

North Carolina Turnpike Authority

NCTA Finance Committee Meeting

October 19, 2022

Providing drivers more choices for their commute

Finance Committee



Robert D. Teer Jr.
Finance Committee Chairman



John Adcock
Finance Committee Member



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



**James 'Jim'
Walker**
Finance Committee Member

Other Board Members



J. Eric Boyette
Chairman of the Board



Mary N. Clayton
Board Member



Sam Hunt IV
Board Member



Montell W. Irvin
Board Member



**Charles 'Chuck'
Travis III**
Board Member

Opening Comments & NCTA By-Laws Update

J.J. Eden
Executive Director

Complete 540 Construction Update

Dennis Jernigan, P.E.
Interim Chief Engineer



Phase 1
STIP Projects
R-2721A
R-2721B
R-2828

Current Construction

Phase 2
STIP Project
R-2829A
R-2829B

Future Construction

E STIP Project
R-2829B

D STIP Project
R-2829A

A

STIP Project
R-2721A

B

STIP Project
R-2721B

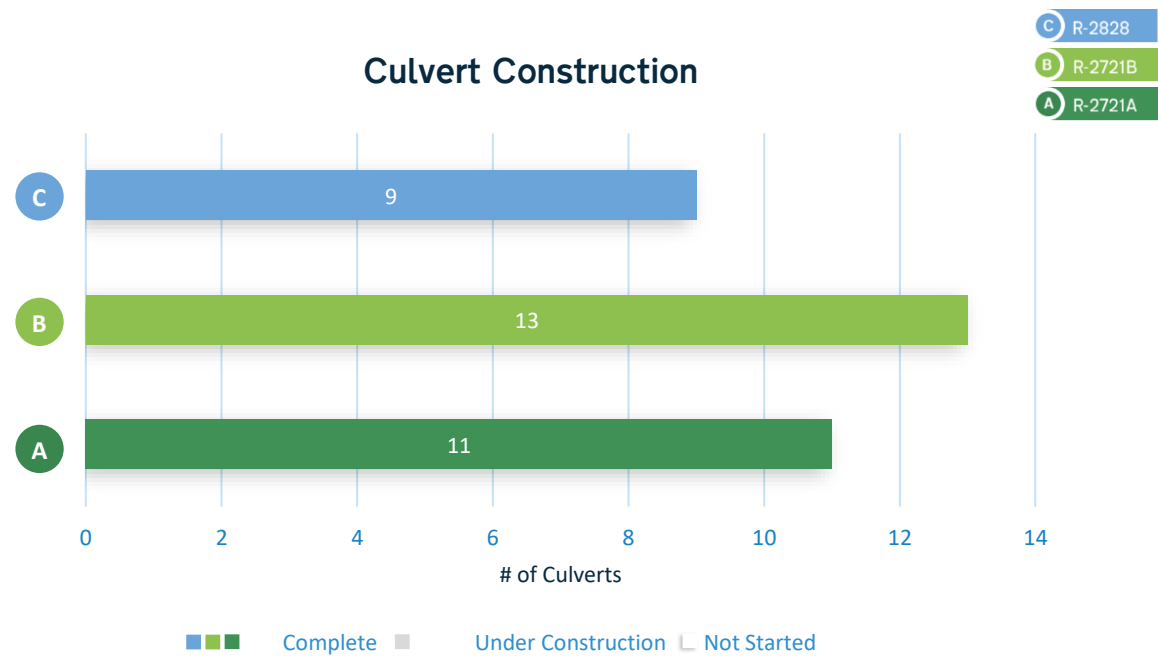
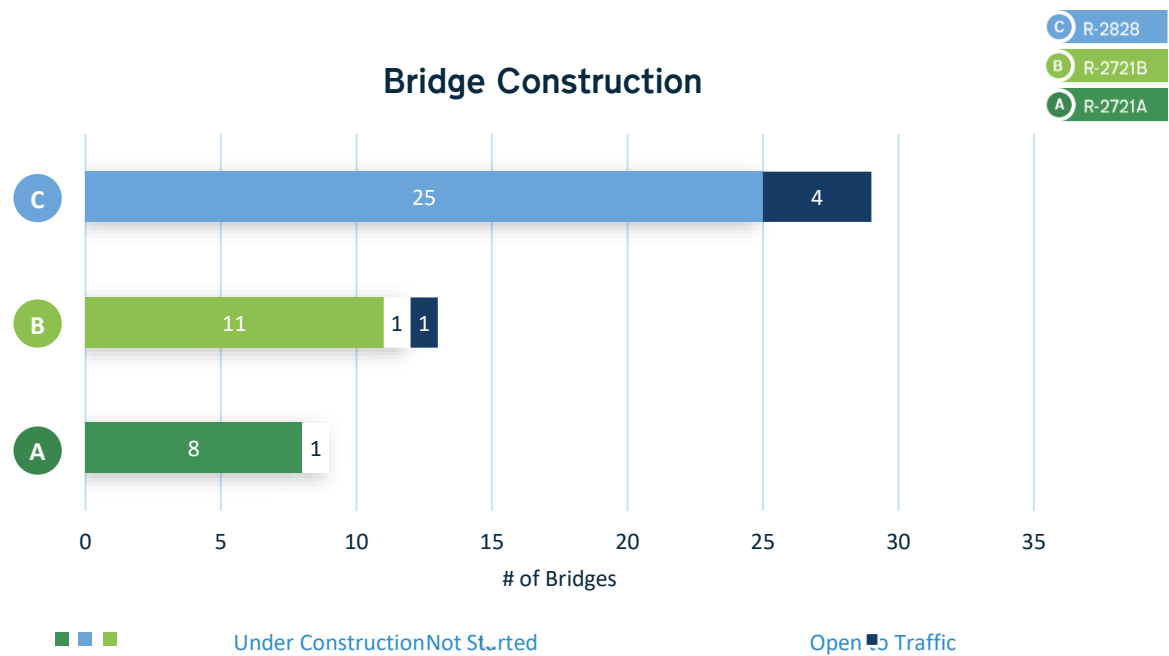
C

STIP Project
R-2828

Interchanges

- 1 - N.C. 55 Bypass
- 2 - Holly Springs Rd. (S.R. 1152)
- 3 - Bells Lake Rd. (S.R. 1386)
- 4 - Fayetteville Rd. (U.S. 401)
- 5 - Old Stage Rd. (S.R. 1006)
- 6 - N.C. 50 / Benson Rd.
- 7 - I-40 & U.S. 70
- 8 - White Oak Rd. (S.R. 2700)
- 9 - U.S. 70 Business
- 10 - Rock Quarry Rd. (S.R. 2542)
- 11 - Auburn Knightdale Rd. (S.R. 2555)
- 12 - Poole Rd. (S.R. 1007)
- 13 - U.S. 64 / 264 (I-87)

