

NORTH CAROLINA
Turnpike Authority

Triangle Expressway

Roadway Operations Statistics Report

2026 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 2026. 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.

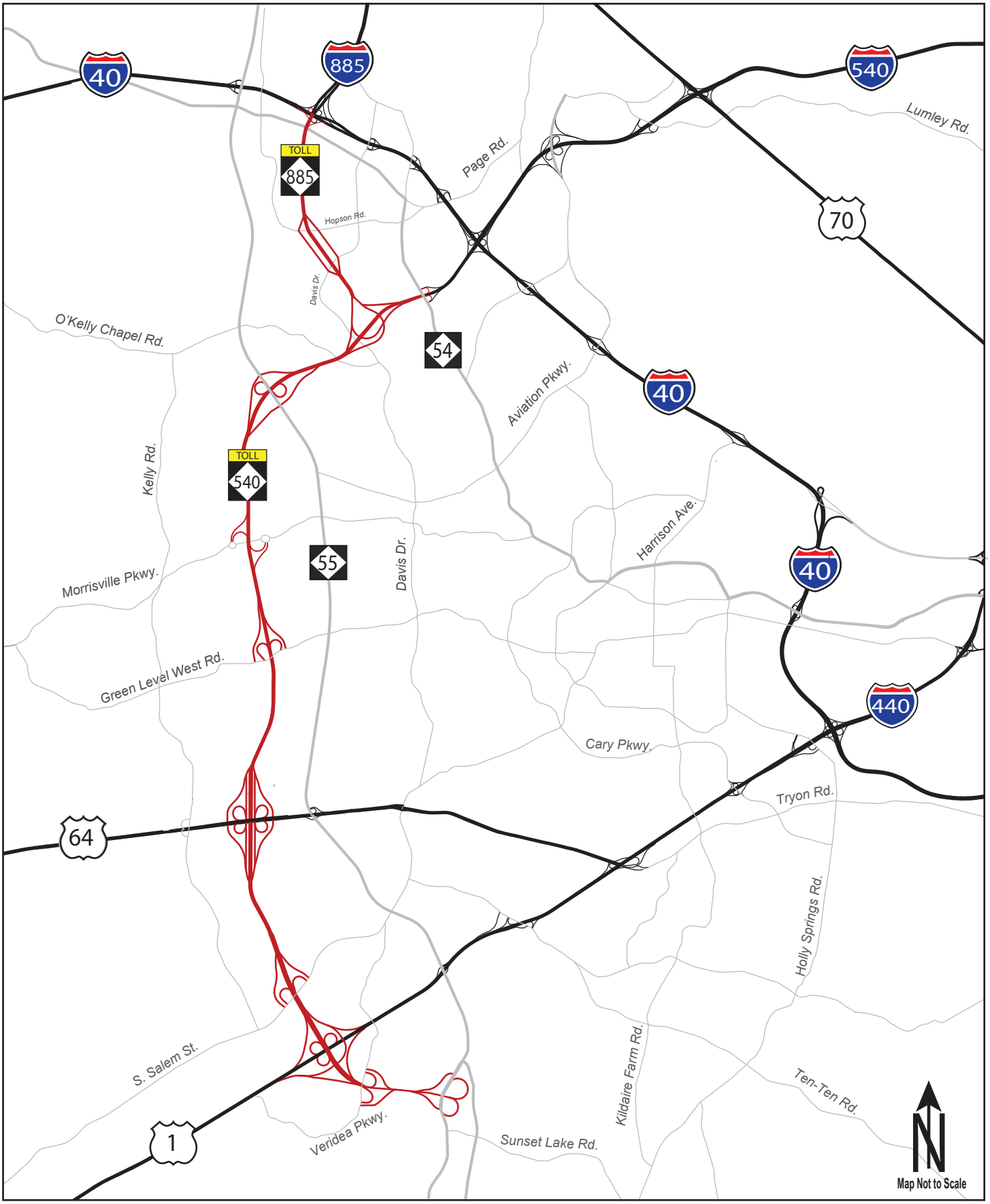
Toll N.C. 540 includes 33.6 miles of toll road between N.C. 54 in western Cary and I-40/ I-42 near Garner. The section from N.C. 54 to U.S. 64 opened to general traffic (toll-free) on August 1, 2012, and toll collection started on August 2, 2012. This section includes interchanges at N.C. 54, N.C. 55, 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

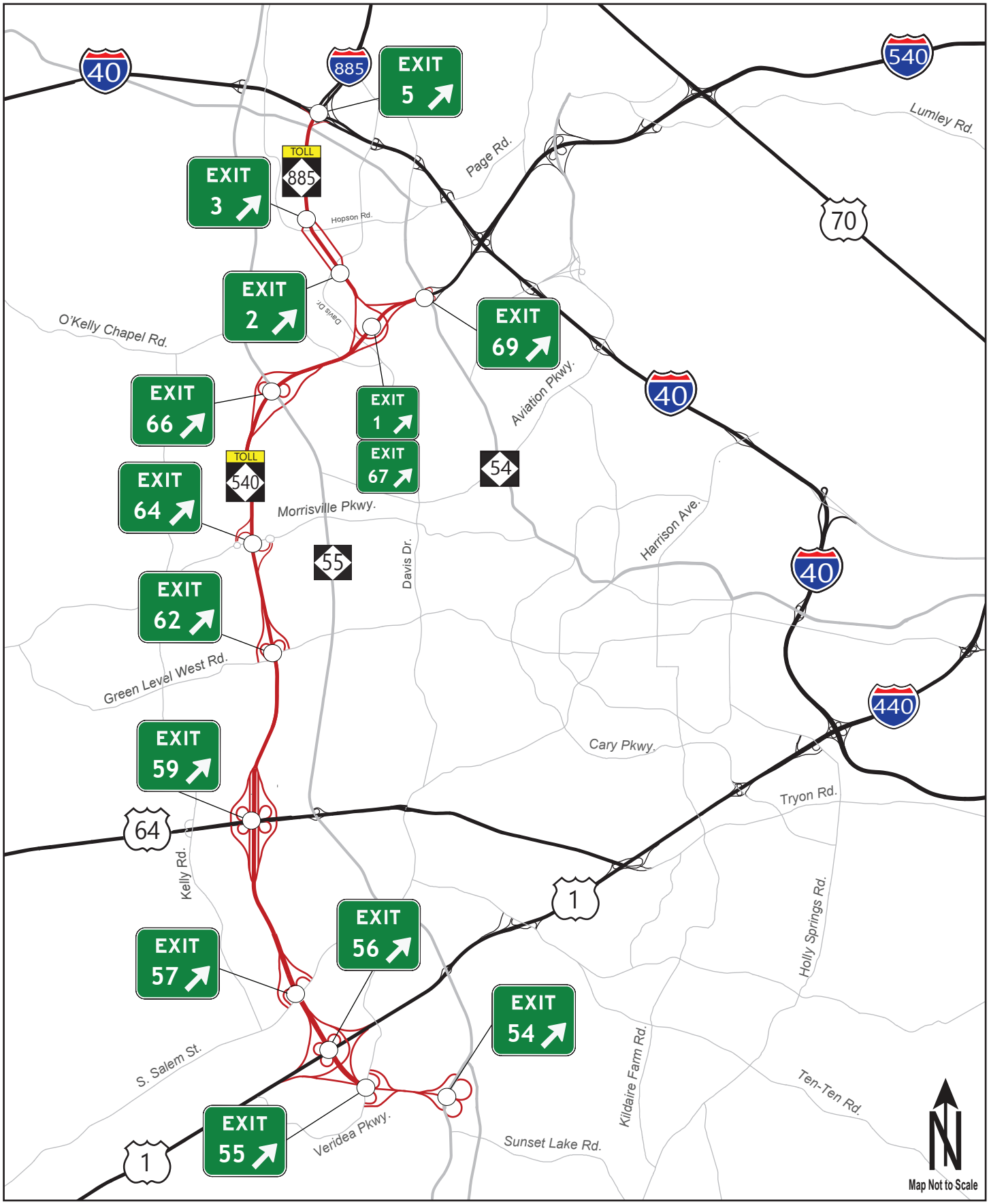
Traffic Statistics

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.

