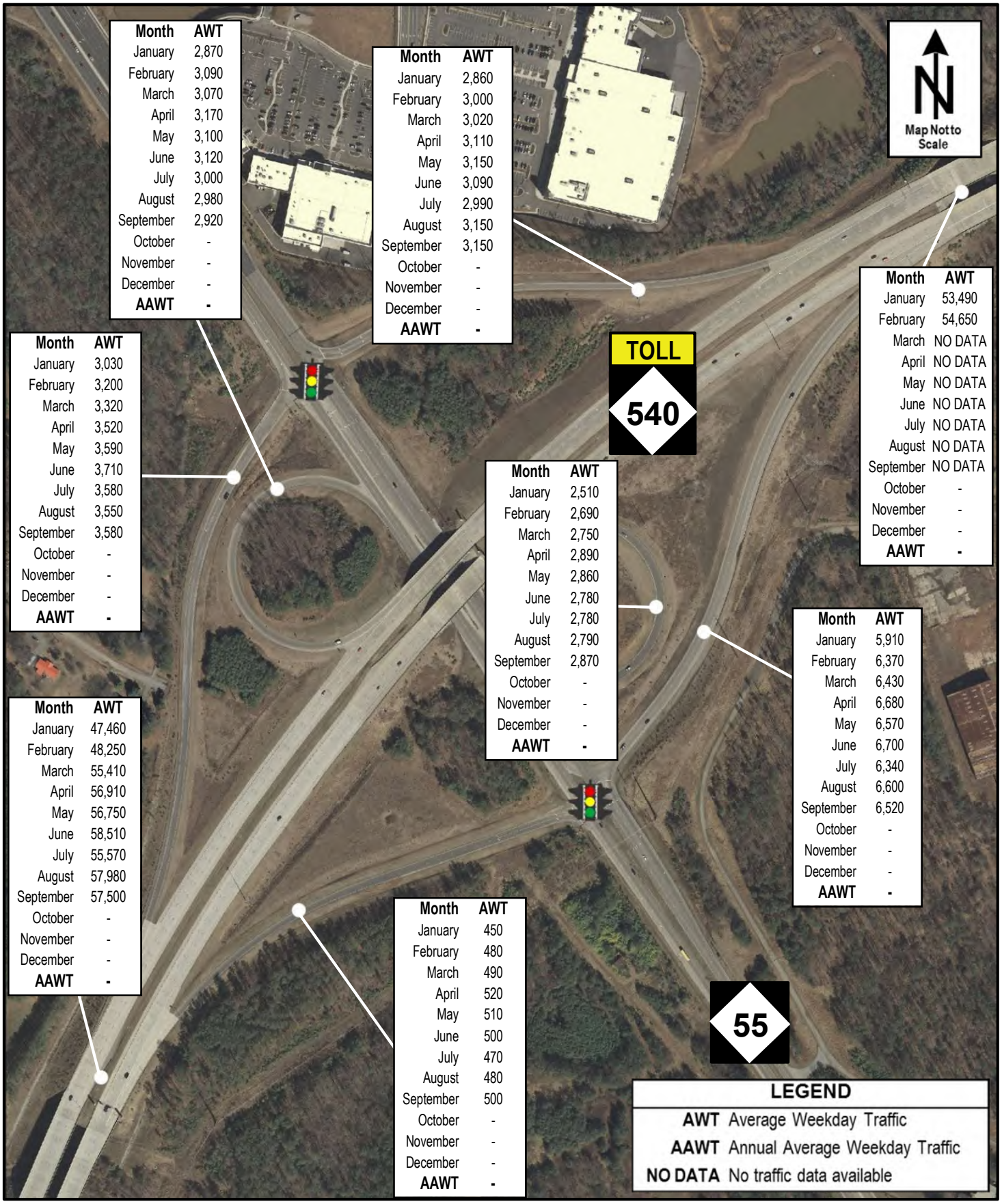
Month	AWT
January	53,490
February	54,650
March	NO DATA
April	NO DATA
May	NO DATA
June	NO DATA
July	NO DATA
August	NO DATA
September	NO DATA
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	9,930
February	10,170
March	11,470
April	11,880
May	11,760
June	12,060
July	11,830
August	12,100
September	11,940
October	-
November	-
December	-
AAWT	**-**

NC-540 at NC-885 Interchange

2025 Average Weekday Traffic

Figure 7



Month	AWT
January	2,870
February	3,090
March	3,070
April	3,170
May	3,100
June	3,120
July	3,000
August	2,980
September	2,920
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	2,860
February	3,000
March	3,020
April	3,110
May	3,150
June	3,090
July	2,990
August	3,150
September	3,150
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	53,490
February	54,650
March	NO DATA
April	NO DATA
May	NO DATA
June	NO DATA
July	NO DATA
August	NO DATA
September	NO DATA
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	3,030
February	3,200
March	3,320
April	3,520
May	3,590
June	3,710
July	3,580
August	3,550
September	3,580
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	2,510
February	2,690
March	2,750
April	2,890
May	2,860
June	2,780
July	2,780
August	2,790
September	2,870
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	5,910
February	6,370
March	6,430
April	6,680
May	6,570
June	6,700
July	6,340
August	6,600
September	6,520
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	47,460
February	48,250
March	55,410
April	56,910
May	56,750
June	58,510
July	55,570
August	57,980
September	57,500
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	450
February	480
March	490
April	520
May	510
June	500
July	470
August	480
September	500
October	-
November	-
December	-
AAWT	**-**

NC-540 at NC-55 Interchange

2025 Average Weekday Traffic

Figure 8



Month	AWT
January	2,080
February	2,420
March	2,300
April	2,630
May	2,580
June	2,740
July	2,420
August	2,760
September	2,700
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	47,460
February	48,250
March	55,410
April	56,910
May	56,750
June	58,510
July	55,570
August	57,980
September	57,500
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	1,920
February	2,070
March	2,100
April	2,270
May	2,270
June	2,280
July	2,110
August	2,290
September	2,300
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	1,990
February	2,280
March	2,150
April	2,420
May	2,410
June	2,590
July	2,320
August	2,500
September	2,420
October	-
November	-
December	-
AAWT	**-**

