| | | FY 2018-2 | | | | | g · · · | | | ntly Program | med | | | | | |
|---------------|--|---|----------------|--------------|-----------------------|--------------|-------------|-------------|--------------------|---------------|---------------|-------|-------|-------|-------------|---|
| ID | Project | Description | Phase | Source | Prior Years | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Future Year | Total (100%) |
| | _ | Replace bridge 910490 over Walnut Creek in Raleigh. Add ROW and CON funding to | ROW | STBGOF | | _ | - | | | | | | | | | \$ - |
| | | FY2018, not previously programmed to allow additional time for City of Raleigh to | ROW | L | | | | | | | | | | | | \$ - |
| | | complete design. | CON | STBGOF | | | | | | | | | | | | \$ - |
| | | | CON | L | | | | | | | | | | | | \$ - |
| C-5166A | NC-56 Greenway-East | Construct NC 56 greenway in Creedmoor, Eastern section. Add CON funding to FY2018, | CON | CMAQ | | | | | | | | | | | | \$ - |
| | | not previously programmed to allow additional time for the Town to complete | | | | | | | | | | | | | | |
| | | design. | CON | L | | | | | | | | | | | | \$ - |
| | · · | Construct NC 56 greenway in Creedmoor, Western section. Add CON funding to | CON | CMAQ | | | | | | | | | | | | \$ - |
| , | | FY2018, not previously programmed to allow additional time for the Town to | | | | | | | | | | | | | | |
| · | | complete design. | CON | L | | | | | | | | | | | | \$ - |
| , | US-15 | SR 1110 (West Hillsboro St) to NC 56 in Creedmoor. Construct sidewalk/path. Add CON | | | | | | | | | | | | | | |
| EB-5513 | | funding to FY2018, not previously programmed to allow for additional time for the | CON | TAP | | | | | | | | | | | | • |
| | | Town to complete design. Wake Technical community college to SR 1010 (Ten-Ten Road). Add lanes. ROW | ROW | T | | \$10,953,000 | | | | | | | | | | Φ - 10.0F3.000 |
| U-5746 | | delayed from FY18 to FY19; CON delayed from FY19 to FY20. Modify southern | UTIL | <u> </u> | | \$10,955,000 | \$1,314,000 | | | | | | | | | \$ 10,953,000 \$ 1,314,000 |
| | | terminus based on project scoping *previous scope: Future NC 540 to SR 1010 (Ten- | OTIL | Į. | <u> </u> | | \$1,314,000 | | | | | | | | | φ 1,314,000 |
| , | | Ten Road). | CON | Т | | | \$7,718,000 | | | | | | | | | \$ 7,718,000 |
| TP-4903A | | Downtown operations plan. Regionally-significant project included in FY2018 Wake | | | | | | | | | | | | | | \$ - |
| | Implementation- | Transit Work Plan. | | | | | | | | | | | | | | |
| | Planning- GoRaleigh | | | | | | | | | | | | | | | \$ - |
| | | Downtown Multimodal Facility feasibility study. Regionally-significant project in FY2018 | | | | | | | | | | | | | | |
| | • | Wake Transit Work Plan. | | | | | | | | | | | | | | |
| | Planning- GoCary | | | 1 | ļ | | | | <u> </u> | | | | | | | \$ - |
| | | Fixed Guideway Transit Corridor Major Investment Study. Regionally-significant project | | | | | | | | | | | | | | |
| | Implementation- Planning- GoTriangle | in FY2018 Wake Transit Work Plan. | | | | | | | | | | | | | | |
| 11 -4303/ | | | | | | | | | | | | | | | | - |
| TP-4906A | | Multi-year Bust Service Implementation and Staffing Plan. Regionally-significant project | | | | | | | | | | | | | | \$ - |
| , | Implementation- Planning- GoRaleigh | in FY2018 Wake Transit Work Plan. | | | | | | | | | | | | | | |
| | and GoTriangle | | | | | | | | | | | | | | | |
| | - | | | | | | | | | | | | | | | \$ - |
| | | Raleigh Union Station Bus Facility. Regionally-significant project in FY2018 Wake | | | | | | | | | | | | | | |
| | | Transit Work Plan. | | | | | | | | | | | | | | |
