

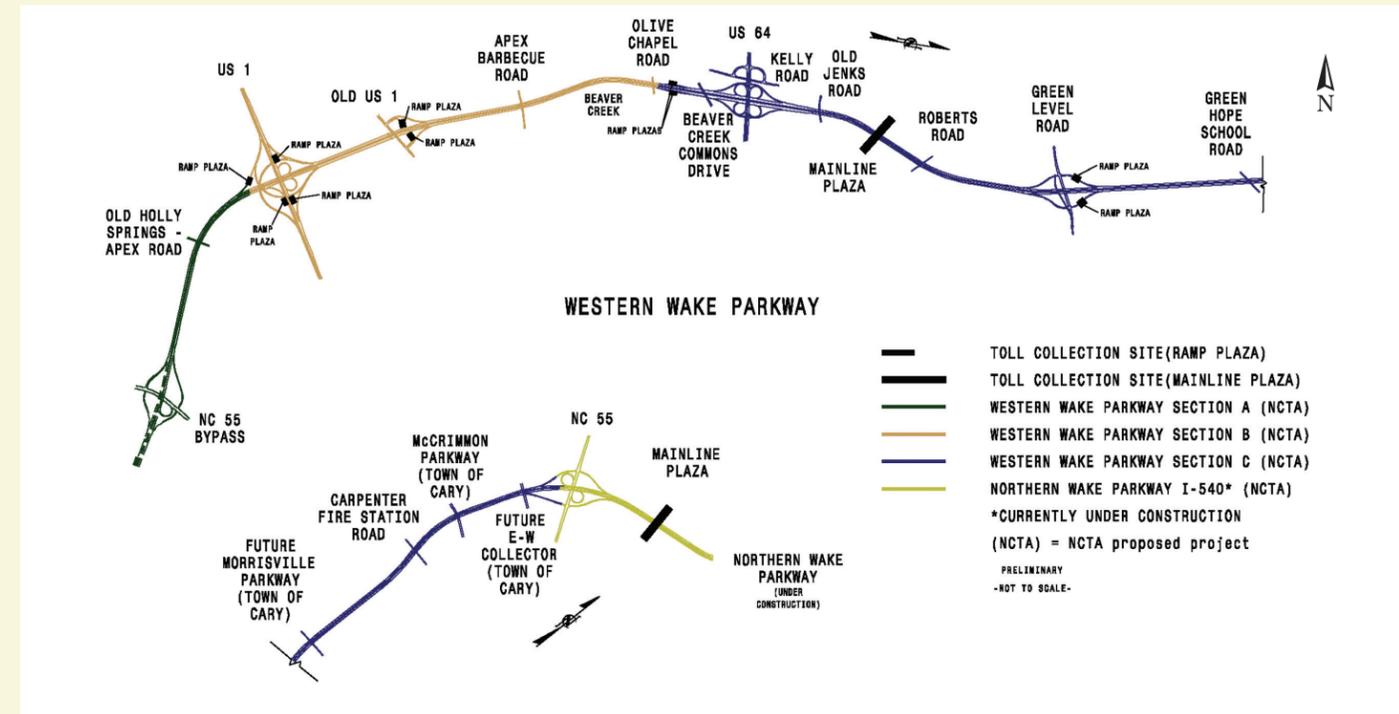
About the Proposed Toll Alternative

The proposed toll alternative for Western Wake Parkway has five interchanges located at NC 55 Bypass, US 1, Old US 1, US 64, and Green Level Road. The mainline

toll plaza is proposed to be located north of the US 64 interchange with three electronic toll collection (ETC) lanes and two cash lanes for each direction. Toll collection sites

are also proposed at the following locations: the US 1 interchange, the Old US 1 interchange, the US 64 interchange, and the Green Level Road interchange. There will

also be a mainline toll plaza north of NC 55. Each of the proposed toll collection plazas associated with these interchanges has one cash lane and one ETC lane.



WESTERN WAKE PARKWAY



Welcome to the Western Wake Parkway Citizens Informational Workshop

Questions?

We look forward to your continued participation in this project. You may write or call the study team at any time with questions, comments, or concerns.

For project-specific information, please contact:

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During tonight's workshop, the North Carolina Turnpike Authority (NCTA), in coordination with the North Carolina Department of Transportation (NCDOT), will provide you with information regarding the proposed project.

Tonight's agenda is informal. Please:

Sign In and Collect a Handout.

Please sign in at the registration table and provide your address to help us maintain a current project mailing list and document public participation in the workshop.

Learn About the Project.

Project displays and other project materials are available to help you learn about the project.

Ask Questions.

Project team members are available to answer your questions about the proposed project.