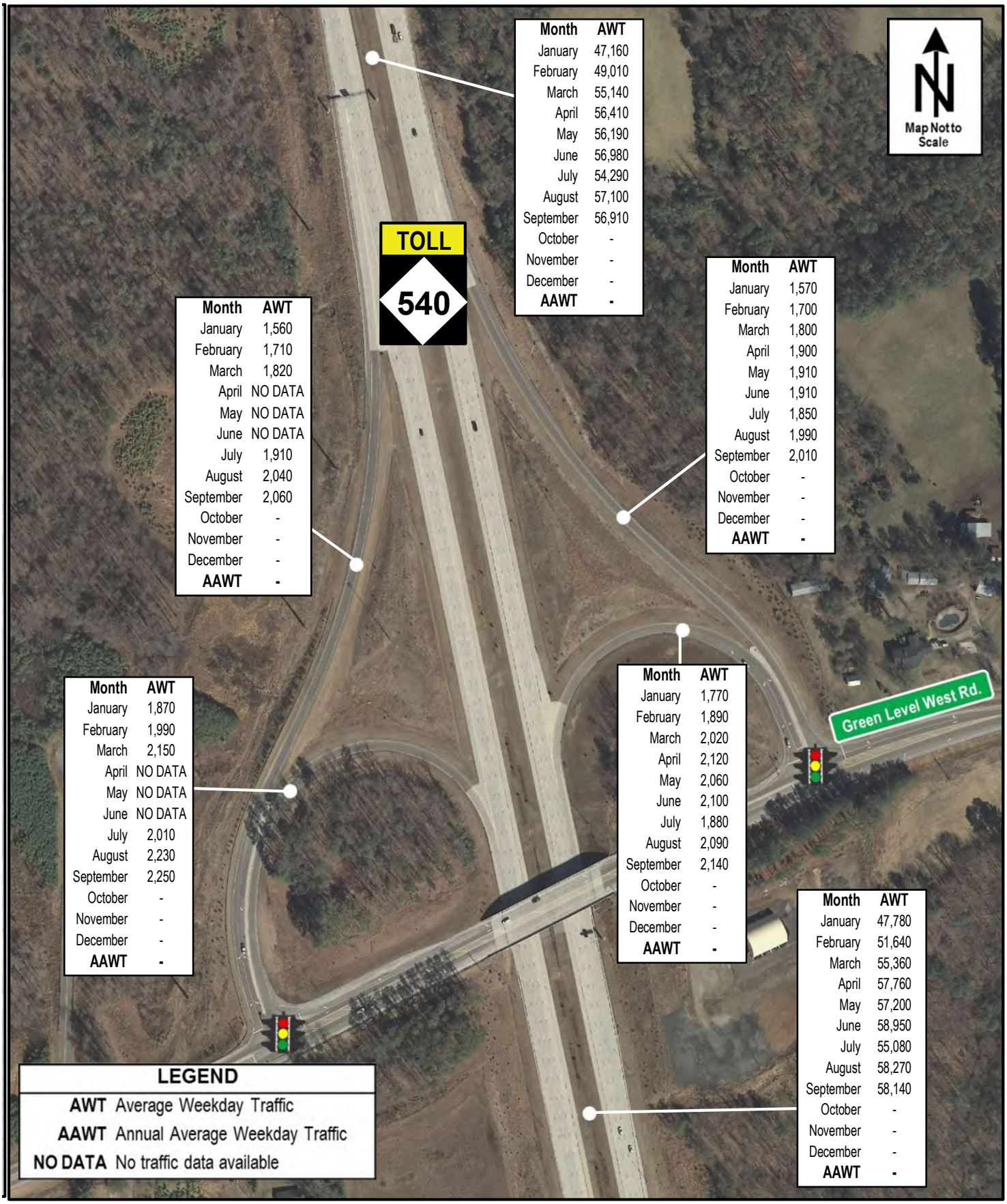
Month	AWT
January	47,160
February	49,010
March	55,140
April	56,410
May	56,190
June	56,980
July	54,290
August	57,100
September	56,910
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	2,100
February	2,280
March	2,210
April	2,520
May	2,510
June	2,610
July	2,300
August	2,550
September	2,550
October	-
November	-
December	-
AAWT	**-**

NC-540 at Morrisville Pkwy. Interchange

2025 Average Weekday Traffic

Figure 9



Month	AWT
January	47,160
February	49,010
March	55,140
April	56,410
May	56,190
June	56,980
July	54,290
August	57,100
September	56,910
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	1,560
February	1,710
March	1,820
April	NO DATA
May	NO DATA
June	NO DATA
July	1,910
August	2,040
September	2,060
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	1,570
February	1,700
March	1,800
April	1,900
May	1,910
June	1,910
July	1,850
August	1,990
September	2,010
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	1,870
February	1,990
March	2,150
April	NO DATA
May	NO DATA
June	NO DATA
July	2,010
August	2,230
September	2,250
October	-
November	-
December	-
AAWT	**-**