| TD-5300 | facilities- GoTriangle | | | | | | | | | | | | | | | \$ - |
| TG-5234 | | Bus Stop Improvements. Add additional local funding from Wake Transit Plan. | CON | STBGDA | | \$400,000 | | | | | | | | | | \$ 400,000 |
| | Improvements | | 5014 | L | * | \$100,000 | | | | | | | | | | \$ 100,000 |
| | | Town of Butner Greenway Extension. Construct multi-use path. Delay ROW and CON | ROW | CMAQ | \$28,000 | | | | | | | | | | | \$ 28,000 |
| | Greenway | from FY2017 to FY2018 to allow Town additional time for planning and design. | | L | \$7,000 | | | | | | | | | | | \$ 7,000 |
| · | | | CON | CMAQ | \$144,000 | | | | | | | | | | | \$ 144,000 |
| | 1 40 110 54 1 5 1 1 1 | | DOW | L | \$36,000 | | | Φορο ορο | | | | | | | | \$ 36,000 |
| I-5873 | _ | Interchange improvements. Move ROW in FY18 not previously programmed to reflect | ROW | NHP | | | | \$920,000 | # C 204 000 | | | | | | | \$ 920,000 |
| 11.5527 | | Current delivery schedule | CON NEDA/DE | NHP | \$17F 000 | | | | \$6,384,000 | | | | | | | \$ 6,384,000 |
| U-5537 | | Widen to 3 lanes- north of Macgregor Pines Road to north of Versailles Drive. Include 10ft multiuse path on east side; 5ft sidewalks west side. Move CON to FY2018. | NEPA/PE | STBGDA | \$175,000 \$75,000 | | | | | | | | | | | \$ 175,000 |
| | - | inditiuse patificine ast side, sit sidewalks west side. Move CON to F12016. | ROW | STBGDA | \$75,000 | | | | | | | | | | | \$ 75,000 \$ 91,447 |
| | | | ROW | L | \$22,862 | | | | | | | | | | | \$ 22,862 |
| | | | CON | STBGDA | \$632,553 | | | | | | | | | | | \$ 632,553 |
| | | | | L | \$158,138 | | | | | | | | | | | \$ 158,138 |
| TD-5289 | | Add Compressed Natural Gas (CNG) fueling station to GoRaleigh's Poole Road Bus | PE | STBGDA | | \$244,800 | | | | | | | | | | \$ 244,800 |
| | Fueling Station | Maintenance Facility. Add additional local funding from Wake Transit Plan. | | L | | \$61,200 | | | | | | | | | | \$ 61,200 |
| | | | CON | STBGDA | | \$2,515,200 | | | | | | | | | | \$ 2,515,200 |
| | NODE | | A 1 1/1 | L - | | \$628,800 | | | | | | | | | | \$ 628,800 |
| P-5719A | | Acquire and rebuild 2 additional locomotives. Project break created at request of | Acquisition | T | | \$18,000,000 | | | | | | | | | | \$ 18,000,000 |
| | | NCDOT Rail Division | | | | | | | 1 | | | | | | - | \$ |
| P-5719B | NCRR . | Acquire and refurbish 2 coach and 1 lounge/haggage roll care. Project break arested at | Acquisition | | | | | | | | | | | | | \$ - ¢ |
| r-3/19B | | Acquire and refurbish 2 coach and 1 lounge/baggage rail cars. Project break created at request of NCDOT Rail Division | Acquisition | | | | | | 1 | | | | | | | \$ - \$ - |
| | | Toquest of Nobel Nam Division | | | | | | | + | | | | | | + | - · · · · · · · · · · · · · · · · · · · |
| <i>I-4739</i> | I-40 | Access improvements in the vicinity of existing I-40/NC 42 interchange. Accelerate ROW | ROW | NHP | | \$26,950,000 | | | <u> </u> | | | | | | | \$ 26,950,000 |
| | | and CON from FY19 to FY18 to coordinate schedule with I-5111. | UTIL | NHP | | \$3,150,000 | | | | | | | | | | \$ 3,150,000 |
| ! | | | CON | NHP | | \$1,956,000 | \$9,286,000 | \$9,286,000 | \$9,286,000 | \$9,286,000 | 0 | | | | | \$ 39,100,000 |
| R-3410A | NC 42 | US 70 bypass to us 70 Business, widen to multi-lanes. Convert to design-build. | ROW | STBG | | . , -,-,- | . , -,-,- | . , -, | \$9,134,000 | , , , , , , , | | | | | | \$ 9,134,000 |
| 11-34 IUA | | | UTIL | STBG | | | | | \$1,096,000 | | | | | | | \$ 1,096,000 |
| 11-34 IUA | | | CON | STBG | | | | | | \$4,300,000 | 0 \$4,300,000 | | | | | \$ 8,600,000 |