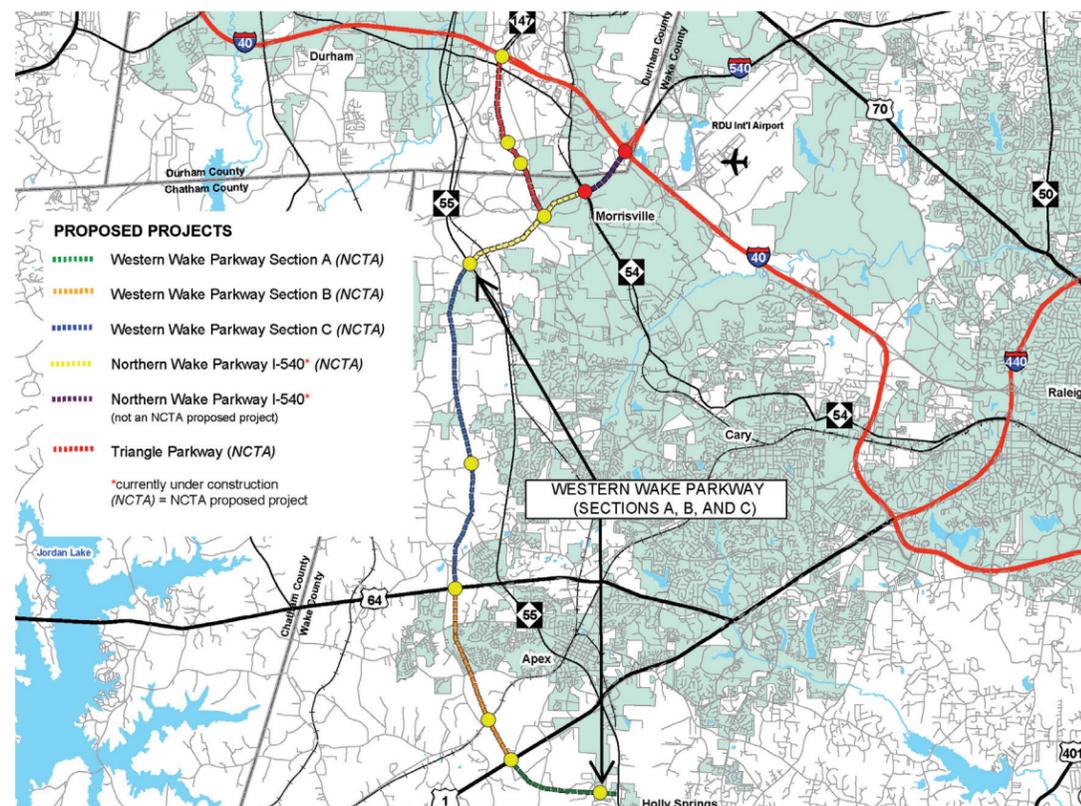
Provide Your Input.

This information packet includes a comment sheet. We look forward to receiving your input.

Please submit your comments tonight or mail your comments to the address on the comment sheet postmarked by **March 12, 2007**.



Project Vicinity



About the Project

The NCTA proposes to construct a six-lane, controlled access roadway (Western Wake Parkway) on new location from NC 55 at SR 1172 (Old Smithfield Road) to NC 55 near SR 1630 (Alston Avenue). The proposed project is needed to accommodate the increasing transportation demand in the western Wake County area. The proposed project will be approximately 12.6 miles in length, following the same route as the preserved corridor and the Preferred Alternative, as identified in the April 2004 Record of Decision. (Refer to page 2 of this handout for additional information on the preserved corridor.)

The Western Wake Parkway is an important part of the proposed Raleigh Outer Loop, an element of the Wake County Thoroughfare Plan. The parkway is intended to relieve congestion on I-440 and other local roadways, such as NC 55 and NC 54. The proposed Western Wake Parkway has estimated project costs that range between \$405 million to \$725 million (January 2007 dollars) based on preliminary design plans and estimates. The project is not funded in the 2007-2013 Draft Transportation Improvement Program and therefore it is not likely to be constructed in the foreseeable future without the use of innovative financing, such as tolling.



Frequently Asked Questions

What is a controlled-access roadway?

A controlled access roadway is one in which there are no driveways or at-grade intersections. Motorists are only able to enter/exit the facility by way of an interchange.

Will tolls pay for the entire cost of construction?

With a preliminary construction estimate for the proposed Western Wake Parkway currently ranging between \$405 to \$725 million, it is too soon to tell what the final project costs will be. Tolls generally pay for a portion of the total construction cost. Bonds are sold to raise money so that construction can begin sooner. However, funding from the sale of bonds will pay only part of the construction cost for toll roads. Other federal, state, and local funds will still be needed to develop the project.

How Much Will the Tolls Cost Drivers?

Specific costs have not yet been decided. Tolls will be based on a number of factors, including the cost of the project, type of toll collection system, distance traveled, vehicle type (e.g., motorcycle, car, bus, large truck) and other factors. All revenues from tolls will be used to cover the cost of financing, operating, and maintaining the road.

How Will We Be Able to Pay at the Tolls?

The NCTA is evaluating different options available for toll collection. We will likely utilize an open road (highway speed) transponder-based system as our primary means of collection. This would allow drivers to open an account, then drive through the toll collection points unobstructed at highway speeds. A cash lane (which will accept cash, credit cards, and ATM bank cards) will be provided when Western Wake Parkway is first open to traffic for occasional users or those that choose not to open an account.