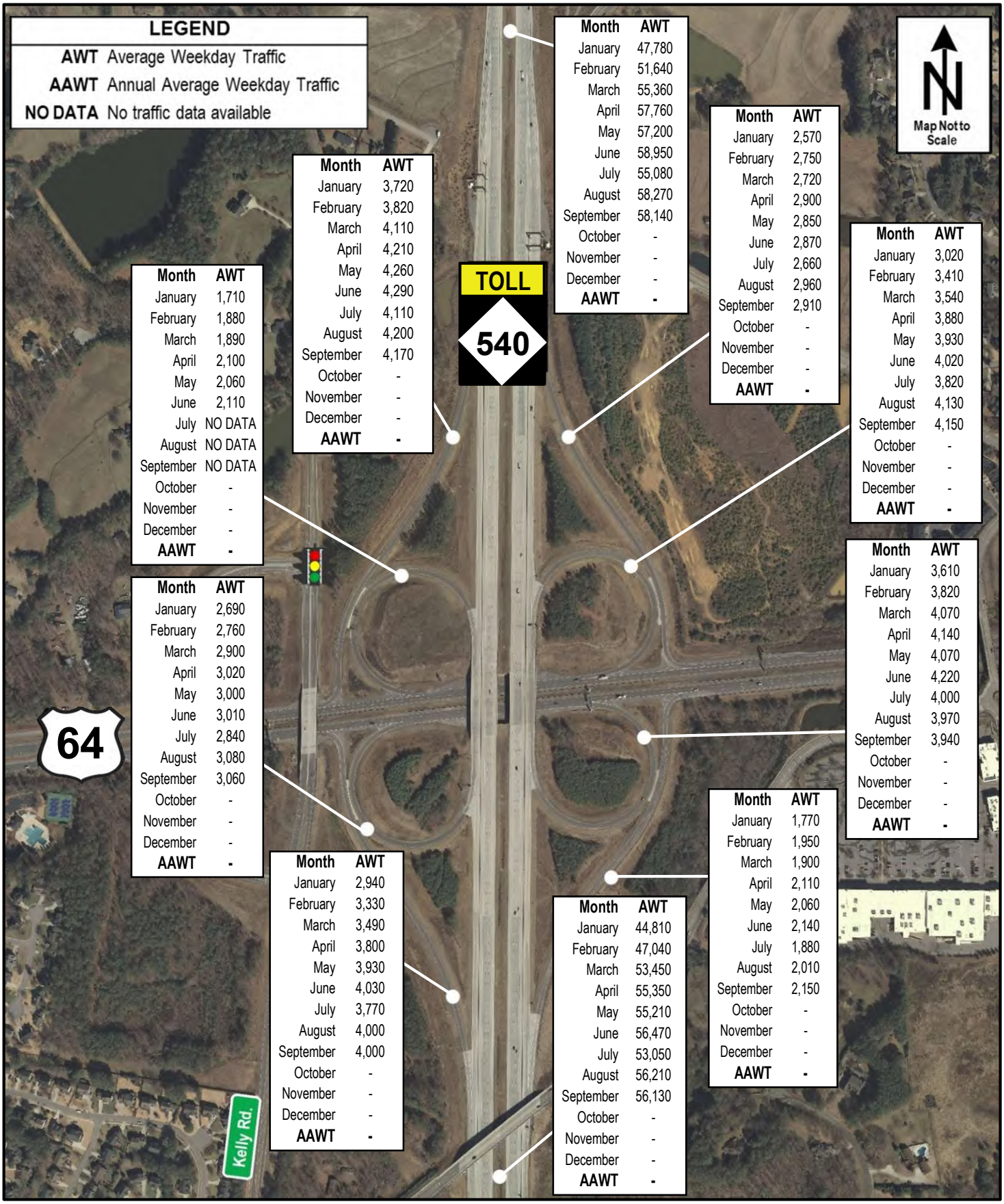
Month	AWT
January	1,770
February	1,890
March	2,020
April	2,120
May	2,060
June	2,100
July	1,880
August	2,090
September	2,140
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	47,780
February	51,640
March	55,360
April	57,760
May	57,200
June	58,950
July	55,080
August	58,270
September	58,140
October	-
November	-
December	-
AAWT	**-**