Average Weekday Traffic (AWT)

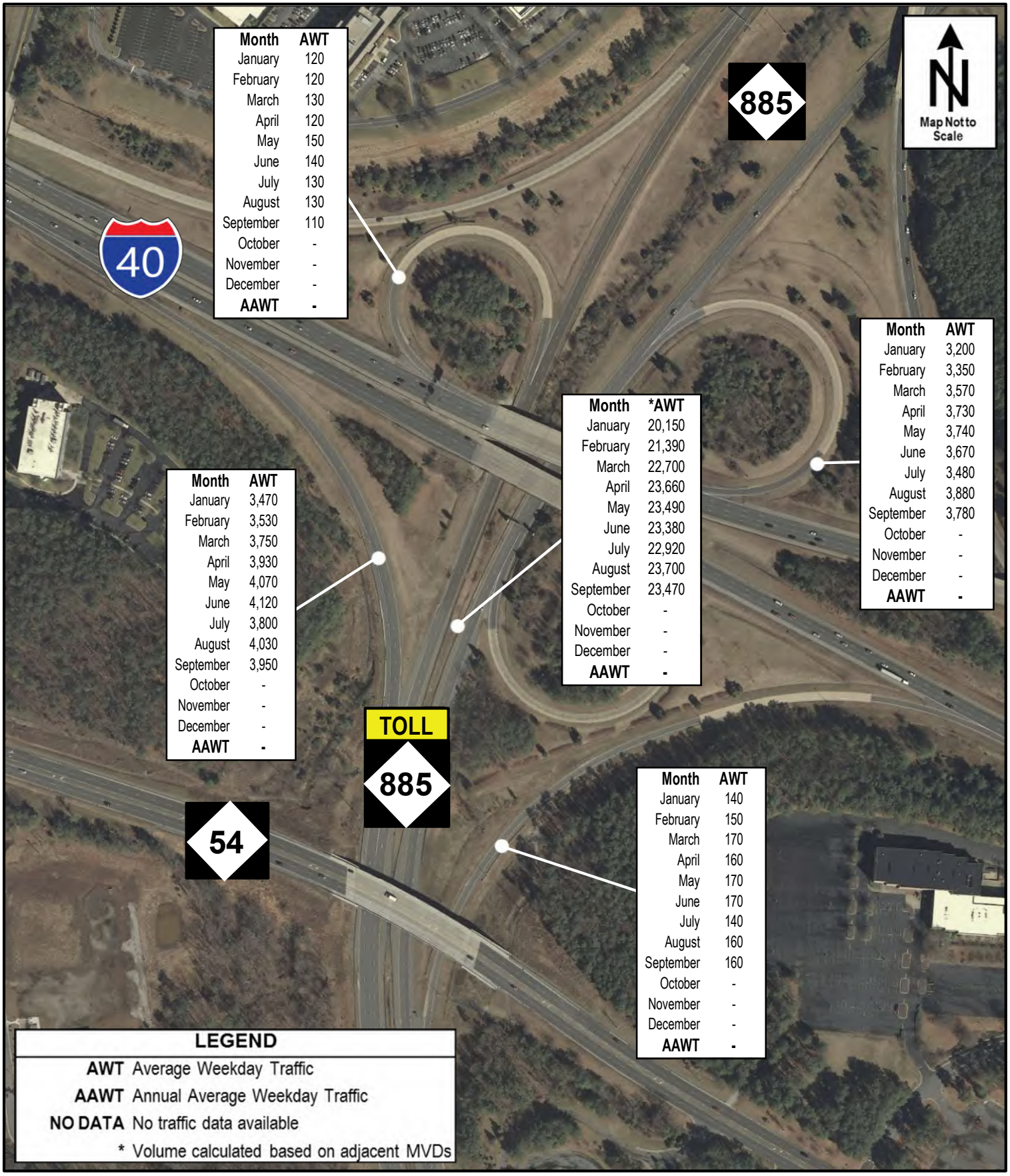
Traffic volume data is collected at all ramps and mainline segments between interchanges. The location of interchanges along the Triangle Expressway can be seen in *Figure 2*. Typically, there is a large difference between peak and off-peak volumes, as well as between weekday and weekend volumes. This 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



Month	AWT
January	120
February	120
March	130
April	120
May	150
June	140
July	130
August	130
September	110
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	3,200
February	3,350
March	3,570
April	3,730
May	3,740
June	3,670
July	3,480
August	3,880
September	3,780
October	-
November	-
December	-
AAWT	**-**

Month	*AWT
January	20,150
February	21,390
March	22,700
April	23,660
May	23,490
June	23,380
July	22,920
August	23,700
September	23,470
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	3,470
February	3,530
March	3,750
April	3,930
May	4,070
June	4,120
July	3,800
August	4,030
September	3,950
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	140
February	150
March	170
April	160
May	170
June	170
July	140
August	160
September	160
October	-
November	-
December	-
AAWT	**-**

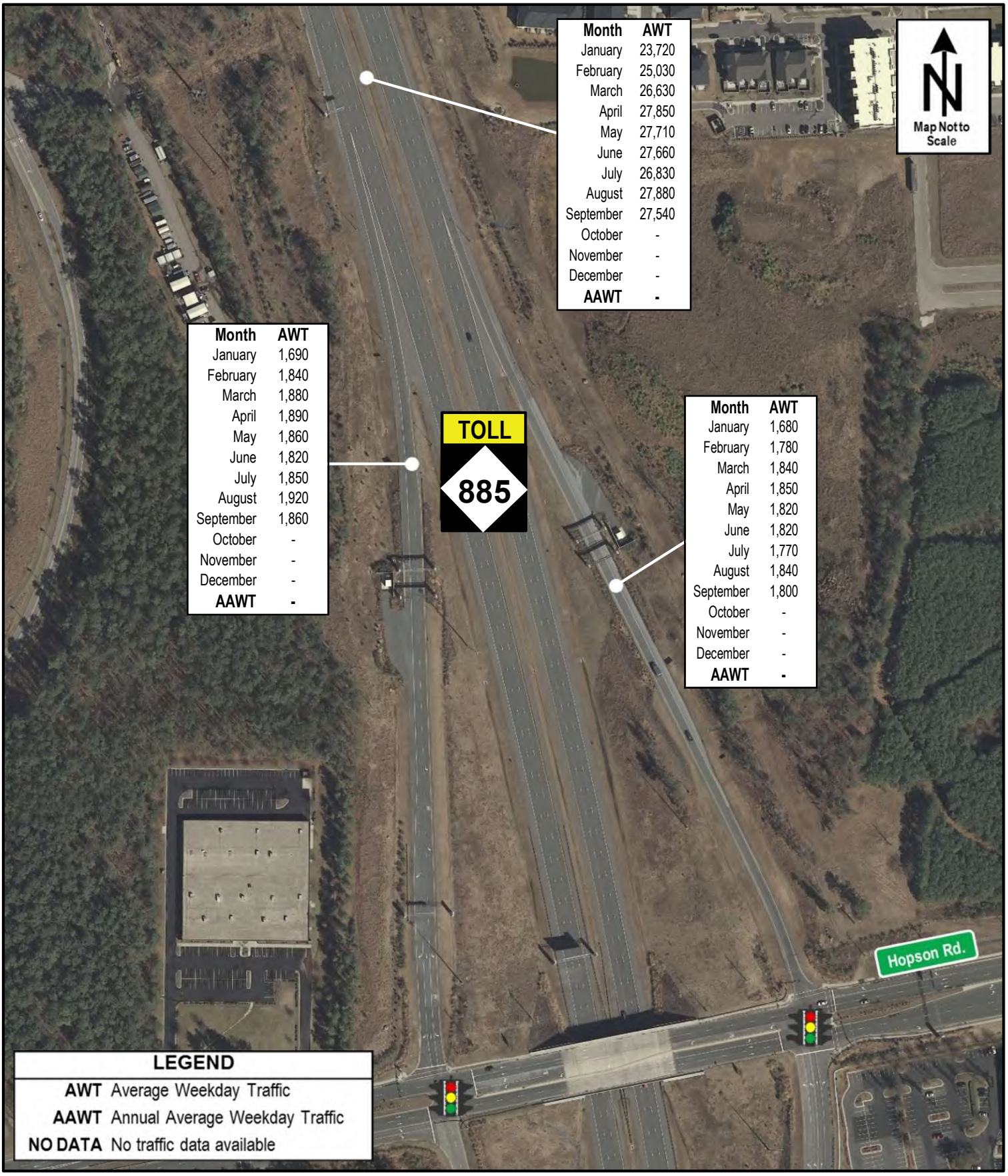
LEGEND

AWT Average Weekday Traffic
AAWT Annual Average Weekday Traffic
NO DATA No traffic data available
* Volume calculated based on adjacent MVDs