| 1\7-34 IVA | | | | | 1 | | | | ΦE ECO 000 | | | 1 | T | _ | | \$ 5,562,000 |
| R-3410B | NC 42 | NC 50 to US 70 bypass, widen to multi-lanes. Convert to design-build. Accelerate CON | ROW | STBG | | | l | | \$5,562,000 | | | | | | | φ 5,502,000 |
| | | NC 50 to US 70 bypass, widen to multi-lanes. Convert to design-build. Accelerate CON from FY22 to FY 21. | UTIL | STBG | | | | | \$5,562,000 | | | | | | | \$ 667,000 |
| R-3410B | | from FY22 to FY 21. | UTIL CON | STBG STBG | | | | | | \$7,875,000 | 0 \$7,875,000 | | | | | \$ 667,000 |
| R-3410B | Various | | UTIL | STBG | | | | | | \$7,875,000 | 0 \$7,875,000 | | | | | \$ 667,000 \$ 15,750,000 \$ - |

| | | F Y 2018- | | | | • | <u> </u> | | | mendment #3 | | | | | |
|------------------------|---------------------------------------|---|-------------------------------------|--|----------------------------|--------------|-------------------|---|-------------------|-------------|----------------------------|-------|----------|---------|---|
| ID | Project | Description | Phase | Source | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | Future Year Total (100%) |
| B-5556 | | Replace bridge 910490 over Walnut Creek in Raleigh. Add ROW and CON funding to | | STBGOFF | | | | | | | | _ | | | \$60,00 |
| | | FY2018, not previously programmed to allow additional time for City of Raleigh to | ROW | L | \$15,000 | | | | | | | | | | \$15,0 |
| | | complete design. | | STBGOFF | \$600,000 | | | | | | | | | | \$600,0 |
| | | | CON | L | \$150,000 | | | | | | | | | | \$150,0 |
| C-5166A | NC-56 Greenway-East | Construct NC 56 greenway in Creedmoor, Eastern section. Add CON funding to FY2018, | CON | CMAQ | \$765,000 | | | | | | | | | | \$765,0 |
| | | not previously programmed to allow additional time for the Town to complete | | | , | | | | | | | | | | <u> </u> |
| | | design. | CON | L | \$191,000 | | | | | | | | | | \$191,0 |
| C-5166B | - | Construct NC 56 greenway in Creedmoor, Western section. Add CON funding to | CON | CMAQ | \$642,000 | | | | | | | | | | \$642,0 |
| | | FY2018, not previously programmed to allow additional time for the Town to | | | | | | | | | | | | | |
| | | complete design. | CON | L | \$160,000 | | | | | | | | | | \$160,0 |
| | | SR 1110 (West Hillsboro St) to NC 56 in Creedmoor. Construct sidewalk/path. Add CON | | | | | | | | | | | | | |
| ED 5540 | | funding to FY2018, not previously programmed to allow for additional time for the | 0011 | TAD | # 500 000 | | | | | | | | | | # 500.0 |
| EB-5513 | 110 404 | Town to complete design. | CON | TAP | \$560,000 | 040.050.000 | | | | | | | | | \$560,0 |
| U-5746 | | Wake Technical community college to SR 1010 (Ten-Ten Road). Add lanes. ROW delayed from FY18 to FY19; CON delayed from FY19 to FY20. Modify southern | ROW UTIL | <u> Т</u> | | \$10,953,000 | | | | | | | | | \$10,953,0 |
| | | terminus based on project scoping *previous scope: Future NC 540 to SR 1010 (Ten- | UTIL | <u> </u> | | \$1,314,000 | | | | | | | | | \$1,314,0 |
| | | Ten Road). | CON | Т | | | \$7,718,000 | | | | | | | | \$7,718,0 |
| TP-4903A | | Downtown operations plan. Regionally-significant project included in FY2018 Wake | PL | FUZ | \$400,000 | | 41,110,000 | | | | | | | | \$400,00 |
| | | Transit Work Plan. | | | | | | | | | | | | | , 100,00 |
| | Planning- GoRaleigh | | | L | \$875,000 | | | | | | | | <u> </u> | <u></u> | \$875,00 |
| | | Downtown Multimodal Facility feasibility study. Regionally-significant project in FY2018 | | | | | | | | | | | | | |
| | | Wake Transit Work Plan. | | _ | | | | | | | | | | | |
| TP-4904A | Planning- GoCary | | PL | L | \$300,000 | | | | | | | | | | \$300,00 |
