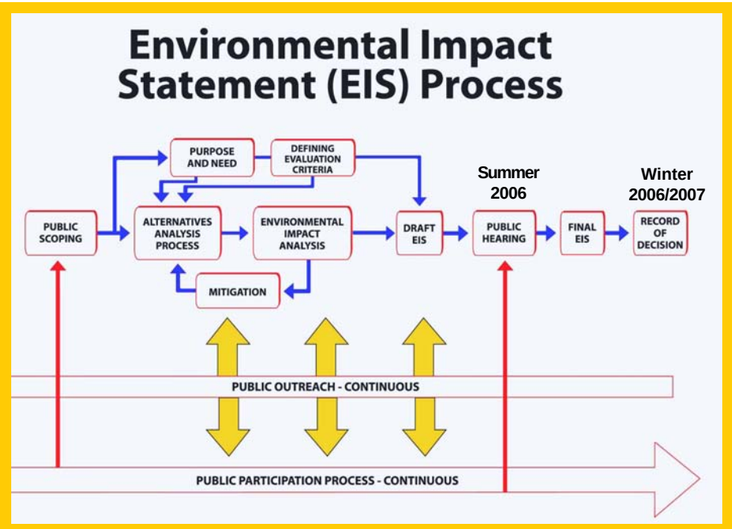
Where We've Been

- The Authority has reviewed public comments, incorporated them into its analyses, and modified the DDR/DEIS accordingly.
- The Authority has engaged the University at Buffalo's Center for Computational Research - to develop images of the new facility in an effort to help the public visualize how it will look and fit into the community.
- The Authority has refined the standards and technology for Highway Speed E-ZPass.
- The Authority has conducted extensive traffic studies and environmental analyses.

3 MAJOR ALTERNATIVES HAVE BEEN STUDIED
(DDR/DEIS):

- ***NO-BUILD***
- ***IMPROVEMENT AT THE EXISTING LOCATION***
- ***BARRIER RELOCATION (Preferred Alternative)***



TERMS TO KNOW

- NEPA = National Environmental Policy Act
- SEQRA = State Environmental Quality Review Act (*New York State*)
- DDR = Draft Design Report
- DEIS = Draft Environmental Impact Statement
- FHWA = Federal Highway Administration
- FDR = Final Design Report
- FEIS = Final Environmental Impact Statement

The proposal to construct a modern toll facility within the study corridor is being documented and presented in accordance with NEPA and SEQRA requirements. All project documentation will be presented in a DDR/DEIS which is subject to FHWA overview and approval.

What's Next?

The Authority has submitted the Draft Design Report/Draft Environmental Impact Statement, incorporating the most recent studies and input received from the public, to the FHWA. In the coming months, the Authority will continue to meet and discuss the project with the public and local, state and federal officials. Your input is critical.

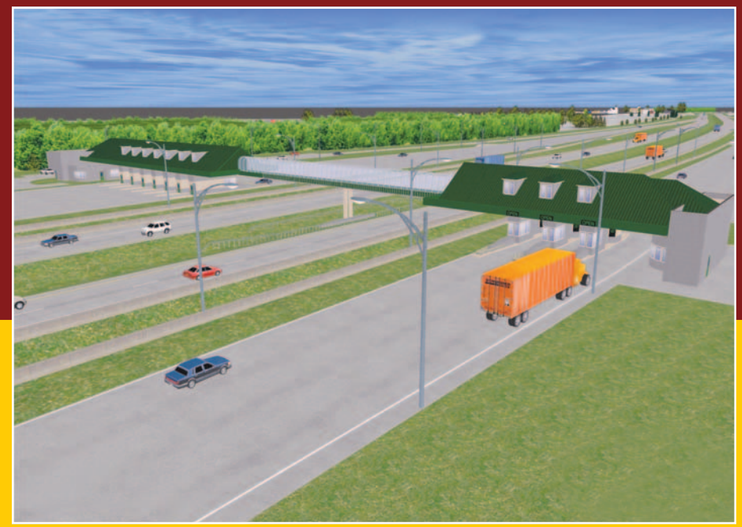
- ***Spring 2006..... Release of DDR/DEIS to the public***
- ***Summer 2006..... Public Hearing for the DDR/DEIS***
- ***Winter 2006/2007..... Finalize the DDR/DEIS, issue the FDR/FEIS***
- ***2007/2008..... Final Design for contract stages***
- ***2009/2010..... Construct the project***

Thank you for your interest in the project.