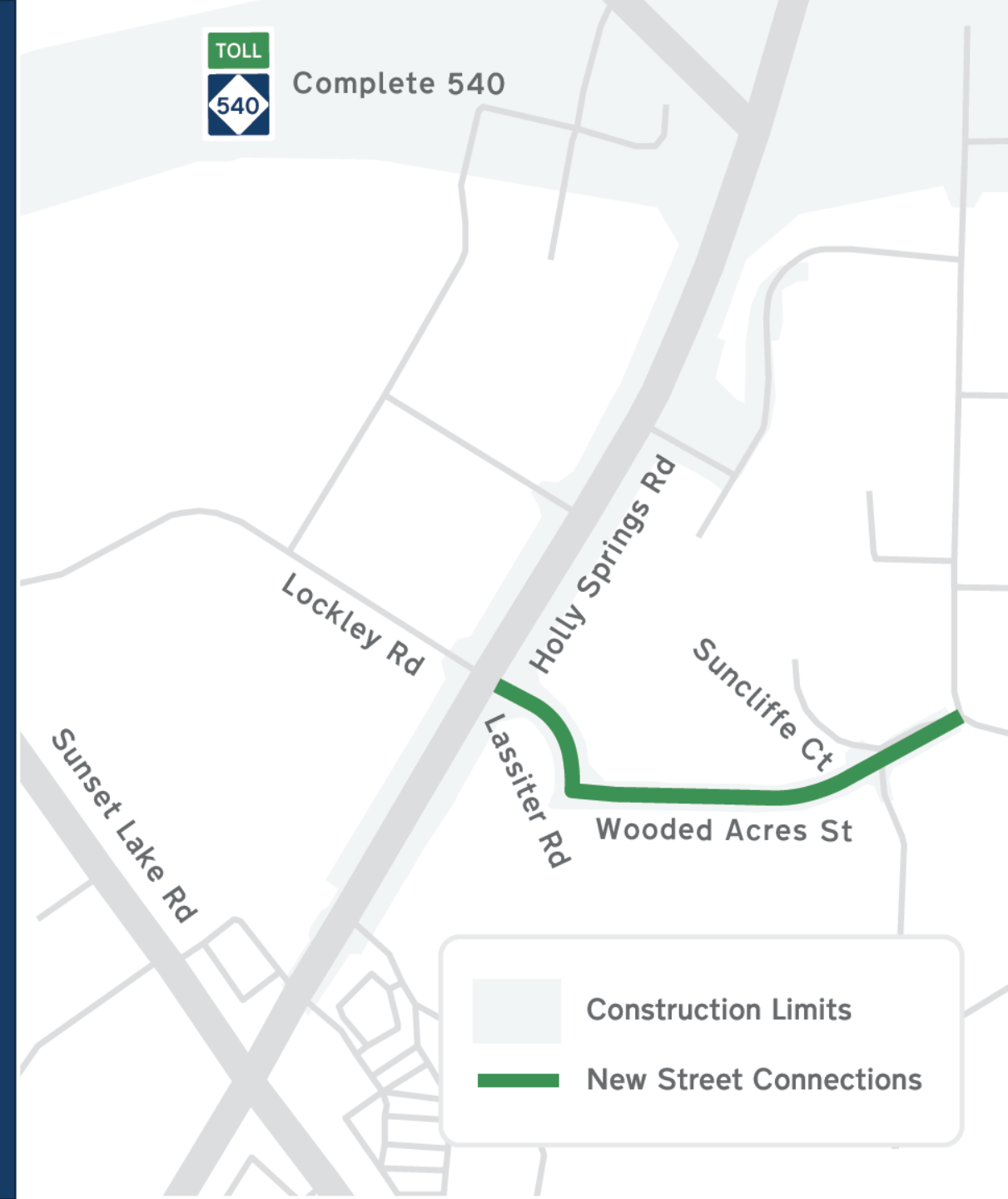
Bridge & Culvert Construction





Complete 540 Openings

- Holland Church Road
 - September 2022
- Lassiter Road and Wooded Acres Street
 - August 2022
- Deerborn Drive Extension
 - July 2022
- New Bethel Church Road
 - July 2022
- Kildaire Farm Road
 - May 2022
- Fanny Brown Road
 - November 2021



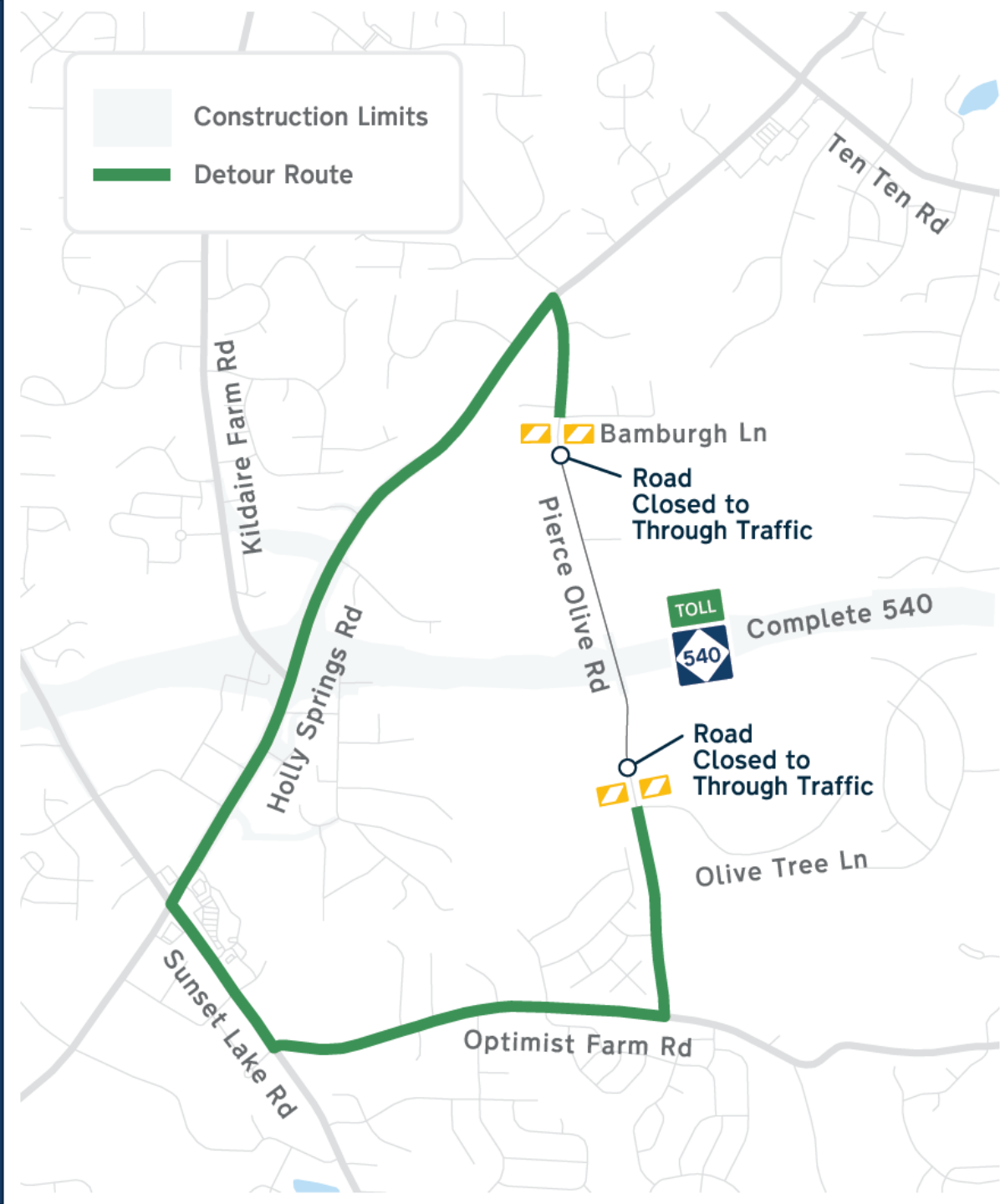
Benson Road



Detours and Closures



- Pierce Olive Road
 - Temporary closure
 - Closed July 2022
 - Closure scheduled to last eight months
- Deer Meadow Drive
 - Temporary Closure
 - Closed July 2022
 - Closure scheduled to last twelve months
- U.S. 70 West Loop to I-40 East
 - Permanent closure
 - Closed July 2022
 - New turbine scheduled to open 14 months after closure