| | • | Fixed Guideway Transit Corridor Major Investment Study. Regionally-significant project | | | | | | | | | | | | | |
| | • | in FY2018 Wake Transit Work Plan. | | | | | | | | | | | | | |
| 11 - 43 03A | Planning- GoTriangle | | PL | L | \$2,000,000 | | | | | | | | | | \$2,000,00 |
| TP-4906A | · · | Multi-year Bust Service Implementation and Staffing Plan. Regionally-significant project | PL | FUZ | \$400,000 | | | | | | | | | | \$400,00 |
| | | in FY2018 Wake Transit Work Plan. | | | | | | | | | | | | | |
| | Planning- GoRaleigh and GoTriangle | | | | | | | | | | | | | | |
| | _ | | | L | \$976,853 | | | | | | | | | | \$976,85 |
| | | Raleigh Union Station Bus Facility. Regionally-significant project in FY2018 Wake | | | | | | | | | | | | | |
| | • | Transit Work Plan. | | | | \$2,808,000 | | | | | | | | | |
| . 2 0000 | facilities- GoTriangle | | PE | L | \$2,700,000 | | | | | | | | | | \$5,508,00 |
| TG-5234 | • | Bus Stop Improvements. Add additional local funding from Wake Transit Plan. | CON | STBGDA | \$400,000 | | | | | | | | | | \$400,00 |
| | Improvements | | | L | \$495,000 | | | | | | | | | | \$495,00 |
| | | Town of Butner Greenway Extension. Construct multi-use path. Delay ROW and CON | ROW | CMAQ | \$28,000 | | | | | | | | | | \$28,00 |
| | Greenway | from FY2017 to FY2018 to allow Town additional time for planning and design. | | <u>L</u> | \$7,000 | | | | | | | | | | \$7,00 |
| | | | CON | CMAQ | \$144,000 | | | | | | | | | | \$144,00 |
| | | | | L | \$36,000 | | | | | | | | | | \$36,00 |
| I-5873 | | Interchange improvements. Move ROW in FY18 not previously programmed to reflect | ROW | NHP | \$920,000 | | | | | | | | | | \$920,00 |
| | | current delivery schedule | CON | NHP | | \$6,384,000 | | | | | | | | | \$6,384,00 |
| U-5537 | | Widen to 3 lanes- north of Macgregor Pines Road to north of Versailles Drive. Include 10ft | NEPA/PE | STBGDA | | | | | | | | | | | |
| | | multiuse path on east side; 5ft sidewalks west side. Move CON to FY2018. | ROW | CTDCDA | | | | | | | | | | | |
| | | | KUW | STBGDA | | | | | | | | | + | _ | |
| | | <u> </u> | CON | STRGDA | \$632,553 | | | | | | | | | + | \$632,55 |
| | | | | L | \$158,138 | | | | | | | | 1 | | \$158,13 |
| TD-5289 | GoRaleigh CNG | Add Compressed Natural Gas (CNG) fueling station to GoRaleigh's Poole Road Bus | PE | STBGDA | \$244,800 | | | | | | | | 1 | 1 | \$244,80 |
| | ŭ l | Maintenance Facility. Add additional local funding from Wake Transit Plan. | | L | \$61,200 | | | | | | | | 1 | | \$61,20 |
| | | | CON | STBGDA | \$2,515,200 | | | | | | | | | | \$2,515,20 |
| | | | | L | \$2,178,800 | | | | | | | | | | \$2,178,80 |
| P-5719A | | Acquire and rebuild 2 additional locomotives. Project break created at request of | Acquisition | CMAQ | \$4,669,000 | | | | | | | | | | \$4,669,00 |
| | | NCDOT Rail Division | | T | \$6,776,000 | | | | | | | | | | \$6,776,00 |
| D == 10= | NODD | | A more to tel | *** | \$1,167,000 | | | | | | | | 1 | | \$1,167,00 |
| P-5719B | | Acquire and refurbish 2 coach and 1 lounge/baggage rail cars. Project break created at request of NCDOT Rail Division | Acquisition | CMAQ | \$1,600,000 | | | | | | | | | | \$1,600,00 |
| | | request of Nodo Frail Division | | S(M) | \$3,388,000 \$400,000 | | | | | | | | + | 1 | \$3,388,00 \$400,00 |
| | | 1 | | NHP | \$26,950,000 | | | | | | | | + | + | \$26,950,0 |
| <i>I_1</i> 730 | I-40 | Access improvements in the vicinity of existing L-40/NC 42 interchange. Accelerate POW | B∪/\/ | ONLIE | | | | | | | | | | | \$3,150,0 |