NC-540 at Green Level West Rd. Interchange

2025 Average Weekday Traffic

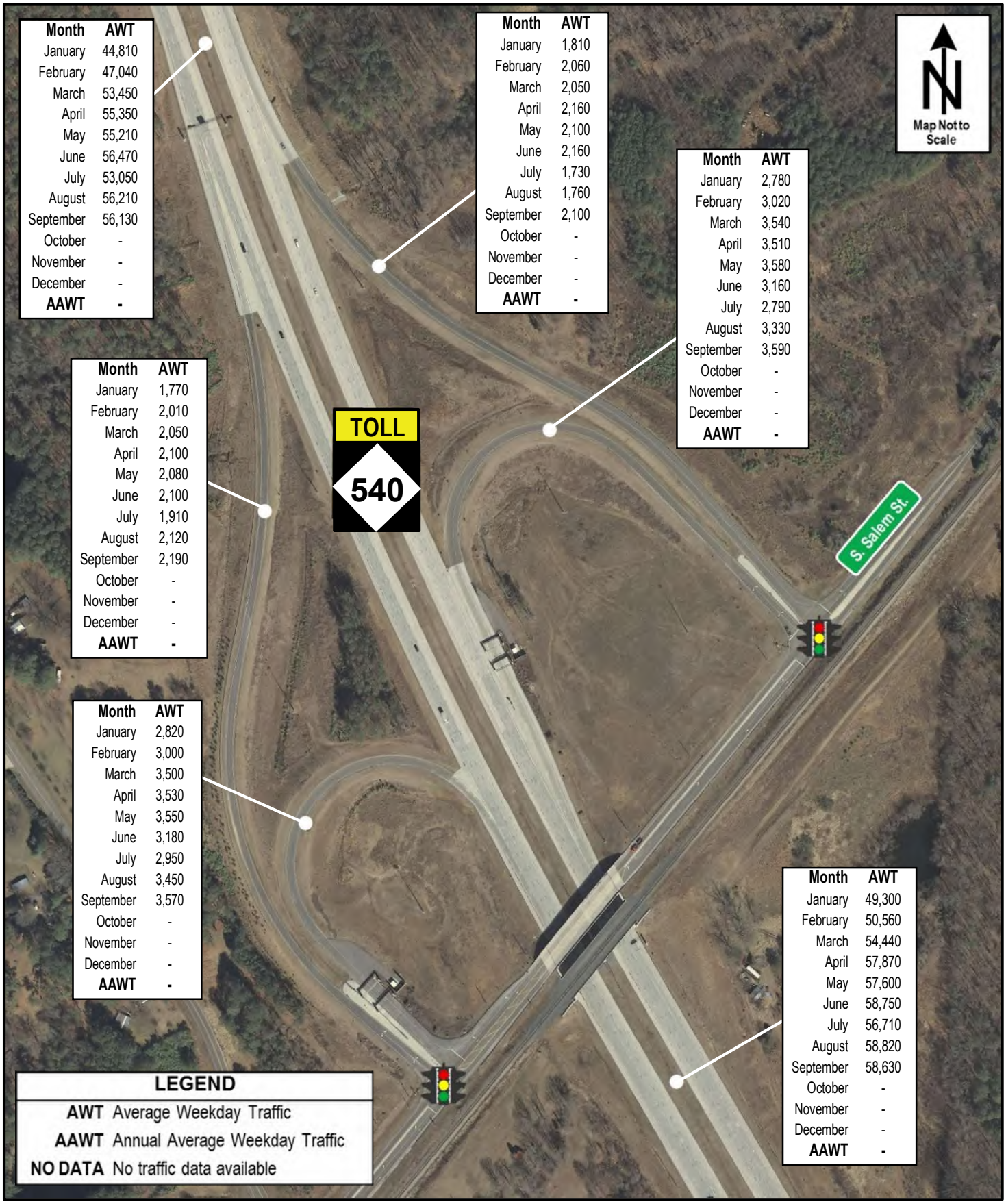
Figure 10



NC-540 at US-64 Interchange

2025 Average Weekday Traffic

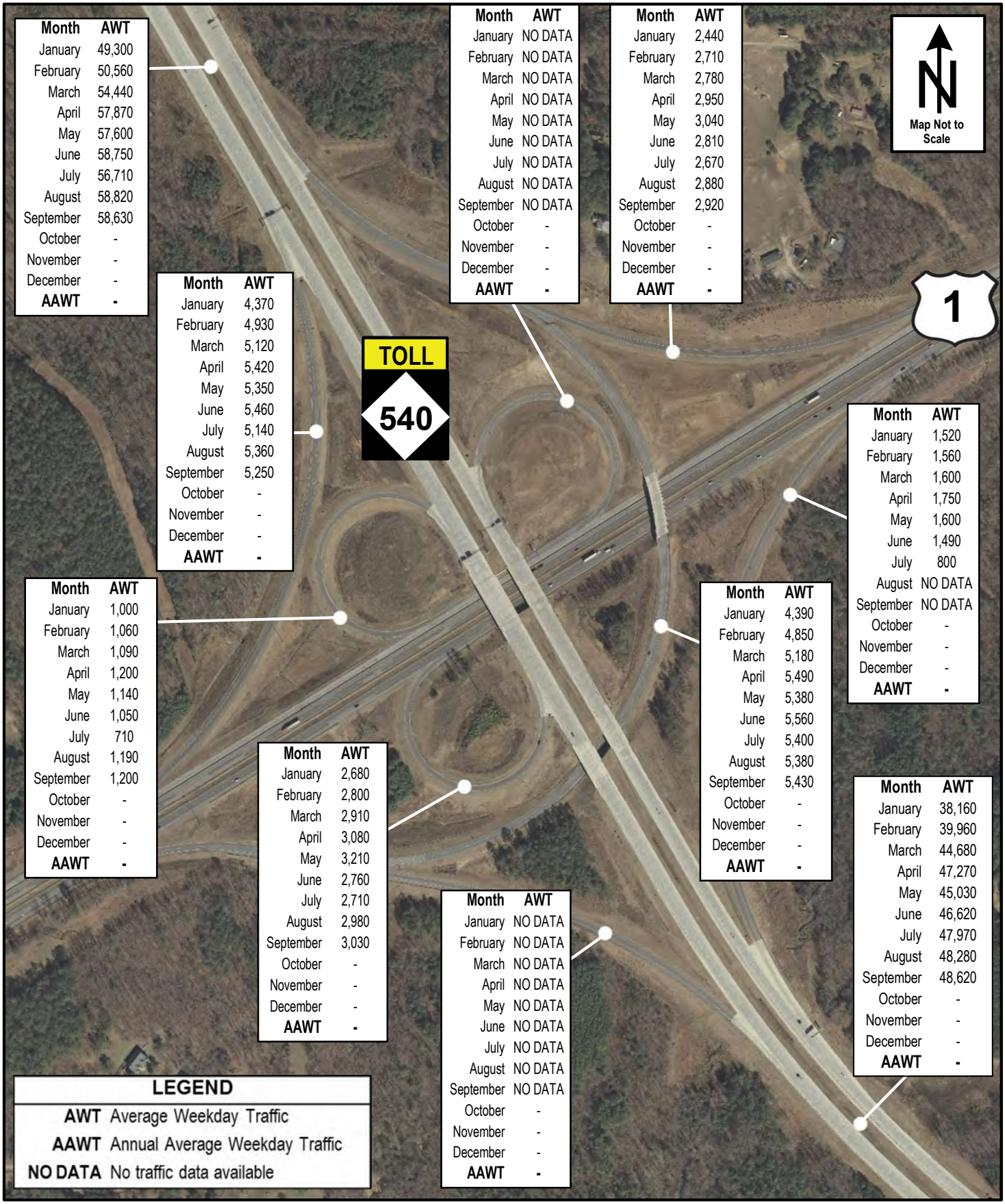
Figure 11



NC-540 at S. Salem St. Interchange

2025 Average Weekday Traffic

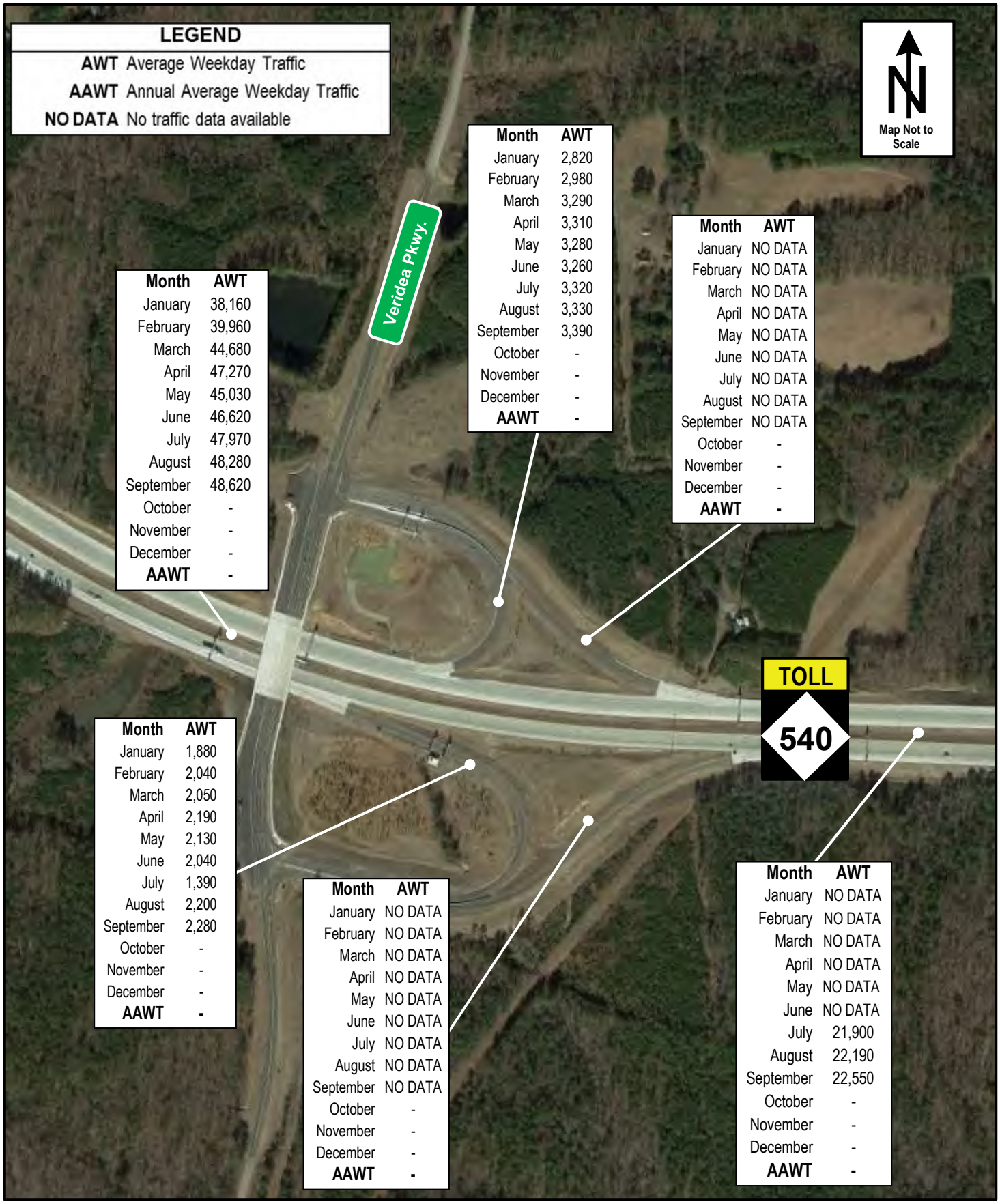
Figure 12



NC-540 at US-1 Interchange

2025 Average Weekday Traffic

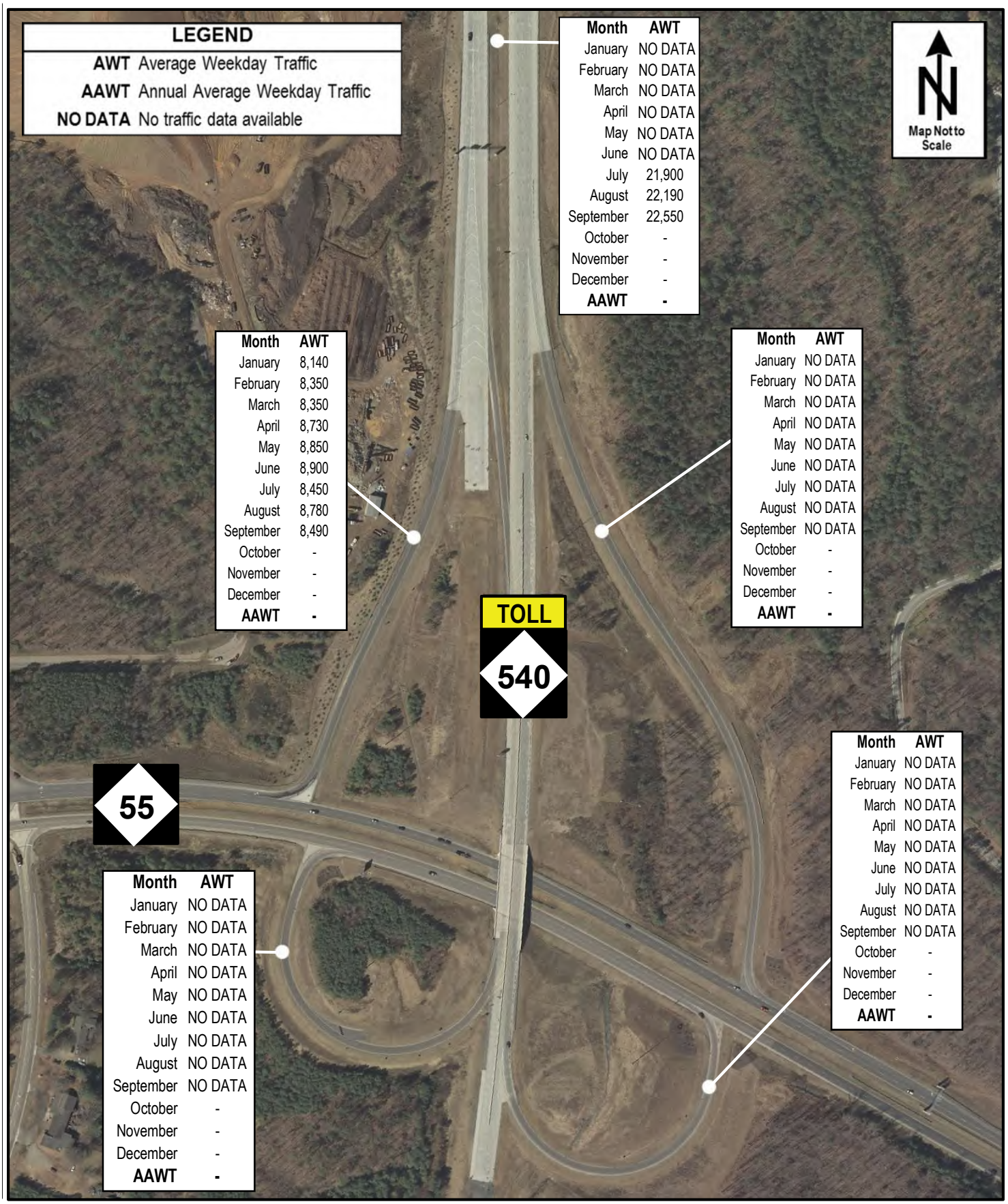
Figure 13



NC-540 at Veridea Pkwy. Interchange

2025 Average Weekday Traffic

Figure 14



Month	AWT
January	NO DATA
February	NO DATA
March	NO DATA
April	NO DATA
May	NO DATA
June	NO DATA
July	21,900
August	22,190
September	22,550
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	8,140
February	8,350
March	8,350
April	8,730
May	8,850
June	8,900
July	8,450
August	8,780
September	8,490
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	NO DATA
February	NO DATA
March	NO DATA
April	NO DATA
May	NO DATA
June	NO DATA
July	NO DATA
August	NO DATA
September	NO DATA
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	NO DATA
February	NO DATA
March	NO DATA
April	NO DATA
May	NO DATA
June	NO DATA
July	NO DATA
August	NO DATA
September	NO DATA
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	NO DATA
February	NO DATA
March	NO DATA
April	NO DATA
May	NO DATA
June	NO DATA
July	NO DATA
August	NO DATA
September	NO DATA
October	-
November	-
December	-
AAWT	**-**

NC-540 at NC-55 Bypass Interchange

2025 Average Weekday Traffic

Figure 15

Roadway Safety Statistics

Roadway Safety Statistics

Vehicle crashes are sometimes related to deficiencies in the safety and capacity characteristics of a transportation facility. To identify these deficiencies early, and therefore reduce the likelihood of crashes on the Triangle 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, separated into five (5) segments:

- Toll N.C. 885, from I-40 to Toll N.C. 540
- Toll N.C. 540, from I-40 to N.C. 55
- Toll N.C. 540, from N.C. 55 to U.S. 64
- Toll N.C. 540, from U.S. 64 to N.C. 55 Bypass
- Toll N.C. 540, from N.C. 55 Bypass to I-40 (newly opened Sept 2024)

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 five segments selected, as well as for the entire facility. These crash rates can then be compared to the Critical Crash Rates.

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 third quarter, the Total Crash Rates of the five 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 September 1, 2022, through August 31, 2025, for each segment. The AADT used for this quarter analysis was calculated from Microwave Vehicle Detection (MVD) data collected in 2022. The Statewide Crash Rate (134.51 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 Triangle 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. Triangle 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 and the results of the third quarter analysis.

Table 1: Safety Statistics September 1, 2022 – August 31, 2025

Segment	Length	AADT [1]	Total Crashes	Vehicle Exposure (MVMT)	Total Crash Rate	Statewide Crash Rate [2]	Critical Crash Rate
Toll N.C. 885 I-40 to Toll N.C. 540	3.1	15,800	31	53.74	57.68	134.51	161.47
Toll N.C. 540 N.C. 54 to N.C. 55	2.8	43,100	72	131.90	54.59	134.51	151.50
Toll N.C. 540 N.C. 55 to U.S. 64	6.7	40,300	96	294.43	32.61	134.51	145.80
Toll N.C. 540 U.S. 64 to N.C. 55 Bypass	5.9	32,400	103	208.03	49.51	134.51	147.98
Toll N.C. 540 N.C. 55 Bypass to I-40	17.1	8,600	105	160.68	65.35	134.51	149.87
Triangle Expressway	**35.5**	**21,800**	**407**	**848.77**	**47.95**	**134.51**	**141.12**

[1] AADT calculated from 2022 microwave vehicle detection data.
