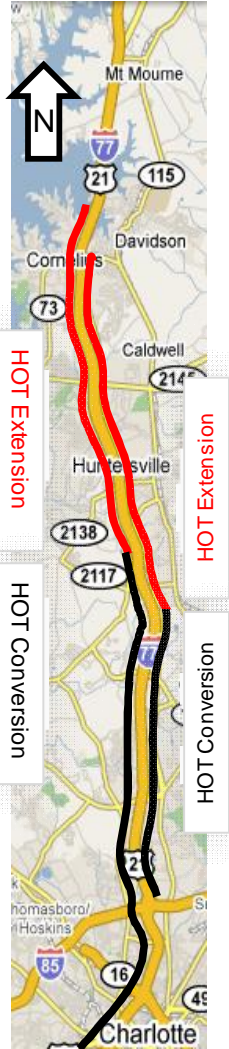


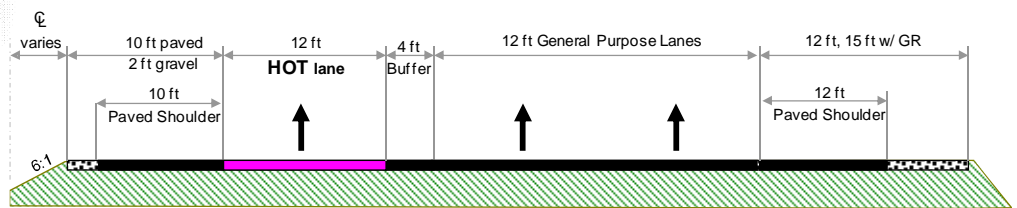
# I-77 HOV-to-HOT Lanes Conversion and Extension

## FACT SHEET

### ❖ Recommended HOT Lanes Alternative



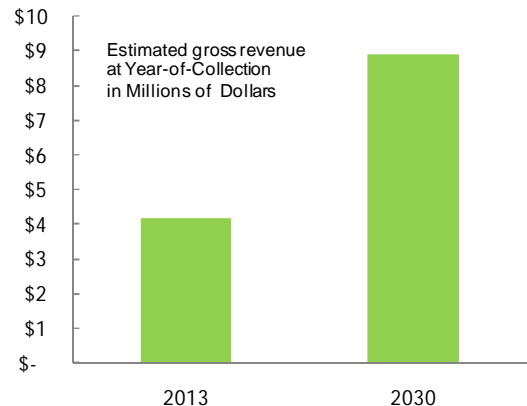
- Convert existing HOV lanes to high-occupancy toll (HOT) lanes.
- Extend a single HOT lane in each direction from the current end of the HOV facility at I-485 (Exit 19) to Catawba Avenue (Exit 28). Apply full design standards.
- Operate 24 hours/day, 7 days a week (same as current HOV facility operations).
- Allow carpools of two people or more, vanpools, buses and emergency vehicles responding to an emergency to use the lanes toll-free.
- Permit single-occupant vehicles, motorcycles and trucks with two axles, such as delivery trucks, to pay a toll to use the HOT lanes.
- Continue restrictions on vehicles' crossing the double white lines that separate HOT lanes from the general purpose lanes. A wide white skip stripe and signing will designate areas where access to the HOT lanes is permitted.
- Use electronic toll collection with same technology as other toll roads in the State.
- Follow same toll account rules as other North Carolina turnpike facilities.
- Use NCDOT/NCTA back office operations for I-77 toll account administration.



Recommended Cross Section

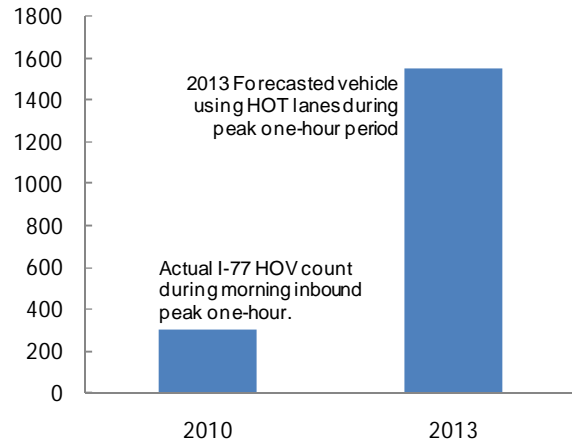
### ❖ Forecasted Revenues

- Projections are from a special planning model developed specifically for this type of study which is calibrated from HOT lanes already in operation. Sketch model used results from the regional travel demand model.
- Gross revenues increase from \$3.7 million in 2013 to \$4.7 million in 2030. Estimated gross revenues in year-of-collection dollars grow from \$4.2 million in 2013 to \$8.9 million in 2030.



March 24, 2010

- The forecasted number of vehicles using a HOT lane in the peak direction during peak periods in 2013 ranges from 1500 to 1600 vehicles per hour (which is the lane's operational capacity). This volume is six times higher than the 250 to 300 vehicles per peak hour using the existing HOV facility.



❖ **Estimated Capital and Operations and Maintenance Costs**

- Estimated construction cost is \$50 million, including \$5 million for converting the existing HOV facility to HOT lanes. Takes advantage of economies of scale from State's planned toll road program.
- Annual toll-related O&M costs are estimated at \$2 million for 2013 and reflect latest NCDOT/NCTA assumptions for planned turnpike projects. Dedicated on-site enforcement and electronic violation enforcement are included in this cost.

❖ **Conceptual Financial Feasibility**

- Forecasted toll revenues cover projected annual toll-related O&M expenses plus a contribution to capital recovery.
- An estimated \$22 million could be made available through toll revenue bonding over a 30-year period.
- Estimated toll revenue bonds would offset roughly 38 percent of estimated \$57 million capital cost in year-of-expenditure dollars, leaving a gap of \$35 million.
- Under the TIFIA loan program (if available), more favorable terms could be obtained for financing. The forecasted toll revenue stream increases to \$31 million, covering 55 percent of project cost. The funding gap decreases to \$26 million under this scenario.