| I-4739 | | Access improvements in the vicinity of existing I-40/NC 42 interchange. Accelerate ROW and CON from FY19 to FY18 to coordinate schedule with I-5111. | ROW | | \$3 150 000 | | | # 0.000.000 | #0.000.000 | | | | | 1 | |
| I-4739 | | Access improvements in the vicinity of existing I-40/NC 42 interchange. Accelerate ROW and CON from FY19 to FY18 to coordinate schedule with I-5111. | UTIL | NHP | \$3,150,000 \$1,956,000 | \$9.286.000 | \$9,286,000 | \$9.286 000 | 39.286.000 | | | | | | \$39 100 0 |
| | | and CON from FY19 to FY18 to coordinate schedule with I-5111. | UTIL CON | NHP NHP | \$3,150,000 \$1,956,000 | \$9,286,000 | \$9,286,000 | \$9,286,000 \$9,134,000 | \$9,286,000 | | | | | | |
| I-4739 R-3410A | | | UTIL | NHP | | \$9,286,000 | \$9,286,000 | \$9,134,000 | \$9,286,000 | | | | | | \$9,134,0 |
| | | and CON from FY19 to FY18 to coordinate schedule with I-5111. | UTIL CON ROW | NHP NHP STBG | | \$9,286,000 | \$9,286,000 | | \$5,447,000 | \$5,447,000 | \$5,447,000 | | | | \$9,134,0 \$1,096,0 |
| | NC 42 | and CON from FY19 to FY18 to coordinate schedule with I-5111. | UTIL CON ROW UTIL | NHP NHP STBG STBG STBG STBG | | \$9,286,000 | \$9,286,000 | \$9,134,000 \$1,096,000 | | \$5,447,000 | \$5,447,000 | | | | \$9,134,0 \$1,096,0 \$17,201,0 |
| R-3410A | NC 42 NC 42 | and CON from FY19 to FY18 to coordinate schedule with I-5111. US 70 bypass to us 70 Business, widen to multi-lanes. Convert to design-build. | UTIL CON ROW UTIL CON ROW UTIL UTIL | NHP NHP STBG STBG STBG STBG STBG STBG | | \$9,286,000 | \$9,286,000 | \$9,134,000 \$1,096,000 \$860,000 | | \$5,447,000 | \$5,447,000 | | | | \$9,134,0 \$1,096,0 \$17,201,0 \$5,562,0 |
| R-3410A | NC 42 NC 42 | and CON from FY19 to FY18 to coordinate schedule with I-5111. US 70 bypass to us 70 Business, widen to multi-lanes. Convert to design-build. NC 50 to US 70 bypass, widen to multi-lanes. Convert to design-build. Accelerate CON | UTIL CON ROW UTIL CON ROW | NHP NHP STBG STBG STBG STBG | | \$9,286,000 | \$9,286,000 | \$9,134,000 \$1,096,000 \$860,000 \$5,562,000 | \$5,447,000 | | \$5,447,000 \$9,975,000 | | | | \$9,134,0 \$1,096,0 \$17,201,0 \$5,562,0 \$667,0 |
| R-3410A R-3410B | NC 42 NC 42 | and CON from FY19 to FY18 to coordinate schedule with I-5111. US 70 bypass to us 70 Business, widen to multi-lanes. Convert to design-build. NC 50 to US 70 bypass, widen to multi-lanes. Convert to design-build. Accelerate CON | UTIL CON ROW UTIL CON ROW UTIL UTIL | NHP NHP STBG STBG STBG STBG STBG STBG | | \$9,286,000 | \$9,286,000 | \$9,134,000 \$1,096,000 \$860,000 \$5,562,000 \$667,000 | \$5,447,000 | | | | | | \$39,100,0 \$9,134,0 \$1,096,0 \$17,201,0 \$5,562,0 \$667,0 \$31,500,0 \$800,0 |

| | | | 018-2027 Transportation Improvement Program - Amendment #2 As Currently Programmed | | | | | | | | | | | | | | |
|-----------|--------------------------|---|---|--------|-------------|--|--------------|--------------------|--------------------|-------------|-------------|-------------|-------|-------|-------------|---------------|--|
| ID | Project | Description | Phase | Source | Prior Years | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Future Year | Total (100% | |
| | SR1162 (Apex | SR1162 (Apex Barbecue Road) Replace bridge 910362 over Beaver Creek in Apex. | | | | | | | | | | | | | | | |
| | Barbecue Road) | Project re-added to STIP at request of Structures Management Unit. | | | | | | | | | | | | | | | |
| B-5161 | Bridge replacement | | | | | | | | | | | | | | | \$ - | |
| | , | SR 2703 (New Bethel Chruch Road), replace bridge 910248 over Mahler's Creek in | | | | | | | | | | | | | | | |
| | Church Road) bridge | Garner. Project re-added to STIP at request of Structures Management Unit. | | | | | | | | | | | | | | | |