[2] Statewide Crash Rate for Urban Interstate Facilities Applied.

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 Triangle Expressway. These operators work at the Traffic Management Center (TMC) located in the North Carolina National Guard's Joint Force Headquarters in Raleigh. They are responsible for monitoring the facility 24 hours a day, 7 days a week, and 365 days a year using closed-circuit TV (CCTV) cameras, microwave vehicle detectors (MVD), and toll zone security cameras. Additionally, they monitor roadside toll technology and toll facilities.

Operators can communicate travel conditions and emergencies to customers via 18 full-color Dynamic Message Signs (DMS), NCDOT's 511 system, and NCDOT's Traveler Information Management System (TIMS) website. They can also quickly dispatch toll technology technicians to address equipment failures via a maintenance ticketing system. Additionally, in the event of incidents on the facility, they can use interoperable 800MHz radio frequency dispatch from local 911 and statewide Highway Patrol communications to dispatch Incident Management Assistance Patrol (IMAP).

The NCTA Toll Safety Patrol program consists of dedicated SHP and IMAP services provided on the Triangle Expressway. This program provides two SHP officers and one IMAP responder to the facility during working hours, Monday through Friday. During this time, the assigned SHP officers and IMAP driver are responsible for patrolling the facility and responding to reported incidents.

This section presents operations statistics reported by SHP and IMAP during the third quarter of 2025. It includes driver violations and warnings issued by SHP and total IMAP assistance recorded, as well as average monthly IMAP response and clearance time.