On-Site Detours

- Sunset Lake Road (both crossings)
- Holly Springs Road
- West Lake Road
- Bells Lake Road
- US-401
- Old Stage Road
- Sauls Road
- NC-50



NORTH CAROLINA
Department of Transportation



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[Home](#) » [News](#) » [Press Releases](#) » Upcoming Bells Lake Road Traffic Shift as Part of Complete 540 Construction

Upcoming Bells Lake Road Traffic Shift as Part of Complete 540 Construction

RALEIGH - The North Carolina Turnpike Authority is continuing construction of the southern portion of the Complete 540 project, which will extend the Triangle Expressway (Toll N.C. 540) from N.C. 55 Bypass to Interstate 40.

On or around July 21, contractors for the project have scheduled a temporary traffic shift on Bells Lake Road for Toll N.C. 540 construction. Bells Lake Road traffic will shift to an on-site temporary detour that is scheduled for approximately 12 months.

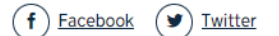
Signage will be installed advising travelers of the upcoming on-site detour. Drivers should use caution and slow down while traveling through work zones and detour routes.

Construction updates for the Complete 540 project can be found by visiting ncdot.gov/projects/complete-540/Pages/planned-construction.aspx.

Published Date:

7/15/2022

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NCDOT

U.S. 401/ Fayetteville Road









Complete 540 Phase 2 Update

Dennis Jernigan, P.E.