| B-5237 | replacement | | | | | | | | | | | | | | | \$ - | |
| B-5986 | NC 231 Bridge | NC 231, replace bridge 910034 over Norfolk Southern Railroad in Wendell. Add project | | | | | | | | | | | | | | \$ - | |
| | Replacement | at request of NCDOT Structures Management Unit. | | | | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | | | | | | \$ - | |
| B-5987 | US 401 Bridge | US 401, replace bridges 910115 and 910117 over Norfolk Southern Roalroad and | | | | | | | | | | | | | | \$ - | |
| | Replacements | unnamed creek. Add project at request of NCDOT Structures Management Unit. | | | | | | | | | | | | | | \$ - | |
| | | | | | | | | | | | | | | | | \$ - | |
| I-5111REG | 1-40 | I-40, Wake County line to NC42. Add 2 general-purpose lanes in each direction. Revise | ROW | NHP | | | \$8,000,000 | | | | | | | | | \$ 8,000,00 | |
| TOTTINEO | - | description to reflect NEPA preferred alternative and delete its component (schedule | UTIL | NHP | | | \$3,500,000 | | | | | | | | | \$ 3,500,00 | |
| | - | and funding remain unchanged) *Prior description: I-440 / US 64 (EXIT 301) TO NC 42 | UTIL | INLIF | | | φ3,300,000 | | | | | | | | | \$ 3,500,00 | |
| | | (EXIT 312). ADDITIONAL LANES AND ITS DEPLOYMENT ON ALTERNATE ROUTES | | | | | | | | | | | | | | | |
| | | FOR TRAFFIC MANAGEMENT. | CON | NHP | | | | | \$6,250,000 | \$6,250,000 | \$6,250,000 | \$6,250,000 | | | | ¢ 25,000,00 | |
| | CD 4224 (Asset Form | | CON | INTP | | | | | \$6,230,000 | \$6,250,000 | \$6,230,000 | \$6,250,000 | | | | \$ 25,000,00 | |
| | | SR 1321 (Avent Ferry Road) Replace Bridge 910318 over Lake Johnson in Raleigh. To | | | | | | | | | | | | | | | |
| B-5130 | Road) bridge replacement | allow additional time for planning and design, delay CON from FY18 to FY19. | CON | STBG | | \$4,450,000 | | | | | | | | | | \$ 4,450,00 | |
| | SR 4363 (MLK, JR | SR 4363 (Martin Luther King, Jr. Blvd), South Saunders St to SR 1007 (Poole Road) in | PE | SRTS | | Ψ+,+30,000 | | | | | | | | | | \$ 4,430,00 | |
| | BLVD) dedicated | Raleigh. Construct dedicated bicycle lanes. Add engineering in FY18 and CON in FY 19 | PE | 3813 | | | | | | | | | | | | <u> </u> | |
| | bicycle lanes | not previously programmed (delay from 16-25 STIP) to reflect current city delivery | | | | | | | | | | | | | | | |
| | bioyolo larios | schedule. | CON | SRTS | | | | | | | | | | | | \$ - | |
| EB-5894 | Black Creek | West Dynasty Drive to old Reedy Creek Road in Cary. Construct Greenway. Delete | PE | TAP | | \$140,000 | | | | | | | | | | \$ 140,00 | |
| | Greenway Phases I, | Engineering and ROW phases and shift funding to CON phase, accelerate CON from | <u> </u> | L | | \$35,000 | | | | | | | | | | \$ 35,00 | |
| | II, and V | FY20 to FY19 at request of MPO. | ROW | TAP | | +++++++++++++++++++++++++++++++++++++ | \$296,000 | | | | | | | | | \$ 296,00 | |
| | - | - 100 to 1 | | L | | | \$74,000 | | | | | | | | | \$ 74,00 | |
| | - | | CON | TAP | | | . , | \$3,564,000 | | | | | | | | \$ 3,564,00 | |
| | 1 | | | L | | | | \$891,000 | | | | | | | | \$ 891,00 | |
| I-5111 | I-40 | I-40, I-440/US 64 (Exit 301) to NC 42 (Exit 312). Add 2 general-purpose lanes in each | | | | | | | | | | | | | | \$ - | |
| | | direction. Revise description to reflect NEPA preferred alternative and delete its | | | | | | | | | | | | | | \$ - | |
| | | component (schedule and funding remain unchanged) *Prior description: I-440 / US | | | | | | | | | | | | | | | |
| | | 64 (EXIT 301) TO NC 42 (EXIT 312). ADDITIONAL LANES AND ITS DEPLOYMENT ON | | | | | | | | | | | | | | | |