NC-885 at I-40 Interchange

2026 Average Weekday Traffic

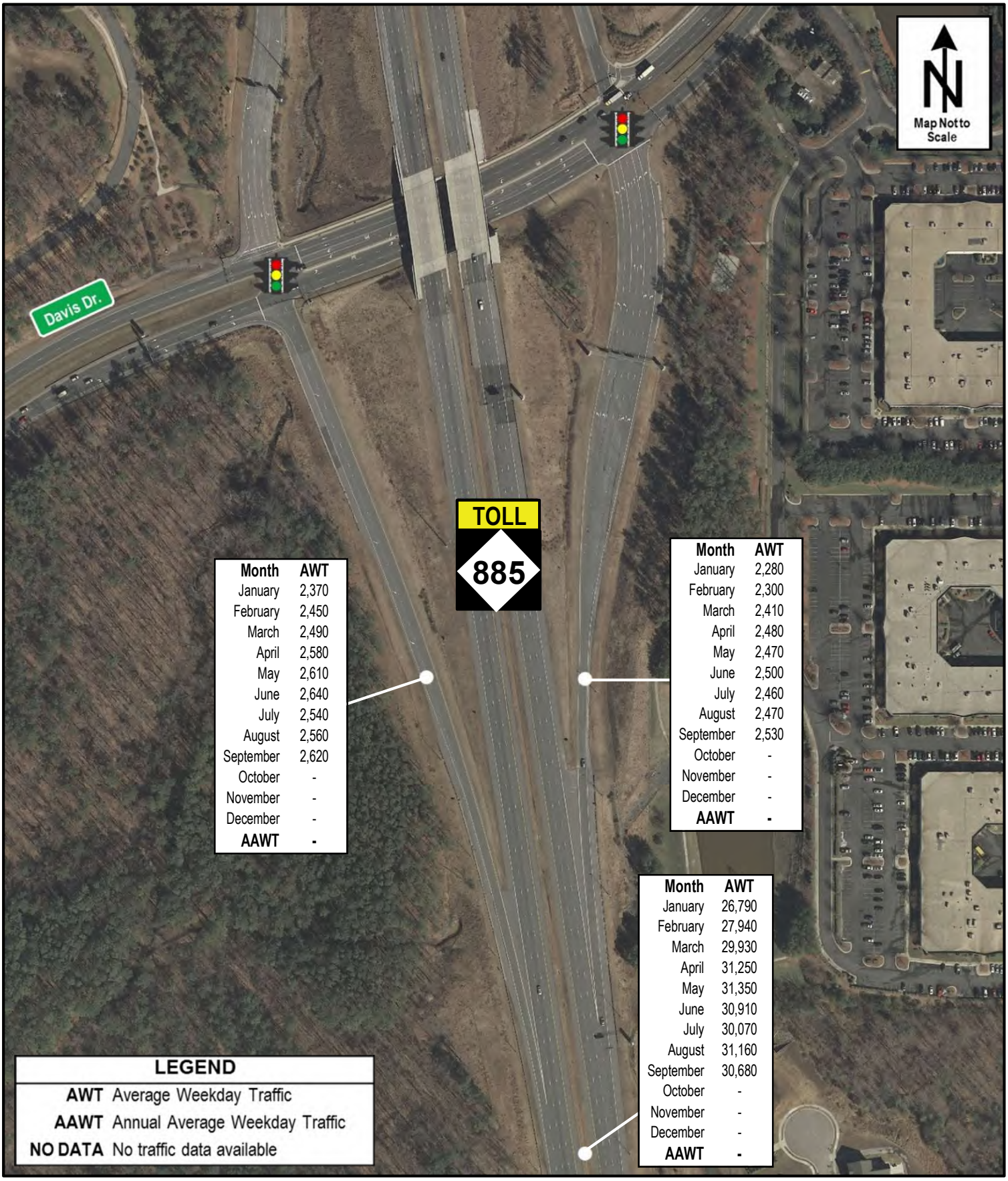
Figure 3



NC-885 at Hopson Rd. Interchange

2026 Average Weekday Traffic

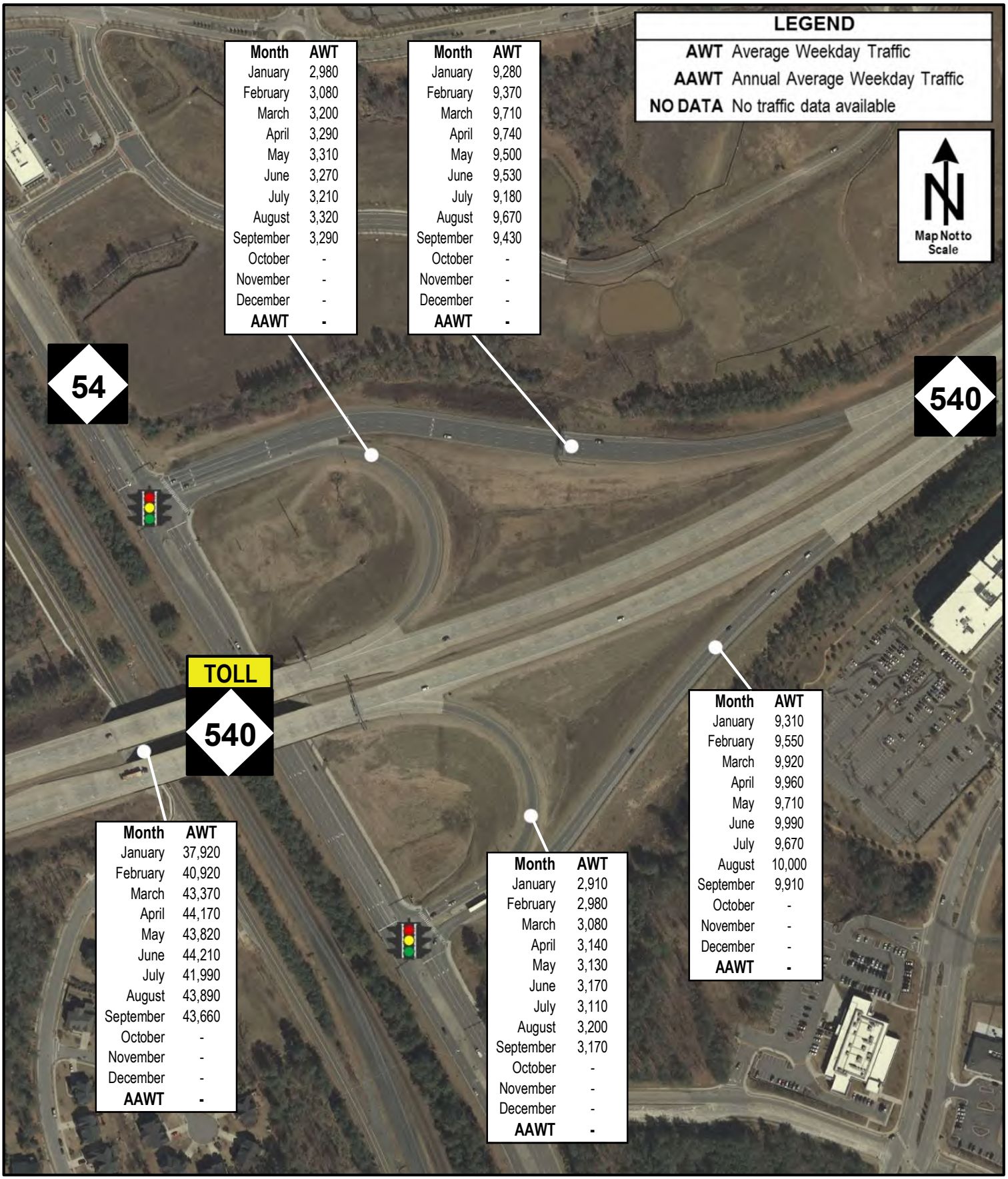
Figure 4



NC-885 at Davis Dr. Interchange

2026 Average Weekday Traffic

Figure 5



Month	AWT
January	2,980
February	3,080
March	3,200
April	3,290
May	3,310
June	3,270
July	3,210
August	3,320
September	3,290
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	9,280
February	9,370
March	9,710
April	9,740
May	9,500
June	9,530
July	9,180
August	9,670
September	9,430
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	9,310
February	9,550
March	9,920
April	9,960
May	9,710
June	9,990
July	9,670
August	10,000
September	9,910
October	-
November	-
December	-
AAWT	**-**

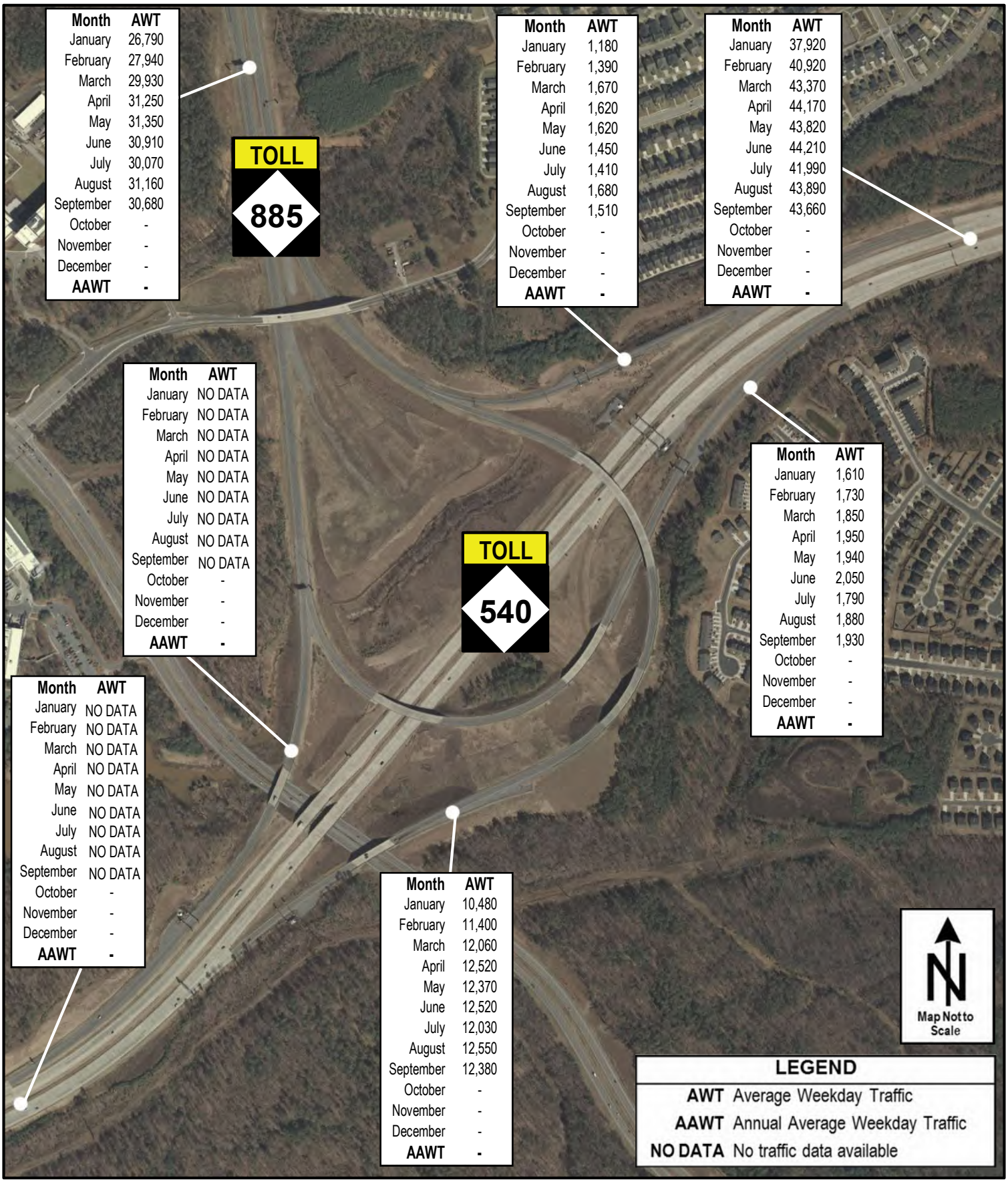
Month	AWT
January	37,920
February	40,920
March	43,370
April	44,170
May	43,820
June	44,210
July	41,990
August	43,890
September	43,660
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	2,910
February	2,980
March	3,080
April	3,140
May	3,130
June	3,170
July	3,110
August	3,200
September	3,170
October	-
November	-
December	-
AAWT	**-**