Table 2 and *Table 3* present SHP operation statistics during 2025. "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: 2025 SHP Chargeable Activities, YTD

Chargeable Activities	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Speed Violations	64	44	54	55	35	63	73	45	37				**470**
Alcohol Violations	1	0	0	0	1	0	1	0	0				**3**
Seat Belt Violations	9	12	15	7	7	8	10	13	11				**92**
Child Restraint Violations	0	0	1	2	0	0	1	2	0				**6**
Reckless Driving	15	4	16	9	5	14	24	4	8				**99**
Drug Violations	0	0	1	1	0	0	3	1	0				**6**
Obstructed Plates	0	0	0	0	0	0	0	0	0				**0**
Other Violations	109	78	108	145	64	107	125	130	103				**969**
Total Charges	**198**	**138**	**195**	**219**	**112**	**192**	**237**	**195**	**159**				**1,645**

Table 3: 2025 SHP Non-Chargeable Activities, YTD

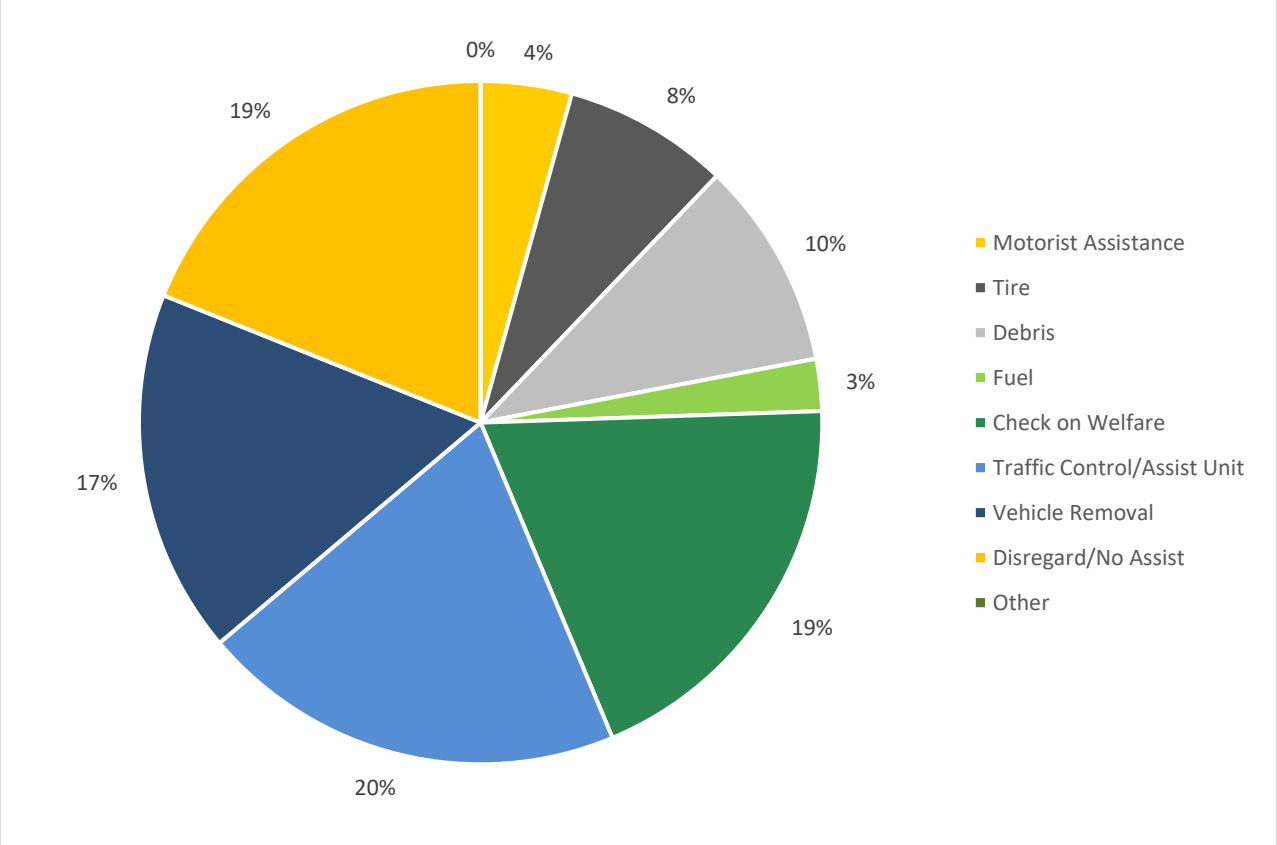
Non-Chargeable Activities	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Warnings	60	69	58	78	55	48	83	77	81				**609**
Crashes Investigated	16	10	10	17	18	21	20	25	12				**149**
Calls for Service	39	53	56	53	39	41	54	49	72				**456**
Total	**115**	**132**	**124**	**148**	**112**	**110**	**157**	**151**	**165**				**1,214**

The IMAP assists with stranded motorists and incident clearance, thereby maintaining the flow of traffic along the roadway. *Table 4* and *Figure 16* present the monthly breakdown of IMAP services, by type, for the Triangle Expressway during 2025. The “other” category includes extinguish fire service, first aid service, and other rare miscellaneous services.