New York State Thruway Authority
Department of Public Affairs
Toll-free - (877) 901-2700 x 2983

www.thruway.state.ny.us/williamsville/

The Williamsville Toll Barrier Improvement Project

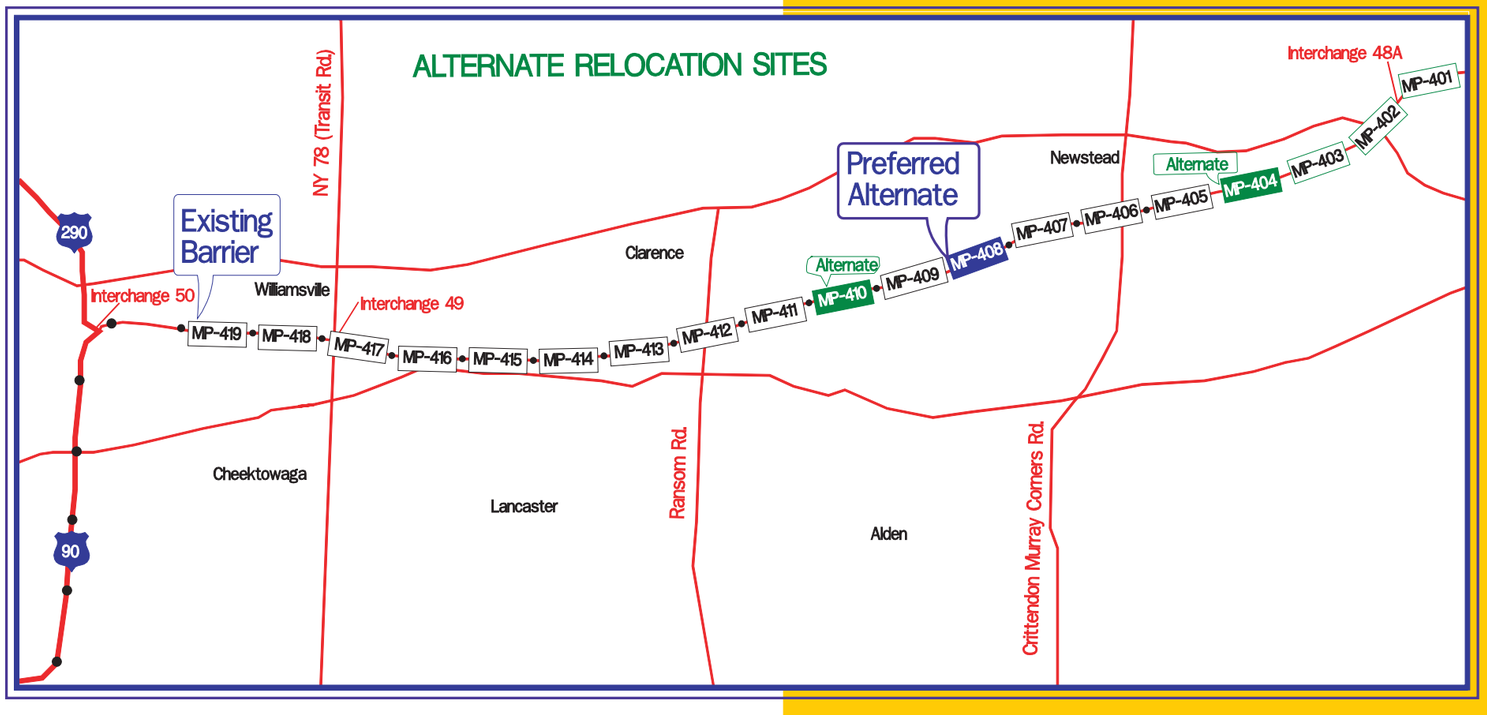


A Plan to Reduce Traffic Congestion, Improve Regional Mobility, and Enhance Safety