NC-540 at NC-54 Interchange

2026 Average Weekday Traffic

Figure 6



Month	AWT
January	26,790
February	27,940
March	29,930
April	31,250
May	31,350
June	30,910
July	30,070
August	31,160
September	30,680
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	1,180
February	1,390
March	1,670
April	1,620
May	1,620
June	1,450
July	1,410
August	1,680
September	1,510
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	37,920
February	40,920
March	43,370
April	44,170
May	43,820
June	44,210
July	41,990
August	43,890
September	43,660
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	1,610
February	1,730
March	1,850
April	1,950
May	1,940
June	2,050
July	1,790
August	1,880
September	1,930
October	-
November	-
December	-
AAWT	**-**

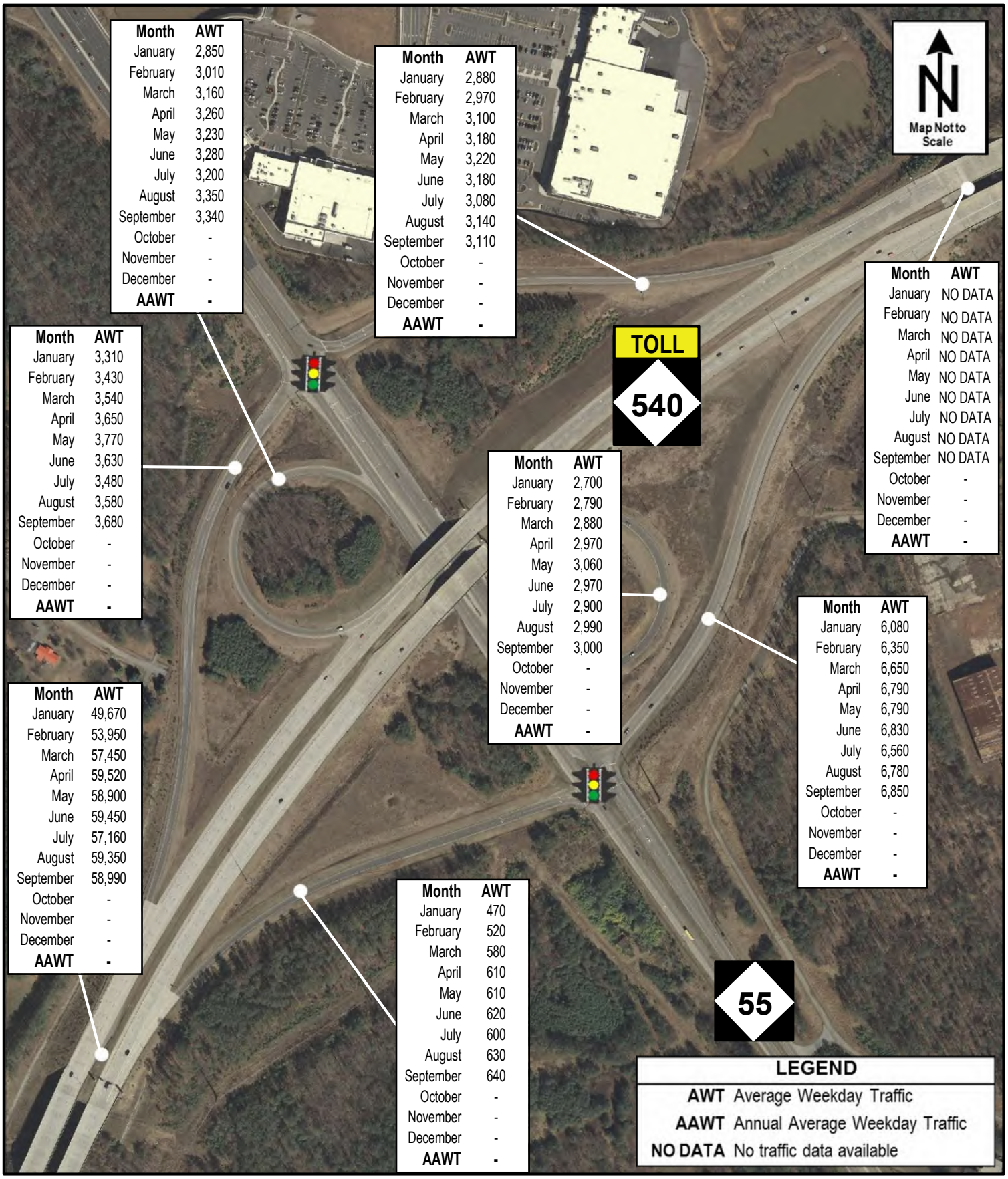
Month	AWT
January	NO DATA
February	NO DATA
March	NO DATA
April	NO DATA
May	NO DATA
June	NO DATA
July	NO DATA
August	NO DATA
September	NO DATA
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	10,480
February	11,400
March	12,060
April	12,520
May	12,370
June	12,520
July	12,030
August	12,550
September	12,380
October	-
November	-
December	-
AAWT	**-**

NC-540 at NC-885 Interchange

2026 Average Weekday Traffic

Figure 7



Month	AWT
January	2,850
February	3,010
March	3,160
April	3,260
May	3,230
June	3,280
July	3,200
August	3,350
September	3,340
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	2,880
February	2,970
March	3,100
April	3,180
May	3,220
June	3,180
July	3,080
August	3,140
September	3,110
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	3,310
February	3,430
March	3,540
April	3,650
May	3,770
June	3,630
July	3,480
August	3,580
September	3,680
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	2,700
February	2,790
March	2,880
April	2,970
May	3,060
June	2,970
July	2,900
August	2,990
September	3,000
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	6,080
February	6,350
March	6,650
April	6,790
May	6,790
June	6,830
July	6,560
August	6,780
September	6,850
October	-
November	-
December	-
AAWT	**-**

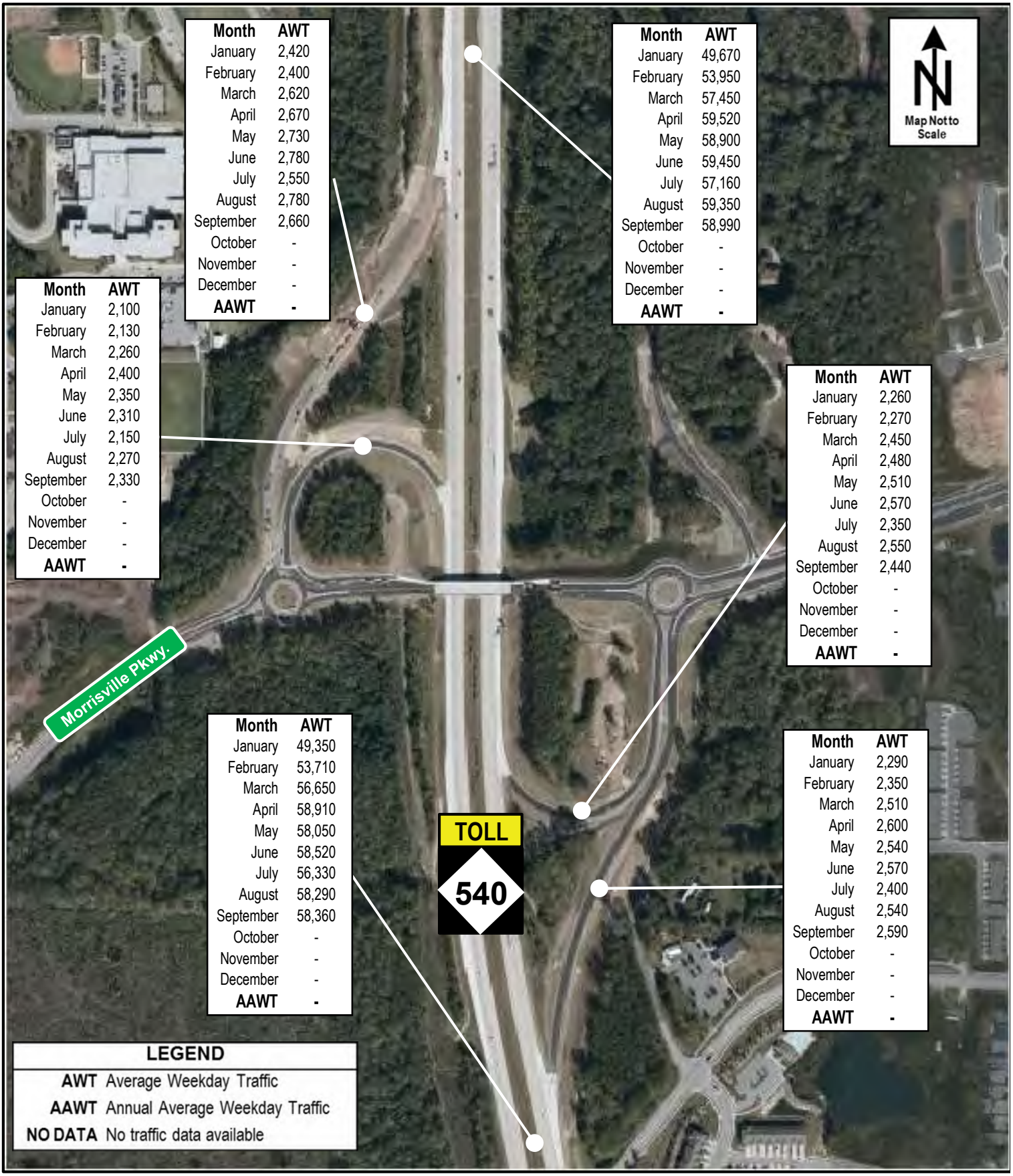
Month	AWT
January	49,670
February	53,950
March	57,450
April	59,520
May	58,900
June	59,450
July	57,160
August	59,350
September	58,990
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	470
February	520
March	580
April	610
May	610
June	620
July	600
August	630
September	640
October	-
November	-
December	-
AAWT	**-**