Table 4: 2025 IMAP Services, YTD

Assist Type	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Motorist Assistance	6	4	2	0	1	5	2	4	4				**28**
Tire	1	16	2	1	2	8	10	8	3				**51**
Debris	3	6	5	8	6	5	13	6	12				**64**
Fuel	4	2	3	1	0	0	2	3	1				**16**
Check on Welfare	9	29	12	8	15	17	13	13	9				**125**
Traffic Control / Assist Unit	12	12	8	10	17	25	20	17	10				**131**
Vehicle Removal	7	15	8	9	10	16	24	14	9				**112**
Disregard / No Assist	9	11	8	20	12	8	21	19	15				**123**
Other	0	0	0	0	0	0	0	0	0				**0**
Total Assists	**51**	**95**	**48**	**57**	**63**	**84**	**105**	**84**	**63**	**0**	**0**	**0**	**650**

Figure 16: 2025 IMAP Services by Type, YTD



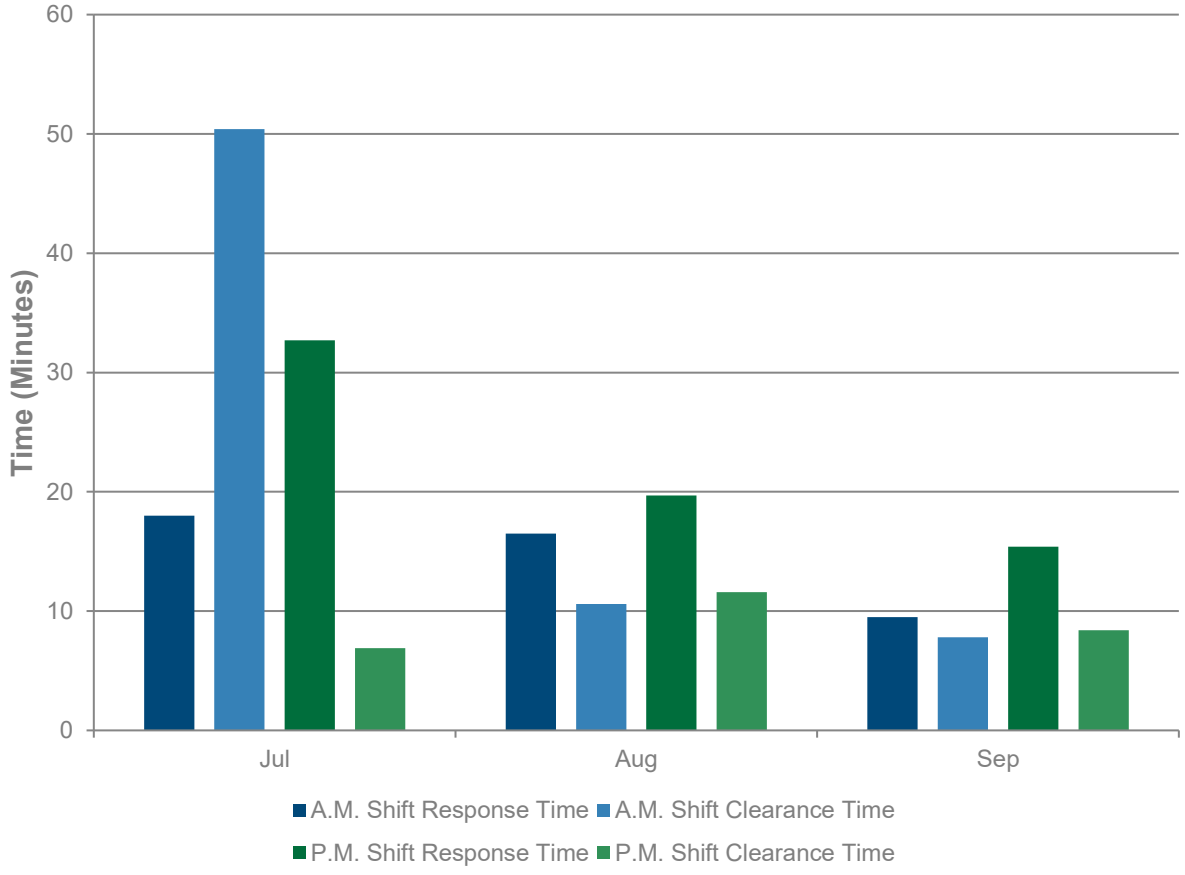
The response and clearance times for all IMAP assists are logged by IMAP and provided to the NCTA. Response time is the time from which a responder receives a call to the time they arrive on the scene. Clearance time is the time it takes the responder to clear the incident and return the roadway to normal operation. The IMAP staff's 1st shift occurs from 6AM to 2PM, while 2nd shift occurs from 2PM to 10PM. Shift response times may differ due to the number of drivers on duty and their coverage areas.

Table 5 and *Figure 17* present the average IMAP assistance response and clearance times, in minutes, for the Triangle Expressway.

Table 5: 2025 Average IMAP Response & Clearance Times (Minutes), YTD

Response Type	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2025 Average
AM Shift Response	20.4	18.6	17.0	23.0	9.9	15.7	18.0	16.5	9.5				**16.5**
AM Shift Clearance	7.9	10.1	6.6	7.9	8.8	9.2	50.4	10.6	7.8				**13.3**
PM Shift Response	18.5	21.2	28.2	36.5	14.0	64.8	32.7	19.7	15.4				**27.9**
PM Shift Clearance	24.4	8.5	11.0	30.4	13.3	15.0	6.9	11.6	8.4				**14.4**

Figure 17: Average IMAP Response & Clearance Times (Minutes), Third 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 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 then 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. A baseline assessment for the Veridea Parkway interchange was completed in March of 2018. A baseline assessment for Morrisville Parkway interchange was similarly performed in 2020.

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 2024/2025 quarterly and rolling MRP Assessment rating for the Triangle Expressway. It is important to note that the Quarterly Ratings are only representative of the samples inspected during each quarter. Therefore, a single quarter is not a statistically valid representation of the assets' conditions; only the rolling rating provides a 95% confidence level in statistical sampling.

Table 6: MRP Assessment Results

Element	Q4 2024 Rating	Q1 2025 Rating	Q2 2025 Rating	Q3 2025 Rating	Rolling Rating
Road Surface	98.0	100.0	96.0	100.0	**98.6**
Unpaved Shoulders and Ditches	100.0	100.0	100.0	100.0	**100.0**
Drainage	97.0	95.6	96.9	94.6	**96.0**
Roadside	96.9	99.1	97.7	99.2	**98.2**
Traffic Control Devices	92.2	89.5	89.3	94.5	**91.4**
Overall MRP Performance Rating	**96.2**	**96.0**	**94.9**	**97.4**	**96.2**