Interim Chief Engineer

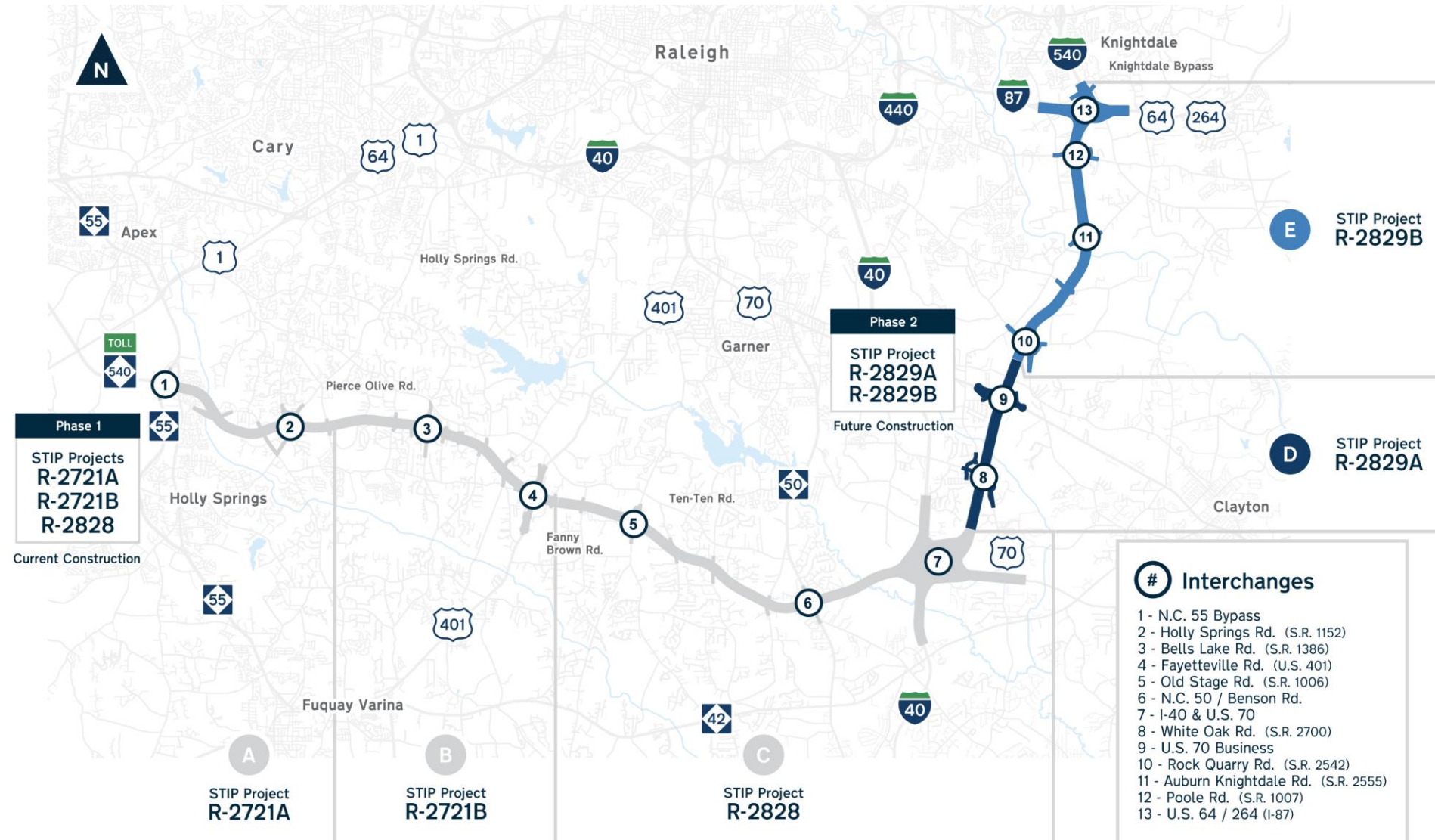
Complete 540 Phase 2

R-2829A

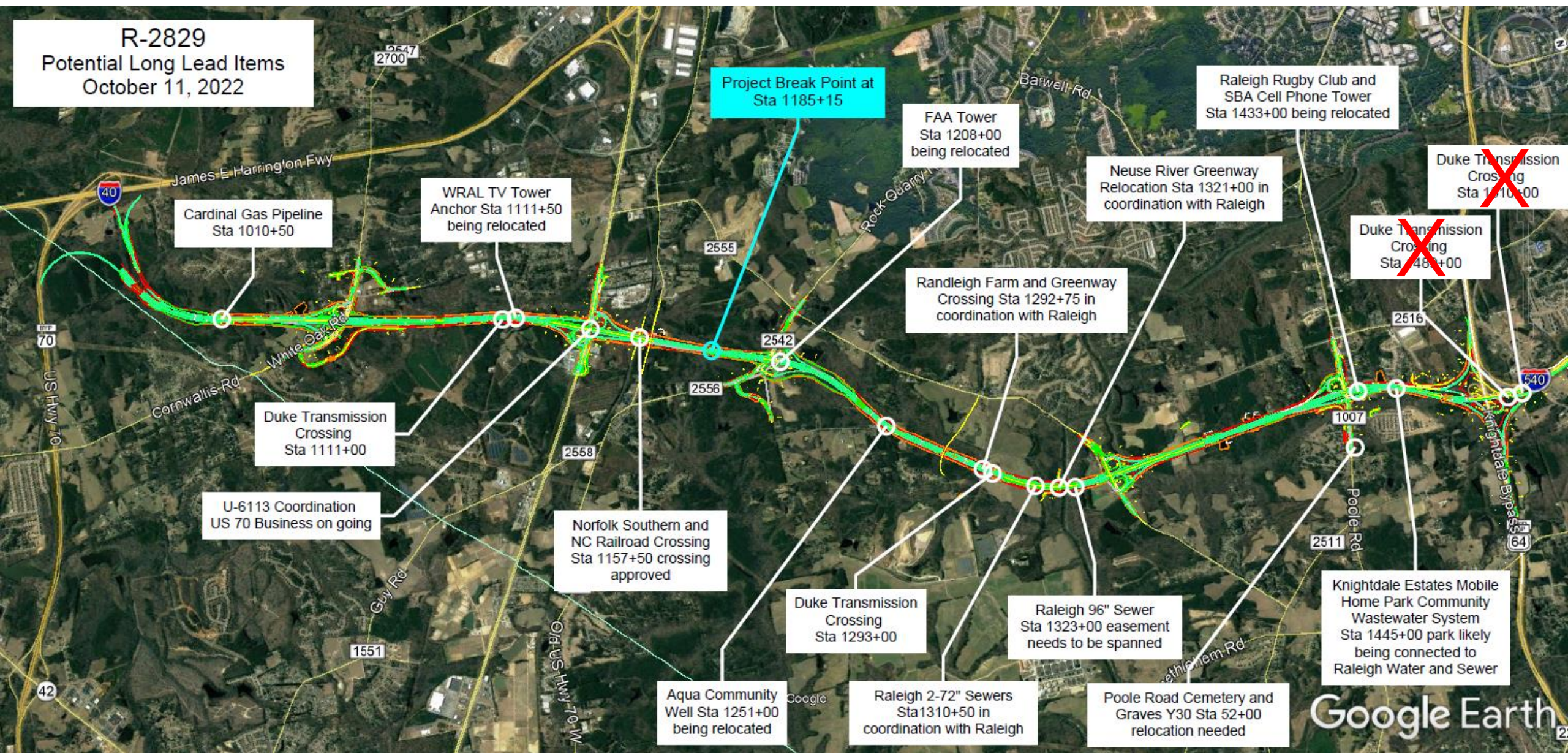
- 4.4 miles
- 2 full interchanges + 1 partial

R-2829B

- 6.6 miles
- 3 full interchanges + 1 partial



R-2829
Potential Long Lead Items
October 11, 2022



Community Outreach

Dennis Jernigan, P.E.

Interim Chief Engineer



2022 Complete 540 Outreach



Public Meetings

Over 2,700 participants over 70 public meetings



Informing Residents

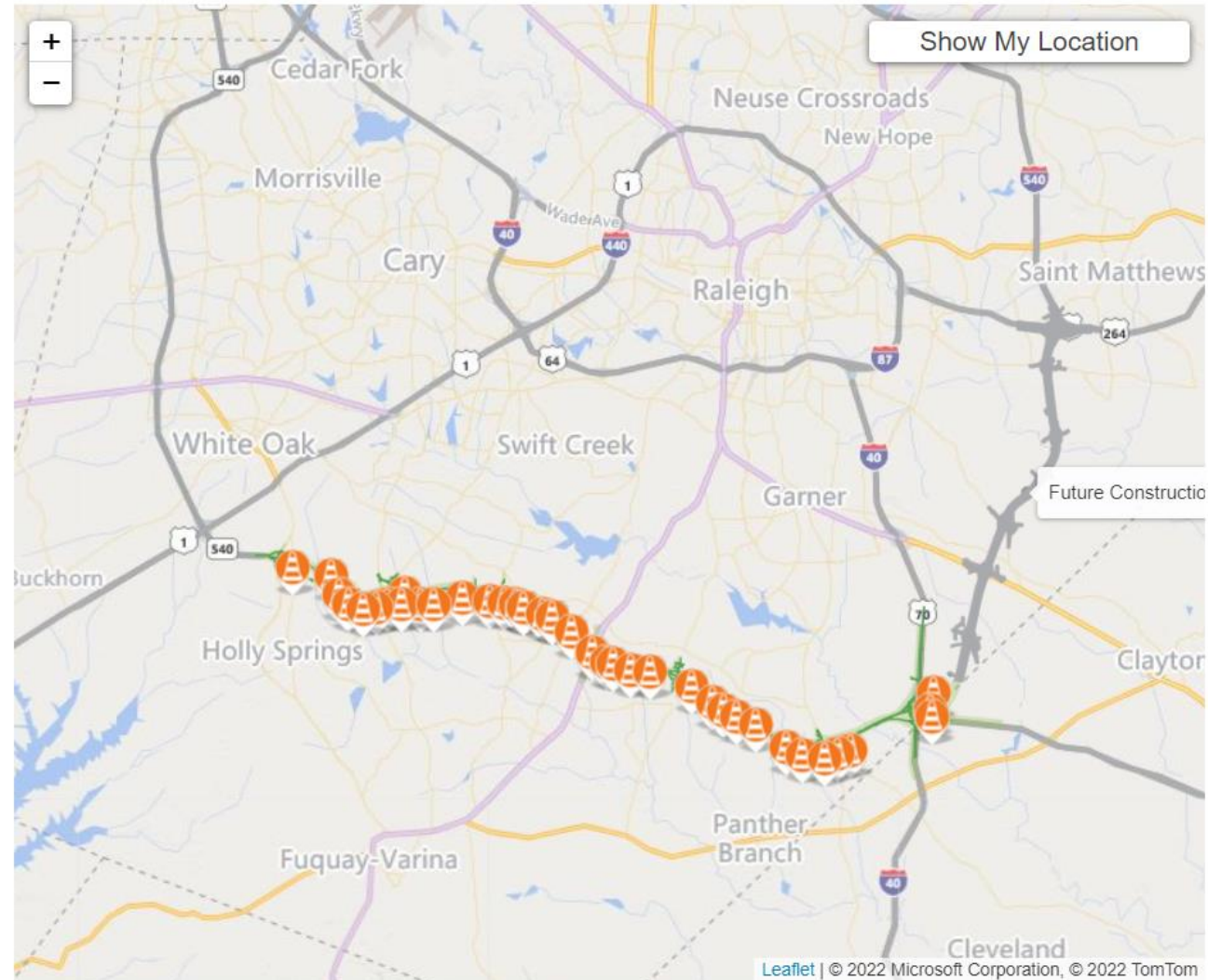
6,817 postcards & 25 Nextdoor posts



Resident Inquiries

329 emails & 257 calls to the Complete 540 Hotline

Current Construction Activities





Complete 540 Spend Update

Travis Feltes, P.E.