NC-540 at NC-55 Interchange

2026 Average Weekday Traffic

Figure 8



Month	AWT
January	2,420
February	2,400
March	2,620
April	2,670
May	2,730
June	2,780
July	2,550
August	2,780
September	2,660
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	49,670
February	53,950
March	57,450
April	59,520
May	58,900
June	59,450
July	57,160
August	59,350
September	58,990
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	2,100
February	2,130
March	2,260
April	2,400
May	2,350
June	2,310
July	2,150
August	2,270
September	2,330
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	2,260
February	2,270
March	2,450
April	2,480
May	2,510
June	2,570
July	2,350
August	2,550
September	2,440
October	-
November	-
December	-
AAWT	**-**

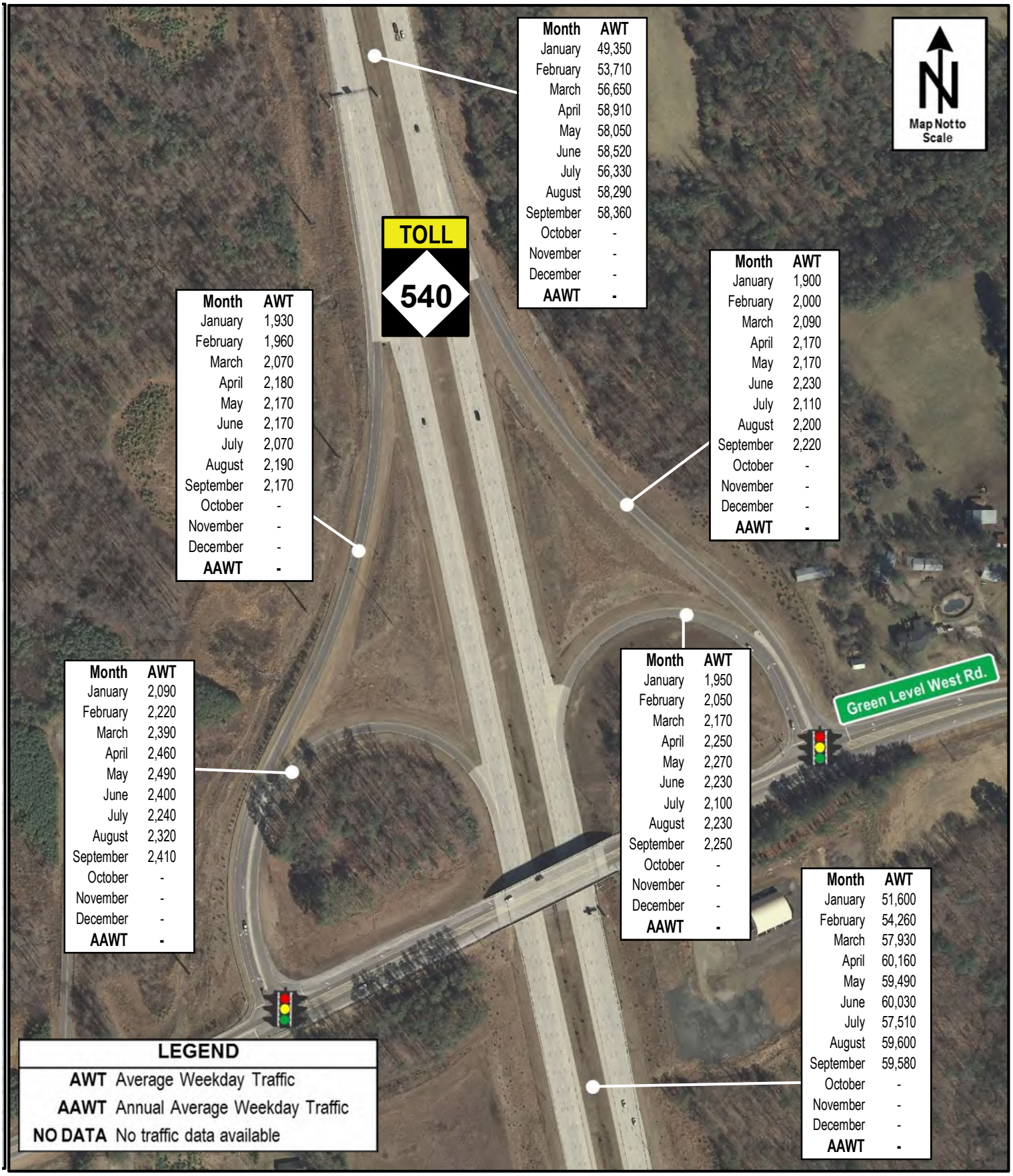
Month	AWT
January	49,350
February	53,710
March	56,650
April	58,910
May	58,050
June	58,520
July	56,330
August	58,290
September	58,360
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	2,290
February	2,350
March	2,510
April	2,600
May	2,540
June	2,570
July	2,400
August	2,540
September	2,590
October	-
November	-
December	-
AAWT	**-**