| | | ALTERNATE ROUTES FOR TRAFFIC MANAGEMENT. | | | | | | | | | | | | | | S - | |
| I-5111SW | 1-40 | I-40, I-440/US 64 (Exit 301) to Johnston County line. Add 2 general purpose lanes in each | ROW | NHP | | \$20,000,000 | | | | | | | | | | \$ 20,000,00 | |
| | ╣ , | direction. Revise description to reflect NEPA preferred alternative and delete its | UTIL | NHP | | \$1,595,000 | | | | | | | | | | \$ 1,595,00 | |
| | - | component (schedule and funding remain unchanged) *Prior description: I-440 / US | O I IL | 14111 | | ψ1,000,000 | | | | | | | | | | 1,090,00 | |
| | | 64 (EXIT 301) TO NC 42 (EXIT 312). ADDITIONAL LANES AND ITS DEPLOYMENT ON | | | | | | | | | | | | | | | |
| | | ALTERNATE ROUTES FOR TRAFFIC MANAGEMENT. | CON | NHP | | \$9,100,000 | \$57,647,000 | #F7.047.000 | #57.047.000 | | | | | | | \$ 182,041,00 | |

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| | | FY 2018- | -2027 Tr | ranspo | rtation Im | orovement | Program - | Amendr | | endment #3 | | | | | | |
|-----------|----------------------|--|----------|--------|--------------|--------------------|--------------|--------------------|--------------------|--------------------|--------------------|-------|-------|-------|-------------|------------------------------|
| ID | Project | Description | Phase | Source | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | Future Year | Total (100%) |
| | SR1162 (Apex | SR1162 (Apex Barbecue Road) Replace bridge 910362 over Beaver Creek in Apex. | | | | | | | | | | | | + | | 10141 (10076) |
| | Barbecue Road) | Project re-added to STIP at request of Structures Management Unit. | | | | | | | | | | | | | | |
| B-5161 | Bridge replacement | | CON | STPOFF | \$2,350,000 | | | | | | | | | | | \$2,350,000 |
| | SR 2703 (New Bethel | SR 2703 (New Bethel Chruch Road), replace bridge 910248 over Mahler's Creek in | | | | | | | | | | | | | | |
| | , , | Garner. Project re-added to STIP at request of Structures Management Unit. | | | | | | | | | | | | | | |
| B-5237 | replacement | | CON | STPOFF | \$2,100,000 | | | | | | | | | | | \$2,100,000 |
| B-5986 | NC 231 Bridge | NC 231, replace bridge 910034 over Norfolk Southern Railroad in Wendell. Add project | ROW | Т | | | \$164,000 | | | | | | | | | \$164,000 |
| | Replacement | at request of NCDOT Structures Management Unit. | UTIL | Т | | | \$163,000 | | \$2,948,000 | | | | | | | \$3,111,000 |
| | | | CON | Т | | | | | | | | | | | | \$0 |
| B-5987 | US 401 Bridge | US 401, replace bridges 910115 and 910117 over Norfolk Southern Roalroad and | ROW | NHPB | | | \$640,000 | | | | | | | | | \$640,000 |
| | Replacements | unnamed creek. Add project at request of NCDOT Structures Management Unit. | UTIL | NHPB | | | \$640,000 | | | | | | | | | \$640,000 |
| | | | CON | NHPB | | | | | \$11,520,000 | | | | | | | \$11,520,000 |
| I-5111REG | I-40 | I-40, Wake County line to NC42. Add 2 general-purpose lanes in each direction. Revise | ROW | NHP | | \$8,000,000 | | | | | | | | | | \$8,000,000 |
| | | description to reflect NEPA preferred alternative and delete its component (schedule | UTIL | NHP | | \$3,500,000 | | | | | | | | _ | | \$3,500,000 |
| | | and funding remain unchanged) *Prior description: I-440 / US 64 (EXIT 301) TO NC 42 | | 1 | | 4 2,233,333 | | | | | | | | | | + - - - - - - - - - - |
| | | (EXIT 312). ADDITIONAL LANES AND ITS DEPLOYMENT ON ALTERNATE ROUTES | | | | | | | | | | | | | | |
| | | FOR TRAFFIC MANAGEMENT. | CON | NHP | | | | \$6,250,000 | \$6,250,000 | \$6,250,000 | \$6,250,000 | | | | | \$25,000,000 |