Project Engineer

Plan of Finance Cost Tracking

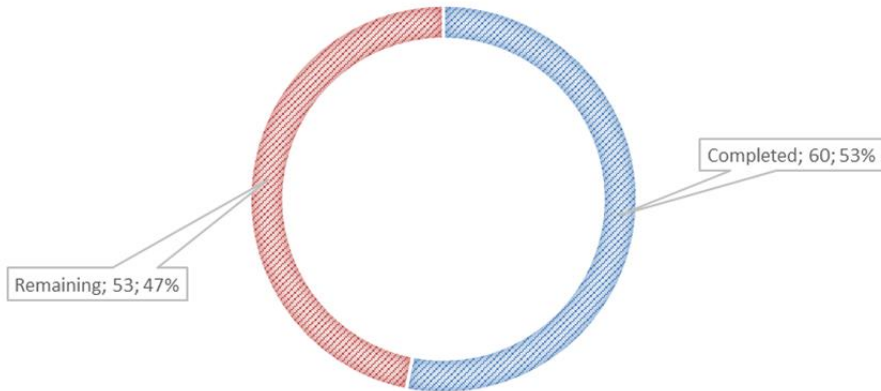
	DESCRIPTION	Cost Estimate (\$M)	Spent as of September 30, 2022	% of Budget Spent
R-2721A	Construction	\$ 228.06	\$ 147.21	65%
	Landscaping	\$ 2.67	\$ -	0%
	Right of Way	\$ 74.93	\$ 76.06	102%
	Utilities	\$ 20.67	\$ 14.13	68%
	Agency Costs:	\$ 26.36	\$ 14.07	53%
	PROJECT SUB-TOTAL	\$ 352.69	\$ 251.46	71%
R-2721B	Construction	\$ 206.03	\$ 140.96	68%
	Landscaping	\$ 2.32	\$ -	0%
	Right of Way	\$ 81.67	\$ 83.46	102%
	Utilities	\$ 18.76	\$ 12.38	66%
	Agency Costs:	\$ 21.28	\$ 16.36	77%
	PROJECT SUB-TOTAL	\$ 330.07	\$ 253.17	77%
R-2828	Construction	\$ 422.91	\$ 257.38	61%
	Toll Integration	\$ 21.24	\$ 0.75	4%
	Landscaping	\$ 5.84	\$ -	0%
	Right of Way	\$ 48.99	\$ 57.95	118%
	Utilities	\$ 36.57	\$ 31.38	86%
	Agency Costs:	\$ 77.14	\$ 55.79	72%
	PROJECT SUB-TOTAL	\$ 612.69	\$ 403.25	66%
TOTAL	Construction	\$ 857.00	\$ 545.55	64%
	Toll Integration	\$ 21.24	\$ 0.75	4%
	Landscaping	\$ 10.83	\$ -	0%
	Right of Way	\$ 205.59	\$ 217.47	106%
	Utilities	\$ 76.00	\$ 57.88	76%
	Agency Costs:	\$ 124.78	\$ 86.22	69%
	PROJECT COST FOR FINANCING	\$ 1,295.44	\$ 907.88	70%

Right of Way Update

Project	Standard Parcels	Condemnation Parcels	MAP Act Parcels	Total
R-2721 A	140	44	28	212
R-2721 B	129	33	60	222
R-2828	128	36	51	215
Total	397	113	139	649

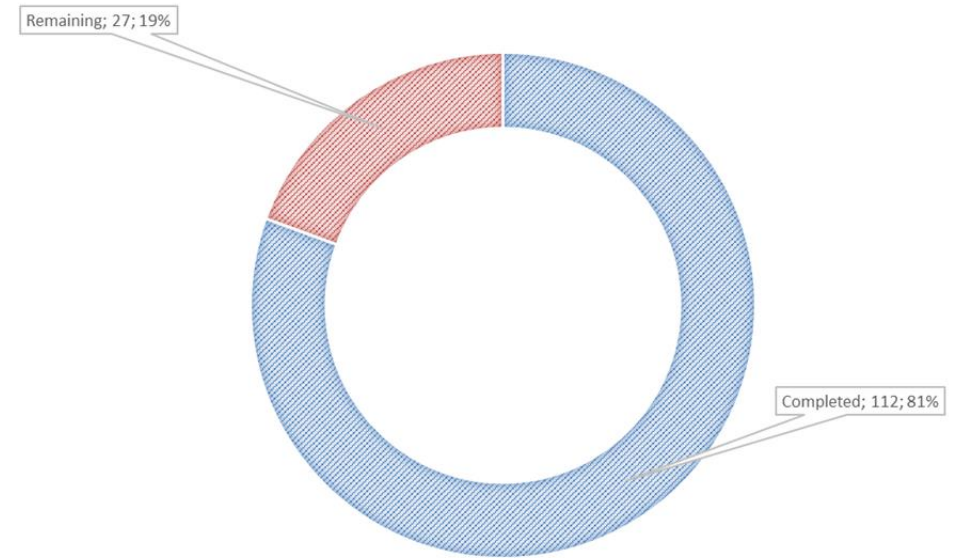
CONDEMNED PARCELS, 113 TOTAL
(190 INCLUDING MAP ACT PARCELS)

■ Completed ■ Remaining



MAP ACT PARCELS, 139 TOTAL

■ Completed ■ Remaining



Contingencies

Contingency Item	Current Plan of Finance Budget	Previous Report (6/30/2022 Data)
Third Party Delay Contingency	\$0	\$0
Contingency & Reserves	\$0	\$0
Fuel & AC Reserves	\$4,140,000	\$4,900,000
Total	\$4,140,000	\$4,900,000

Project	Supplement Budget	Supplemental Agreement Total	% Spent	Amount Remaining	% Remaining
R-2721 A	\$43,747,150	\$43,747,150	100%	\$0	0%
R-2721 B	\$47,684,328	\$47,684,328	100%	\$0	0%
R-2828	\$42,878,645	\$41,668,645	97%	\$1,210,000	3%
Total	\$134,310,122	\$133,100,122	99%	\$1,210,000	1%

Fuel Cost/Hedge

Early in the project, NCTA entered into a Fuel Hedge to de-risk the plan of finance. The premium for this plan was \$254,000 and the strike price for the hedge is \$2.40/gallon.

Fuel Cost Adjustment					Fuel Hedge Payout
	R-2721A	R-2721B	R-2828	Total	Total
Prior FY's	\$ (268,277.70)	\$ (316,638.10)	\$ (95,717.90)	\$ (680,633.70)	\$ 1,312,450.47
July-22	\$ (75,620.06)	\$ (111,186.89)	\$ (131,026.81)	\$ (317,833.76)	\$ 305,560.48
August-22	\$ (47,125.28)	\$ (36,116.17)	\$ (121,722.47)	\$ (204,963.91)	\$ 232,119.70
September-22	\$ (101,562.62)	\$ (102,516.30)	\$ (76,561.66)	\$ (280,640.59)	\$ 142,160.65
October-22	\$ -	\$ -	\$ -	\$ -	\$ -
November-22	\$ -	\$ -	\$ -	\$ -	\$ -
December-22	\$ -	\$ -	\$ -	\$ -	\$ -
January-23	\$ -	\$ -	\$ -	\$ -	\$ -
February-23	\$ -	\$ -	\$ -	\$ -	\$ -
March-23	\$ -	\$ -	\$ -	\$ -	\$ -
April-23	\$ -	\$ -	\$ -	\$ -	\$ -
May-23	\$ -	\$ -	\$ -	\$ -	\$ -
June-23	\$ -	\$ -		\$ -	\$ -
					\$ (492,585.65) \$ (566,457.46) \$ (425,028.84) \$ (1,484,071.95) \$ 1,992,291.30

Project	Price/Gallon
R-2721A	\$ 1.8075
R-2721B	\$ 1.8075
R-2828	\$ 2.3501

Paid out to the contractor	\$ (1,899,004.07)
Received from the contractor	\$ 414,932.11
Received from the hedge	\$ 1,992,291.30
Net Total	\$ 508,219.34

NCTA Debt Policy Overview

David Roy

Chief Financial Officer

Debt Management Policy Overview

- The purpose of this Debt Policy is to establish guidelines and a framework for the issuance and management of NCTA's debt
- NCTA is committed to consistent best practices financial management, including maintaining financial strength and flexibility of NCTA
- The policy will be reviewed by NCTA no less than once every two years
- The policy was adopted on 8/6/2020 and a report on NCTA's debt status is provided each year.