NC-540 at Morrisville Pkwy. Interchange

2026 Average Weekday Traffic

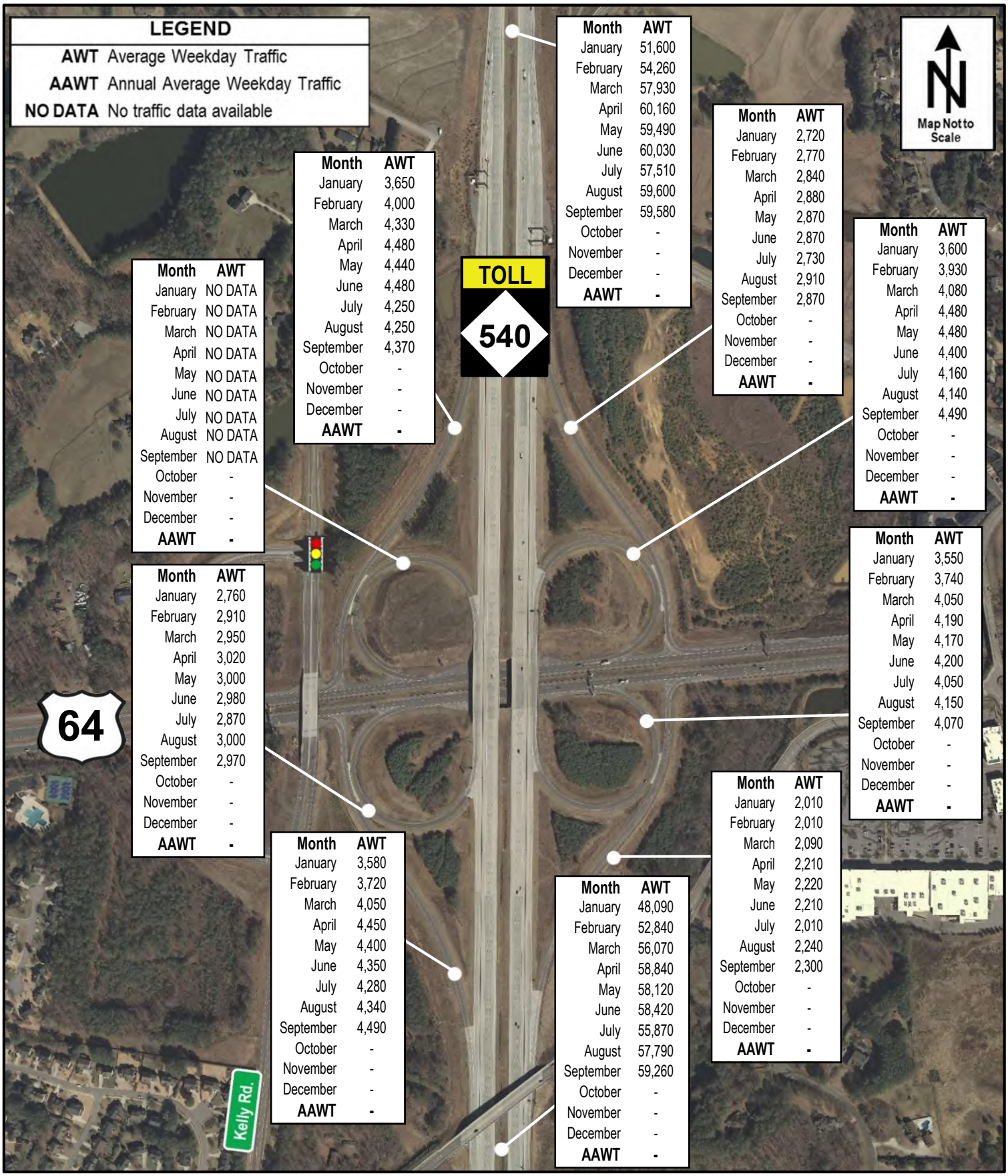
Figure 9



NC-540 at Green Level West Rd. Interchange

2026 Average Weekday Traffic

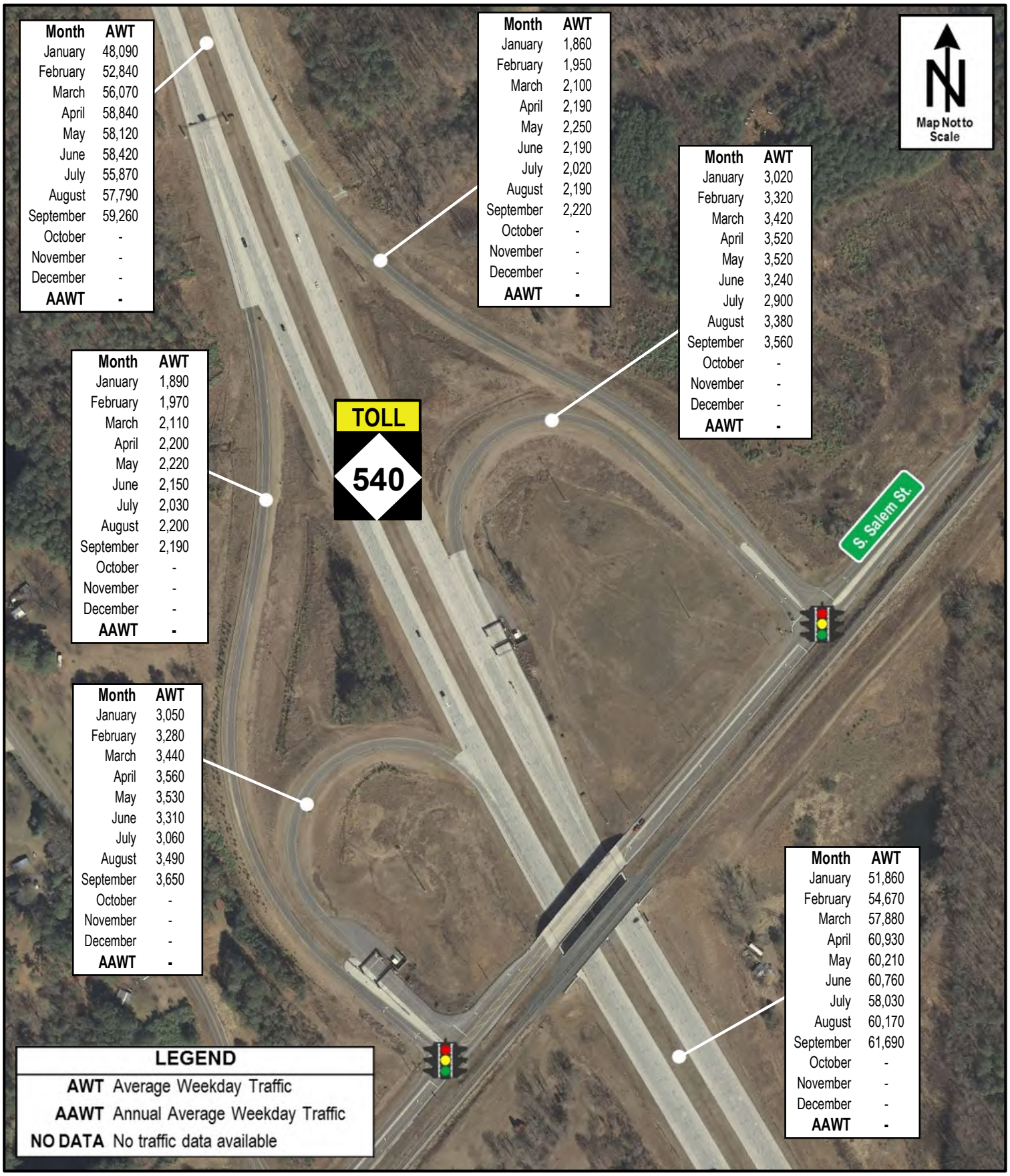
Figure 10



NC-540 at US-64 Interchange

2026 Average Weekday Traffic

Figure 11



Month	AWT
January	48,090
February	52,840
March	56,070
April	58,840
May	58,120
June	58,420
July	55,870
August	57,790
September	59,260
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	1,860
February	1,950
March	2,100
April	2,190
May	2,250
June	2,190
July	2,020
August	2,190
September	2,220
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	3,020
February	3,320
March	3,420
April	3,520
May	3,520
June	3,240
July	2,900
August	3,380
September	3,560
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	1,890
February	1,970
March	2,110
April	2,200
May	2,220
June	2,150
July	2,030
August	2,200
September	2,190
October	-
November	-
December	-
AAWT	**-**

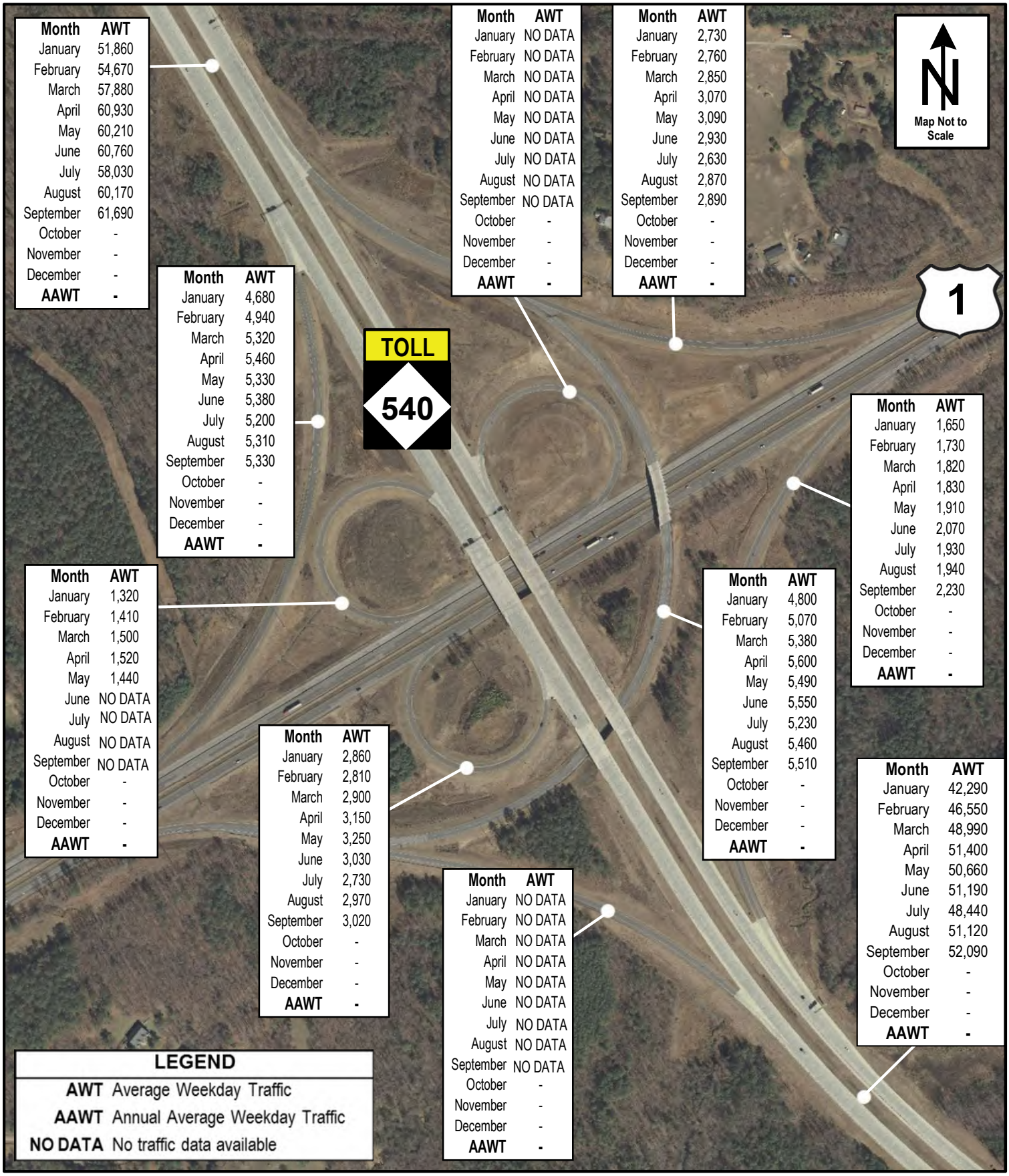
Month	AWT
January	3,050
February	3,280
March	3,440
April	3,560
May	3,530
June	3,310
July	3,060
August	3,490
September	3,650
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	51,860
February	54,670
March	57,880
April	60,930
May	60,210
June	60,760
July	58,030
August	60,170
September	61,690
October	-
November	-
December	-
AAWT	**-**