The Challenge

Many things have changed since the original design and construction of the existing Williamsville Toll Barrier in 1954. Population shifts to suburban and rural areas have been occurring, and traffic passing through the region has increased. As a result of these regional changes, the average daily traffic passing through the barrier today is nine times greater than the daily traffic that the original barrier handled. Barrier operations are further complicated by its proximity to Interchange 50 (I-290) and Interchange 49 (Transit Road), creating several operational problems that need to be addressed in order to reduce travel delays and improve highway safety. *For example:*

- Heavy eastbound traffic during peak demand periods creates delays and backups at the barrier that often extend west to Interchange 50 - denying access to current eastbound E-ZPass lanes at the Williamsville Toll Barrier, reducing its processing capacity and compounding delays and backups.
- Eastbound backups at the barrier sometimes extend back to the ramps and bridges of Interchange 50 - slowing the exchange of traffic between I-90 and I-290, creating travel delays.
- Westbound traffic congestion at the barrier can extend back to Interchange 49 causing delays exceeding 30 minutes, while idling trucks cause concerns for neighbors.
- The length of the existing toll plaza and its approaches are too short for current levels of usage. As a result, the plaza cannot adequately accommodate the variety of maneuvers that must take place, resulting in congestion and delays.



The Solution - Highway Speed E-ZPass

What is "Highway Speed" E-ZPass?

Increased traffic volumes Thruway-wide, especially in urban areas serviced by the Thruway, are continually challenging the Authority to increase toll barrier processing rates and reduce congestion within toll collection areas. When possible, additional staffed and dedicated E-ZPass lanes have been added; however, traffic demands at the existing barriers continue to grow. The Authority is seeking to construct Highway Speed E-ZPass lanes at toll barrier locations when feasible to relieve congestion at toll locations.

Highway Speed E-ZPass lanes allow E-ZPass customers to drive through select toll collection locations at highway speeds using dedicated E-ZPass lanes. Highway Speed E-ZPass lanes would be physically isolated from the location used to serve cash-paying customers. As demonstrated in other areas, Highway Speed E-ZPass lanes can process significantly more vehicles than staffed toll lanes.

Highway Speed E-ZPass:

- Will process **3 times more entering eastbound vehicles** than manual ticket distribution toll booths.
- Will process **6 times more exiting westbound vehicles** than manual ticket collection toll booths.
- Is predicted to eventually **service up to 75 percent** of traffic passing through a barrier during peak travel times.

Project Goals

The New York State Thruway Authority is progressing the Williamsville Toll Barrier Project with the following specific goals:

- **Eliminate Thruway traffic congestion attributable to the existing Williamsville Toll Barrier**

  The addition of Highway Speed E-ZPass would increase traffic flow through the toll collection facility both for motorists using Highway Speed E-ZPass and those using a staffed toll lane.

- **Provide improved highway and toll plaza safety**

  Highway Speed E-ZPass lanes would allow customers traveling at highway speeds to safely separate themselves from staffed toll plaza lanes, travel through the facility at highway speeds while electronically paying their toll. Highway Speed E-ZPass at this location would also improve safety for Authority employees.

- **Minimize environmental and socio-economic concerns**

  Highway Speed E-ZPass would reduce noise associated with a toll facility by reducing the volume of traffic decelerating, stopping and accelerating to highway speeds. A significant reduction in tractor-trailer braking noise would be evident.