Debt Management Policy Overview

- The policy establishes guidelines and a framework for the following topics:
 - Financial Planning and Debt Issuance
 - Debt Service Coverage Targets and Limits
 - Method of Sale Evaluation
 - Debt Structure
 - Call Provisions
 - Debt Refunding
 - Credit Enhancement and Liquidity
 - Continuing Disclosure
 - Credit Objectives
 - On-going Reporting Requirements

On-Going Reporting Requirements

- Once a year, the Finance Committee and NCTA Board of Directors will receive a report on the status of NCTA's debt including the following information
 - Amount and percentage of total debt by security type broken down by NCTA System
 - Any changes in ratings, including ratings of credit enhancers and swap counterparties
 - Current mark-to-marketed value of all interest rate exchange agreements, if applicable*
 - Historical rate performance for all variable rate bonds, if applicable*

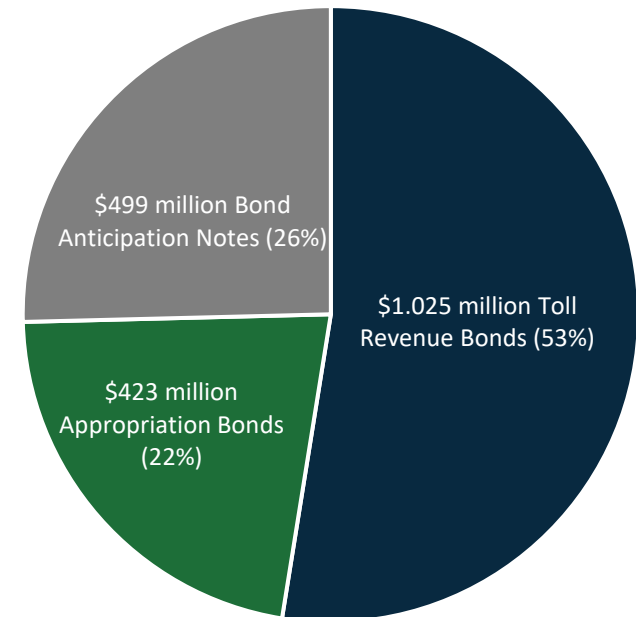
*Currently not applicable as NCTA does not have any variable rate debt

Debt Status Report

Triangle Expressway

- Assured Guaranty Corp. was upgraded from A3 to A2 and Assured Guaranty Municipal Corp. was upgraded from A2 to A1 by Moody's in March
 - Assured Guaranty Corp insures series 2009B
 - Assured Guaranty Municipal Corp. insures series 2017
- S&P revised outlook from negative to stable on the outstanding revenue bonds, BANS, and the TIFIA loan in June

Triangle Expressway
Debt by Security Type*



*Totals may not add due to rounding

Debt Status Report

Triangle Expressway

Transaction	Outstanding Par ¹	Final Maturity	Underlying Ratings			Insured Ratings		
			Moody's	S&P	Fitch	Moody's	S&P	Fitch
\$150,125,000 Triangle Expressway System Appropriation Revenue Refunding Bonds, Series 2018A	150,125,000	1/1/2039	Aa1	AA+	-	-	-	-
\$161,759,000 Triangle Expressway System Appropriation Revenue Refunding Bonds, Series 2018B	147,592,000	1/1/2032	-	-	-	-	-	-
\$115,979,250 Triangle Expressway System Appropriation Revenue Bonds, Series 2019 (CAB)	125,596,750	1/1/2049	Aa1	AA+	AA+	-	-	-
\$35,173,108.85 Triangle Expressway System Revenue Bonds, Series 2009B (CAB)	85,943,637	1/1/2038	Baa2	BBB	BBB	A2	AA	-
\$200,515,000 Triangle Expressway System Turnpike Revenue Refunding Bonds, Series 2017	171,510,000	1/1/2039	-	BBB	BBB	A1	AA	-
\$401,155,000 Triangle Expressway System Senior Lien Turnpike Revenue Refunding Bonds, Series 2018	396,420,000	1/1/2041	-	BBB	BBB	-	AA	-
\$370,975,000 Triangle Expressway System Toll Revenue Bonds, Series 2019	370,975,000	1/1/2055	-	BBB	BBB	-	AA	-
\$499,460,000 Triangle Expressway System Senior Lien Turnpike Revenue Bond Anticipation Notes, Series 2020	499,460,000	2/1/2024	-	BBB	BBB	-	-	-
\$499,461,980 Triangle Expressway System TIFIA Loan, 2021	- ²	1/1/2058	-	BBB	BBB	-	-	-
Total	\$1,947,622,387							

1. Accreted value as of July 1, 2022 for Capital Appreciation Bonds.

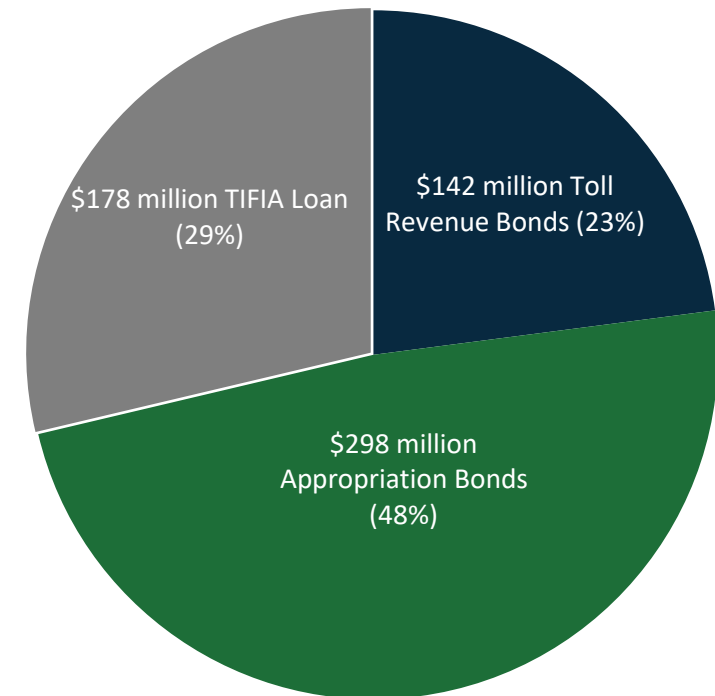
2. The 2021 TIFIA Loan has not been drawn upon. NCTA intends to fully draw the \$499.46 million TIFIA Loan to pay off the 2020 Toll Revenue BANs at maturity in 2024.