NC-540 at S. Salem St. Interchange

2026 Average Weekday Traffic

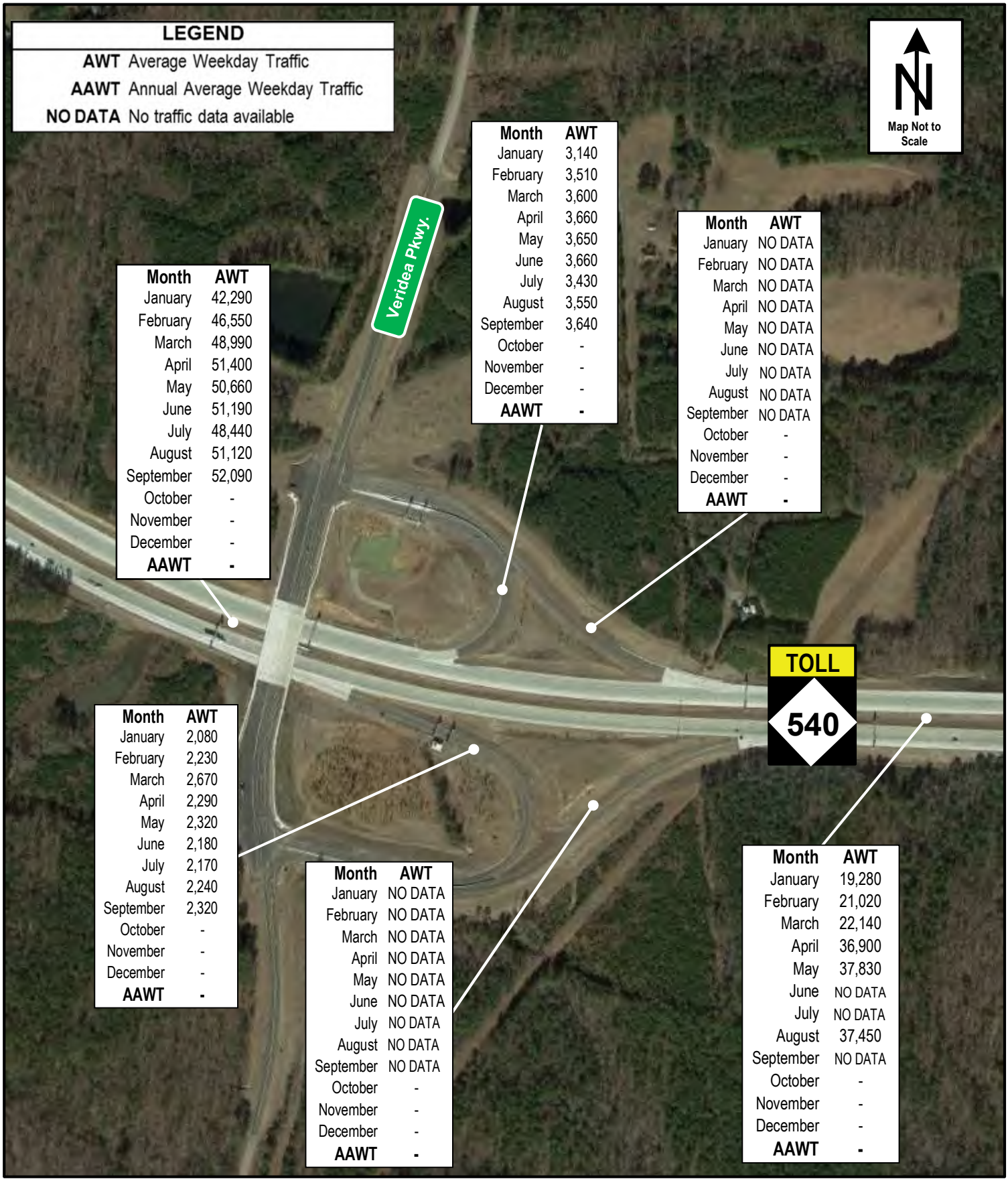
Figure 12



NC-540 at US-1 Interchange

2026 Average Weekday Traffic

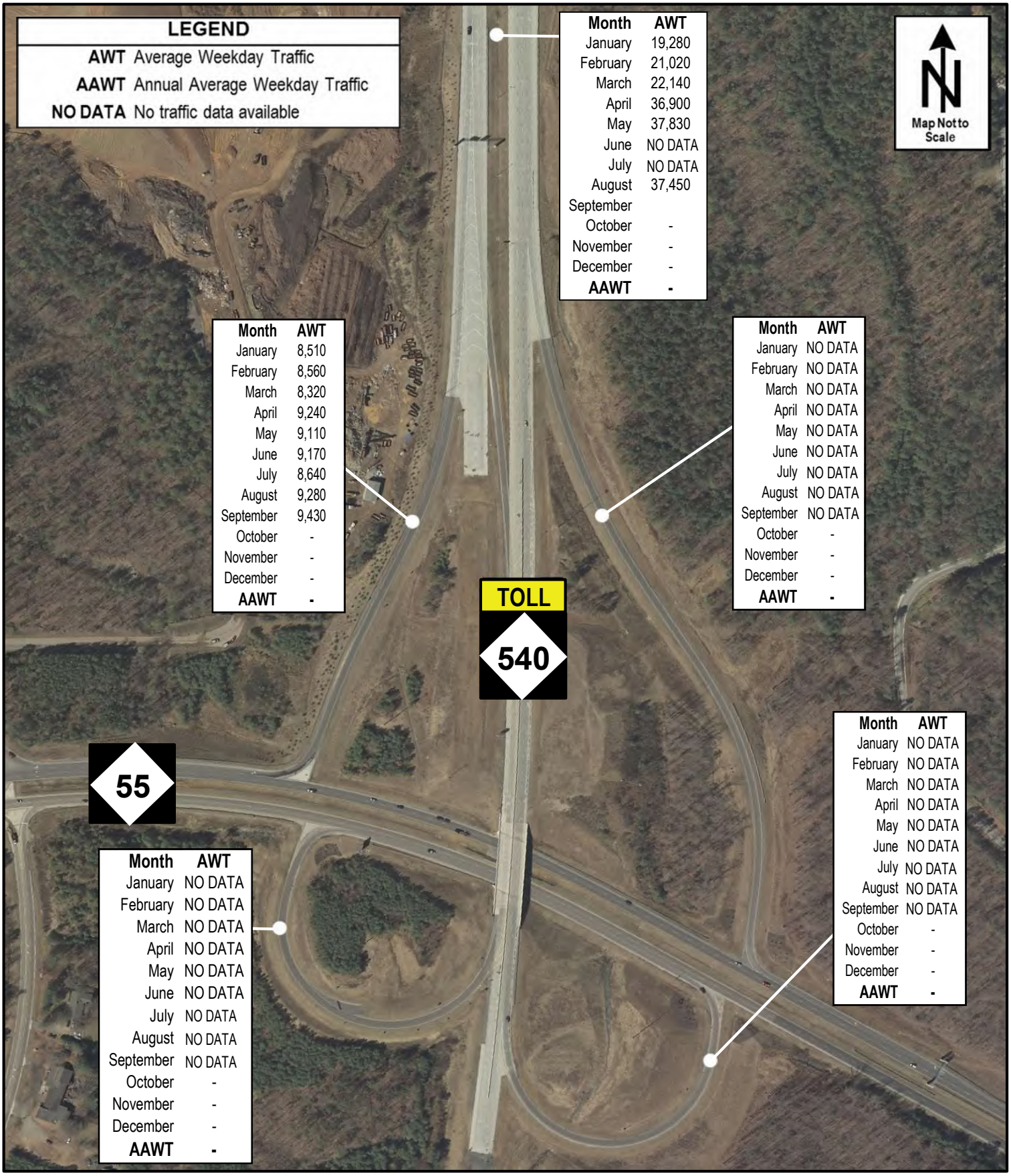
Figure 13



NC-540 at Veridea Pkwy. Interchange

2026 Average Weekday Traffic

Figure 14



Month	AWT
January	19,280
February	21,020
March	22,140
April	36,900
May	37,830
June	NO DATA
July	NO DATA
August	37,450
September	
October	-
November	-
December	-
AAWT	**-**

Month	AWT
January	8,510
February	8,560
March	8,320
April	9,240
May	9,110
June	9,170
July	8,640
August	9,280
September	9,430
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

2026 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 (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, 2023, through August 31, 2026, 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 2021-2025 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, 2023 – August 31, 2026

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	132.70	159.48
Toll N.C. 540 N.C. 54 to N.C. 55	2.8	50,700	79	155.26	50.88	132.70	148.23
Toll N.C. 540 N.C. 55 to U.S. 64	6.7	49,200	102	359.52	28.37	132.70	142.83
Toll N.C. 540 U.S. 64 to N.C. 55 Bypass	5.9	41,000	121	263.43	45.93	132.70	144.57
Toll N.C. 540 N.C. 55 Bypass to I-40	17.1	18,000	187	335.96	55.66	132.70	143.19
Triangle Expressway	**35.5**	**30,000**	**520**	**1167.92**	**44.52**	**132.70**	**138.29**

[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 Advanced Traffic Management System (ATMS) 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 2026. 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 2026. "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: 2026 SHP Chargeable Activities, YTD

Chargeable Activities	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Speed Violations	45	55	52	44	69	37	58	60	77				**497**
Alcohol Violations	1	2	0	1	1	0	0	1	0				**6**
Seat Belt Violations	18	4	20	32	14	6	15	5	10				**124**
Child Restraint Violations	1	0	5	0	2	0	1	0	0				**9**
Reckless Driving	7	16	14	14	12	14	7	11	7				**102**
Drug Violations	0	0	0	0	0	0	0	0	0				**0**
Obstructed Plates	0	0	0	0	0	0	0	0	0				**0**
Other Violations	115	85	138	175	112	84	55	19	32				**815**
Total Charges	**187**	**162**	**229**	**266**	**210**	**141**	**136**	**96**	**126**				**2,748**