Existing Development within the Project Vicinity

Environmental Planning Study: A Reevaluation Report

Currently, a reevaluation is being conducted to assure that the environmental documentation for the proposed action (FEIS/Record of Decision for Western Wake Parkway) is still valid prior to implementing the project as a toll facility.

A reevaluation is an assessment of any changes which may have occurred in either the project's concept or the affected environment. The Western Wake Parkway Reevaluation Report is a decision-making tool that will assist the FHWA

in determining whether or not a Supplemental Environmental Impact Statement is necessary.

While the report will consider all impact topics covered in the Western Wake FEIS, the primary focus of the Western

Wake Parkway Reevaluation Report will be to evaluate: **Traffic:** the potential change in traffic volumes from a non-toll facility to a toll facility; **Accessibility:** accessibility to non-tolled, parallel routes (e.g., NC 55); and

Environmental Impacts: the construction footprint necessary to accommodate the toll plazas. The more detailed impact analyses will include evaluating traffic capacity, air quality, traffic noise, and environmental justice issues.

Project History

Preserved Corridor

During the early 1990s, the NCDOT recognized that rapid development in western Wake County could eliminate any desirable corridors for the proposed project or result in extraordinary community impacts, including a large number of relocations and division of neighborhoods. Therefore, the NCDOT determined that implementation of the state's Roadway Corridor Official Map Act was appropriate. A public hearing was held in May 1993 to obtain public comments on the alternatives being considered for corridor protection. Subsequently, a 300-foot-wide corridor was selected. This preserved corridor was formally adopted by the Board of Transportation in August 1993.

Previous Environmental Documentation

In 1996, the NCDOT began preparing an Environmental Impact Statement (EIS) for the proposed project. A corridor public hearing was held in June 2000. By January 2004, the project's Final EIS (FEIS) was signed by NCDOT and the Federal Highway

Administration (FHWA). The FEIS provided a Preferred Alternative and documented the potential impacts to the natural and human environments associated with constructing the proposed Western Wake Parkway.

Three months later, FHWA approved the Record of Decision in April 2004. In March 2005, the design public hearing was held.

Financial Feasibility Study

In December 2005, mayors of five Wake County towns (Apex, Cary, Holly Springs, Fuquay-Varina, and Garner) requested that the NCTA conduct a financial feasibility study for building the western and southern Wake County sections of the Raleigh Outer Loop as a toll road.

A resolution was signed by the mayors and the Regional Transportation Alliance. The resolution noted support for constructing Western Wake Parkway as a toll road.

Preliminary Traffic and Revenue Study

A Preliminary Traffic and Revenue Study, completed in June 2006, found that:

- 1) there is considerable need for the proposed Western Wake Parkway;
- 2) the facility would generate considerable benefits;
- 3) the facility is necessary to support the anticipated population and economic growth in the corridor; and
- 4) a significant increase in revenue potential would occur due to the addition of a mainline toll plaza.

Information on the Financial Feasibility Study and the Preliminary Traffic and Revenue Study can be found on the project website at www.ncturnpike.org/projects/Western_Wake/documents.asp

Project Schedule

Milestone	Date
Draft Reevaluation Report	Spring 2007
Air Quality Conformity	Summer 2007
Final Reevaluation Report	Summer 2007
Obtain Environmental Permit	Fall 2007
Design-Build Construction Contract Award	Winter 2007
Anticipated Opening Year	Fall 2011

Subject to change

North Carolina Turnpike Authority

In October 2002, the North Carolina General Assembly established a law creating the North Carolina Turnpike Authority (NCTA). NCTA is authorized to study, develop, construct, operate, and maintain up to nine toll roads in the state. The Western Wake Parkway is one of the NCTA's potential toll roads. The law prohibits the NCTA from tolling existing roads.

Toll revenue may be used by NCTA for: administrative costs, project development, right-of-way, construction, operation, maintenance, debt service on revenue bonds, or related purposes.



Why Toll Roads?

Historically, North Carolina highways were not built until the necessary funding was available. The major source of funding came from taxes on motor fuels and lubricants in addition to vehicle registration fees. Over the years, however, this conventional method of

financing projects has become a less viable option due to the significant increase in our state's population and ever increasing demands on the state's highways.

North Carolina's rapid growth has placed increasing demands on our already stressed transportation infrastructure. By 2030, our state's population is estimated to increase by 42 percent.

Meanwhile, a projected \$65 billion gap between transportation needs and revenues during the next 25 years means we will be able to meet less than half of the state's transportation needs.

We face an important choice: find new sources of funding that could speed the construction of some critical highway projects or wait years,

perhaps even decades, until traditional funds are available to build non-toll roads. The reality is North Carolina no longer has the funding to construct and maintain all the roads needed to meet the demands of the increasing number of citizens and businesses. Use of innovative financing, such as tolling, is necessary to construct the Western Wake Parkway in the foreseeable future.



Current Traffic on NC 55