Debt Status Report

Monroe Expressway

- All credit ratings associated with outstanding debt, including ratings of credit enhancers and swap counterparties, were unchanged over the prior year.
- S&P revised outlook from negative to stable on outstanding senior toll revenue bonds and the TIFIA loan in February

Monroe Expressway
Debt by Security Type*



*Totals may not add due to rounding

Debt Status Report

Monroe Expressway

Transaction	Outstanding Par ¹	Final Maturity	Underlying Ratings		
			Moody's	S&P	Fitch
\$233,920,000 Monroe Connector System State Appropriation Revenue Bonds, Series 2010A	225,545,000	1/1/2041	Aa1	AA+	-
\$73,985,000 Monroe Expressway System State Appropriation Revenue Refunding Bonds, Series 2021 (Forward Delivery)	72,595,000	7/1/2041	Aa1	AA+	AA+
\$119,455,000 Monroe Expressway Toll Revenue Bonds, Series 2016A	119,455,000	7/1/2054	Baa3	BBB	-
\$17,596,904 Monroe Expressway Toll Revenue Bonds, Series 2016C (CAB)	22,647,081	7/1/2041	Baa3	BBB	-
\$166,500,000 Monroe Expressway System TIFIA Loan, 2016	177,768,160 ²	7/1/2053	Baa3	BBB	-
Total	\$618,010,241				

- 1. Accreted value as of July 1, 2022 for Capital Appreciation Bonds
- 2. Accrued and unpaid interest is added to the outstanding balance resulting in a loan balance greater than the original draw amount.

Toll Revenue Collection Update

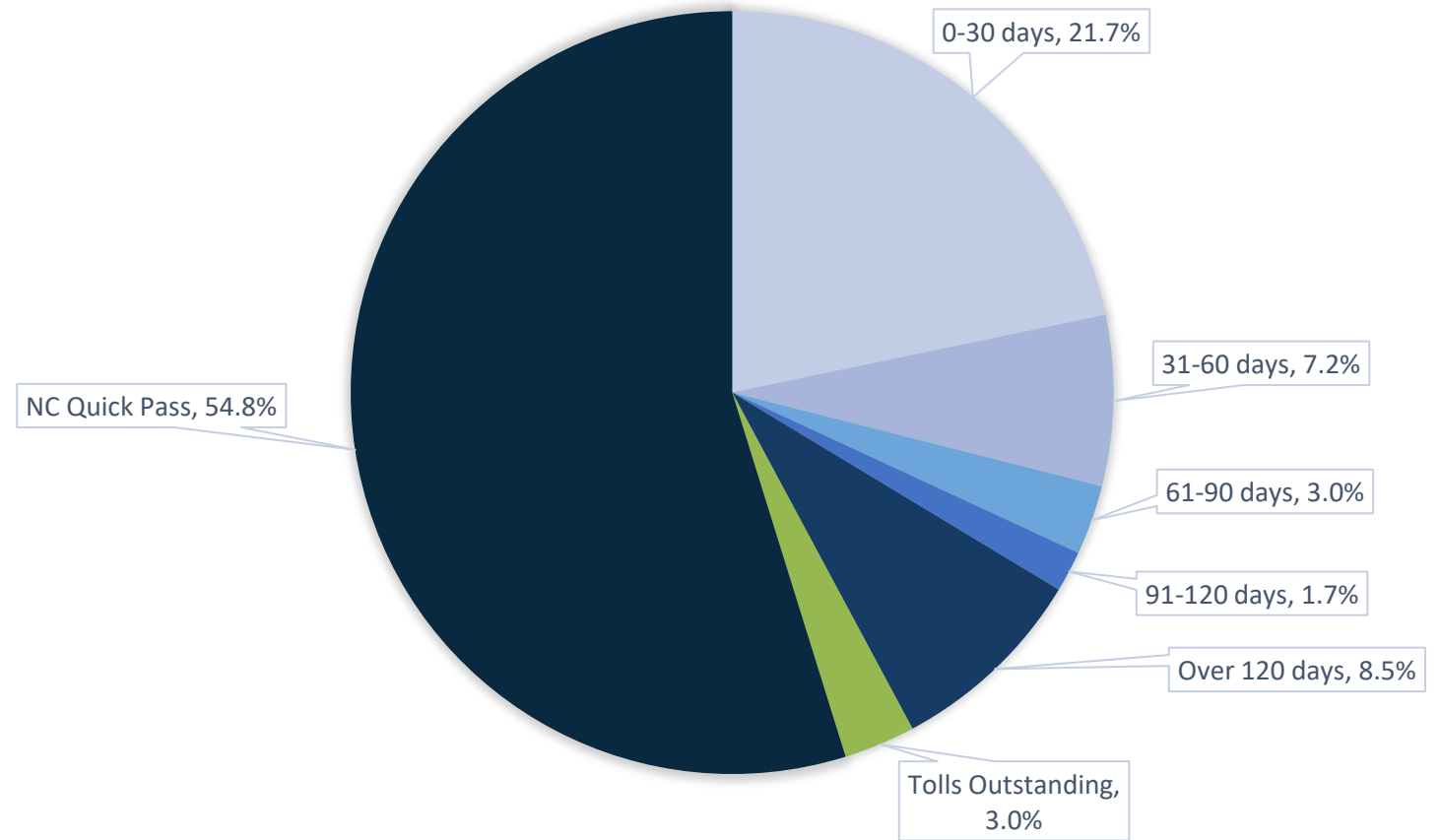
David Roy

Chief Financial Officer

Fiscal Year 2021 Toll Revenue Collection

FY 2021 Statistics

- 77% of tolls collected within 30 days
- 87% of tolls collected within 90 days



2023 Triangle & Monroe Expressway Toll Rates

David Roy
Chief Financial Officer

Triangle Expressway Toll Rate Schedule

136-89.183 Powers of the Authority	Toll Rate Policy Adopted September 17, 2008
Scheduled Average Toll Rate Increases	
Before 2017	5.0%
2017 – 2021	3.5%
2022 – 2036	3.0%
After 2036	2.0% or less