Table 3: 2026 SHP Non-Chargeable Activities, YTD

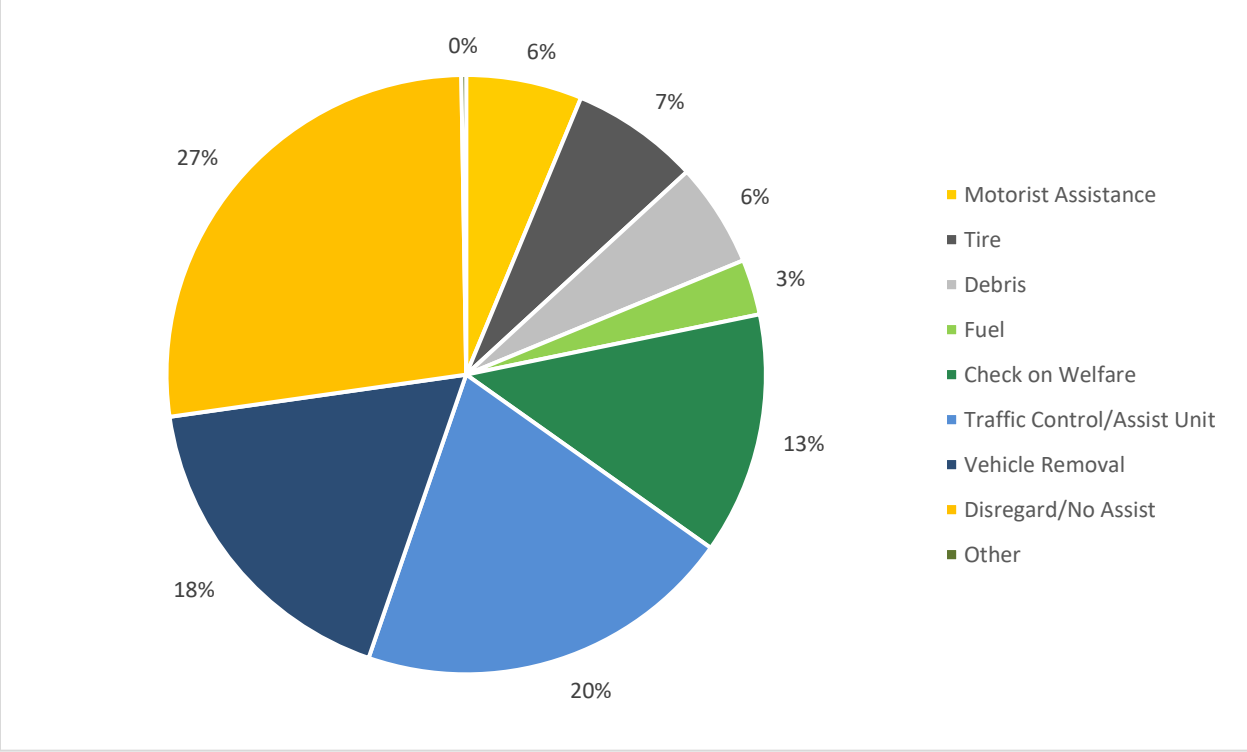
Non-Chargeable Activities	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Warnings	108	129	98	93	116	89	35	98	73				**839**
Crashes Investigated	15	19	15	19	26	0	24	26	34				**178**
Calls for Service	46	51	33	51	59	44	48	44	69				**445**
Total	**169**	**199**	**146**	**163**	**201**	**133**	**107**	**168**	**176**				**1,462**

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 2026. The “other” category includes extinguish fire service, first aid service, and other rare miscellaneous services.

Table 4: 2026 IMAP Services, YTD

Assist Type	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Motorist Assistance	1	1	6	10	5	8	7	7	3				**48**
Tire	4	8	0	13	5	1	13	6	3				**53**
Debris	3	4	3	6	2	4	7	7	7				**43**
Fuel	0	1	4	3	2	1	1	7	4				**23**
Check on Welfare	5	12	12	8	18	12	11	16	6				**100**
Traffic Control / Assist Unit	13	13	10	18	21	14	28	20	20				**157**
Vehicle Removal	2	10	9	15	17	16	21	26	18				**134**
Disregard / No Assist	10	17	19	25	35	32	33	22	14				**207**
Other	0	0	0	1	0	1	0	0	0				**2**
Total Assists	**38**	**66**	**63**	**99**	**105**	**89**	**121**	**111**	**75**				**767**

Figure 16: 2026 IMAP Services by Type, YTD



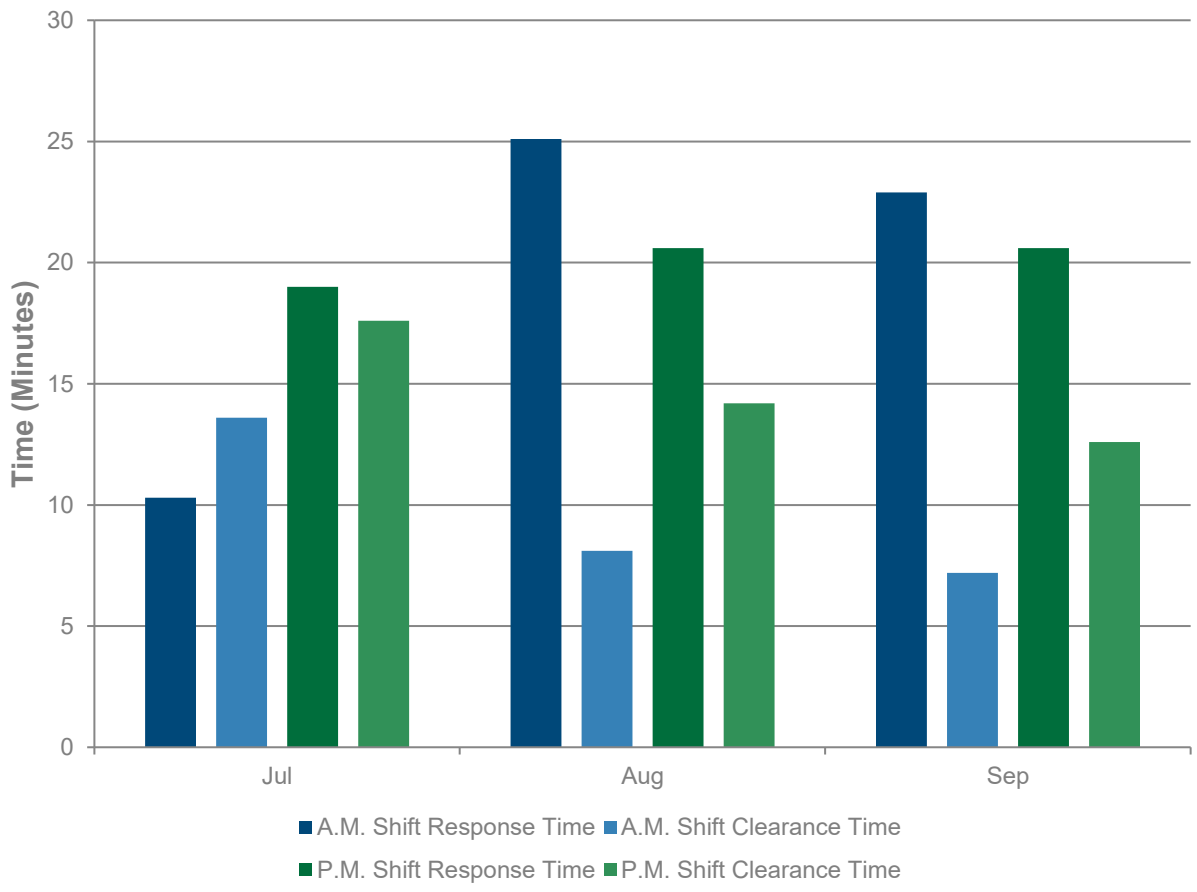
The response and clearance times for all IMAP assists are logged by IMAP and provided to the NCTA. Response time is the time from which a responder receives a call to the time they arrive on the scene. Clearance time is the time it takes the responder to clear the incident and return the roadway to normal 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: 2026 Average IMAP Response & Clearance Times (Minutes), YTD

Response Type	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2026 Average
AM Shift Response	29.0	26.3	20.0	32.7	24.5	9.5	10.3	25.1	22.9				**21.3**
AM Shift Clearance	32.9	13.8	121.0	4.7	5.1	6.3	13.6	8.1	7.2				**15.4**
PM Shift Response	21.7	15.3	29.2	26.0	20.5	21.7	19.0	20.6	20.6				**22.2**
PM Shift Clearance	16.8	9.5	4.9	16.6	14.1	4.5	17.6	14.2	12.6				**12.4**

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 2025/2026 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 2025 Rating	Q1 2026 Rating	Q2 2026 Rating	Q3 2026 Rating	Rolling Rating
Road Surface	100.0	100.0	97.5	96.0	**98.2**
Unpaved Shoulders and Ditches	100.0	98.2	100.0	98.7	**99.4**
Drainage	96.1	96.7	97.3	95.1	**96.3**
Roadside	98.6	98.6	97.4	96.7	**97.8**
Traffic Control Devices	90.7	81.9	95.5	94.0	**91.1**
Overall MRP Performance Rating	**96.4**	**93.6**	**97.2**	**95.7**	**95.9**