3.0% increase scheduled to take effect January 1, 2023

Triangle Expressway 2023 Toll Rates

		EXIT POINT										
		Begin Toll 885	Exit 3/2	Exit 69	Exit 66	Exit 64	Exit 62	Exit 59	Exit 57	Exit 56	Exit 55	Exit 54
ENTRY POINT	Begin Toll 885 - Toll N.C. 885 at I-40		\$ 0.43	\$ 0.95	\$ 1.19	\$ 1.71	\$ 2.14	\$ 2.67	\$ 3.31	\$ 3.31	\$ 3.64	\$ 3.80
	Exit 3/2 - Hopson Road / Davis Drive	\$ 0.43		\$ 0.95	\$ 1.19	\$ 1.71	\$ 2.14	\$ 2.67	\$ 3.31	\$ 3.31	\$ 3.64	\$ 3.80
	Exit 69 - Chapel Hill Road / N.C. 54	\$ 0.95	\$ 0.95		\$ 0.77	\$ 1.29	\$ 1.72	\$ 2.25	\$ 2.89	\$ 2.89	\$ 3.22	\$ 3.38
	Exit 66 - N.C. 55	\$ 1.19	\$ 1.19	\$ 0.77		\$ 0.52	\$ 0.95	\$ 1.48	\$ 2.12	\$ 2.12	\$ 2.45	\$ 2.61
	Exit 64 - Morrisville Parkway	\$ 1.71	\$ 1.71	\$ 1.29	\$ 0.52		\$ 0.43	\$ 0.96	\$ 1.60	\$ 1.60	\$ 1.93	\$ 2.09
	Exit 62 - Green Level West Road	\$ 2.14	\$ 2.14	\$ 1.72	\$ 0.95	\$ 0.43		\$ 0.53	\$ 1.17	\$ 1.17	\$ 1.50	\$ 1.66
	Exit 59 - U.S. 64	\$ 2.67	\$ 2.67	\$ 2.25	\$ 1.48	\$ 0.96	\$ 0.53		\$ 1.17	\$ 1.17	\$ 1.50	\$ 1.66
	Exit 57 - Old U.S. Hwy 1 / S. Salem St.	\$ 3.31	\$ 3.31	\$ 2.89	\$ 2.12	\$ 1.60	\$ 1.17	\$ 1.17		\$ 0.30	\$ 0.63	\$ 0.79
	Exit 56 - U.S. 1	\$ 3.31	\$ 3.31	\$ 2.89	\$ 2.12	\$ 1.60	\$ 1.17	\$ 1.17	\$ 0.30		\$ 0.33	\$ 0.49
	Exit 55 - Veridea Parkway	\$ 3.64	\$ 3.64	\$ 3.22	\$ 2.45	\$ 1.93	\$ 1.50	\$ 1.50	\$ 0.63	\$ 0.33		\$ 0.49
	Exit 54 - N.C. 55	\$ 3.80	\$ 3.80	\$ 3.38	\$ 2.61	\$ 2.09	\$ 1.66	\$ 1.66	\$ 0.79	\$ 0.49	\$ 0.49	

CLASS 1 Rates Shown (2-AXLE vehicle with an NC Quick Pass account)

Triangle Expressway Toll Rate Change (2022-2023)

		EXIT POINT										
		Begin Toll 885	Exit 3/2	Exit 69	Exit 66	Exit 64	Exit 62	Exit 59	Exit 57	Exit 56	Exit 55	Exit 54
ENTRY POINT	Begin Toll 885 - Toll N.C. 885 at I-40		\$ 0.01	\$ 0.02	\$ 0.03	\$ 0.04	\$ 0.05	\$ 0.07	\$ 0.08	\$ 0.08	\$ 0.09	\$ 0.09
	Exit 3/2 - Hopson Road / Davis Drive	\$ 0.01		\$ 0.02	\$ 0.03	\$ 0.04	\$ 0.05	\$ 0.07	\$ 0.08	\$ 0.08	\$ 0.09	\$ 0.09
	Exit 69 - Chapel Hill Road / N.C. 54	\$ 0.02	\$ 0.02		\$ 0.03	\$ 0.04	\$ 0.05	\$ 0.07	\$ 0.08	\$ 0.08	\$ 0.09	\$ 0.09
	Exit 66 - N.C. 55	\$ 0.03	\$ 0.03	\$ 0.03		\$ 0.01	\$ 0.02	\$ 0.04	\$ 0.05	\$ 0.05	\$ 0.06	\$ 0.06
	Exit 64 - Morrisville Parkway	\$ 0.04	\$ 0.04	\$ 0.04	\$ 0.01		\$ 0.01	\$ 0.03	\$ 0.04	\$ 0.04	\$ 0.05	\$ 0.05
	Exit 62 - Green Level West Road	\$ 0.05	\$ 0.05	\$ 0.05	\$ 0.02	\$ 0.01		\$ 0.02	\$ 0.03	\$ 0.03	\$ 0.04	\$ 0.04
	Exit 59 - U.S. 64	\$ 0.07	\$ 0.07	\$ 0.07	\$ 0.04	\$ 0.03	\$ 0.02		\$ 0.03	\$ 0.03	\$ 0.04	\$ 0.04
	Exit 57 - Old U.S. Hwy 1 / S. Salem St.	\$ 0.08	\$ 0.08	\$ 0.08	\$ 0.05	\$ 0.04	\$ 0.03	\$ 0.03		\$ -	\$ 0.01	\$ 0.01
	Exit 56 - U.S. 1	\$ 0.08	\$ 0.08	\$ 0.08	\$ 0.05	\$ 0.04	\$ 0.03	\$ 0.03	\$ -		\$ 0.01	\$ 0.01
	Exit 55 - Veridea Parkway	\$ 0.09	\$ 0.09	\$ 0.09	\$ 0.06	\$ 0.05	\$ 0.04	\$ 0.04	\$ 0.01	\$ 0.01		\$ 0.01
	Exit 54 - N.C. 55	\$ 0.09	\$ 0.09	\$ 0.09	\$ 0.06	\$ 0.05	\$ 0.04	\$ 0.04	\$ 0.01	\$ 0.01	\$ 0.01	

CLASS 1 Rates Shown (2-AXLE vehicle with an NC Quick Pass account)

Monroe Expressway Toll Rate Schedule

136-89.183 Powers of the Authority	Toll Rate Policy Adopted September 17, 2008
Scheduled Average Toll Rate Increases	
2019 – 2025	2.3%
2025 – 2040	2.1%

2.3% increase scheduled to take effect January 1, 2023

Monroe Expressway 2023 Toll Rates

		EXIT POINT							
		Exit 255	Exit 257	Exit 259	Exit 260	Exit 264	Exit 266	Exit 270	Exit 273
ENTRY POINT	Exit 255 - U.S. 74 (West)		\$ 0.28	\$ 0.62	\$ 0.83	\$ 1.43	\$ 1.70	\$ 2.31	\$ 2.77
	Exit 257 - Indian Trail-Fairview Rd.	\$ 0.28		\$ 0.34	\$ 0.55	\$ 1.15	\$ 1.42	\$ 2.03	\$ 2.49
	Exit 259 - Unionville-Indian Trail Rd.	\$ 0.62	\$ 0.34		\$ 0.21	\$ 0.81	\$ 1.08	\$ 1.69	\$ 2.15
	Exit 260 - N. Rocky River Rd.	\$ 0.83	\$ 0.55	\$ 0.21		\$ 0.60	\$ 0.87	\$ 1.48	\$ 1.94
	Exit 264 - U.S. 601	\$ 1.43	\$ 1.15	\$ 0.81	\$ 0.60		\$ 0.27	\$ 0.88	\$ 1.34
	Exit 266 - Morgan Mill Rd.	\$ 1.70	\$ 1.42	\$ 1.08	\$ 0.87	\$ 0.27		\$ 0.61	\$ 1.07
	Exit 270 - Austin Chaney Rd.	\$ 2.31	\$ 2.03	\$ 1.69	\$ 1.48	\$ 0.88	\$ 0.61		\$ 0.46
	Exit 273 - U.S. 74 (East)	\$ 2.77	\$ 2.49	\$ 2.15	\$ 1.94	\$ 1.34	\$ 1.07	\$ 0.46	

CLASS 1 Rates Shown (2-AXLE vehicle with an NC Quick Pass account)

Monroe Expressway Toll Rate Change (2022-2023)

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

CLASS 1 Rates Shown (2-AXLE vehicle with an NC Quick Pass account)

Contact Us



ncdot.gov/turnpike

ncquickpass.com



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

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

The background features a dark blue field with a subtle, repeating pattern of hexagons. Overlaid on this are several dynamic, glowing green particle trails. These trails consist of numerous small dots that form flowing, wavy lines across the upper and lower portions of the image, creating a sense of movement and energy.

Thank you!