| | SR 1321 (Avent Ferry | SR 1321 (Avent Ferry Road) Replace Bridge 910318 over Lake Johnson in Raleigh. To | 33.1 | | | | | \$5,255,555 | \$3,233,033 | 4 0,200,000 | \$3,233,033 | | | | | \$25,555,555 |
| | Road) bridge | allow additional time for planning and design, delay CON from FY18 to FY19. | | | | | | | | | | | | | | |
| B-5130 | replacement | | | | | \$4,450,000 | | | | | | | | | | \$4,450,000 |
| EB-5709 | SR 4363 (MLK, JR | SR 4363 (Martin Luther King, Jr. Blvd), South Saunders St to SR 1007 (Poole Road) in | PE | SRTS | \$100,000 | | | | | | | | | | | \$100,000 |
| | BLVD) dedicated | Raleigh. Construct dedicated bicycle lanes. Add engineering in FY18 and CON in FY 19 | | | | | | | | | | | | | | , |
| | bicycle lanes | not previously programmed (delay from 16-25 STIP) to reflect current city delivery | | | | | | | | | | | | | | |
| | | schedule. | CON | SRTS | | \$900,000 | | | | | | | | | | \$900,000 |
| EB-5894 | Black Creek | West Dynasty Drive to old Reedy Creek Road in Cary. Construct Greenway. Delete | CON | TAP | | \$4,000,000 | | | | | | | | | | \$4,000,000 |
| | Greenway Phases I, | Engineering and ROW phases and shift funding to CON phase, accelerate CON from | | L | | \$1,000,000 | | | | | | | | | | \$1,000,000 |
| | II, and V | FY20 to FY19 at request of MPO. | | | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | | | | | \$0 |
| | | | | | | | | | | | | | | | | \$0 |
| 15444 | 1.40 | 1.40 1.440/UC C4 (Frit 204) to NC 42 (Frit 242) Add 2 general number length in cook | | | | | | | | | | | | | | \$0 |
| I-5111 | I-40 | I-40, I-440/US 64 (Exit 301) to NC 42 (Exit 312). Add 2 general-purpose lanes in each direction. Revise description to reflect NEPA preferred alternative and delete its | | | | | | | | | | | | | | \$0 |
| | | component (schedule and funding remain unchanged) *Prior description: I-440 / US | | | | | | | | | | | | | | \$(|
| | | 64 (EXIT 301) TO NC 42 (EXIT 312). ADDITIONAL LANES AND ITS DEPLOYMENT ON | | | | | | | | | | | | | | |
| | | ALTERNATE ROUTES FOR TRAFFIC MANAGEMENT. | | | | | | | | | | | | | | |
| | 1.40 | | D.C | h | *** | | | | | | | | | | | \$0 |
| I-5111SW | I-40 | I-40, I-440/US 64 (Exit 301) to Johnston County line. Add 2 general purpose lanes in each | ROW | NHP | \$20,000,000 | | | | | | | | | | | \$20,000,000 |
| | _ | direction. Revise description to reflect NEPA preferred alternative and delete its | UTIL | NHP | \$1,595,000 | | | | | | | | | | | \$1,595,000 |
| | | component (schedule and funding remain unchanged) *Prior description: I-440 / US | | | | | | | | | | | | | | |
| | | 64 (EXIT 301) TO NC 42 (EXIT 312). ADDITIONAL LANES AND ITS DEPLOYMENT ON | | | | | | | | | | | | | | |
| | | ALTERNATE ROUTES FOR TRAFFIC MANAGEMENT. | CON | NHP | \$9,100,000 | \$57,647,000 | \$57,647,000 | \$57,647,000 | | | | | | | | \$182,041,000 |

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| | | | | | | | | | As Currer | itly Programme | ed | | | | | |
|---------|----------------------|---|-------|--------|-------------|---------------|---------------|--------------|--------------|----------------|-------|-------|-------|-------|-------------|----------------|
| ID | Project | Description | Phase | Source | Prior Years | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Future Year | Total (100%) |
| U-2719 | I-440/US1 Widening | I-440/ US 1, South of SR 1313 (Walnut St) to North of SR 1728 (Wade Ave) in Raleigh. | ROW | NHP | | \$118,411,000 | \$118,410,000 | | | | | | | | | \$ 236,821,000 |
| | | Widen from four to six lanes. Improve storage at Lake Boone Trail interchange and install | UTIL | NHP | | \$4,066,000 | | | | | | | | | | \$ 4,066,000 |
| | | ramp meters. Cost increse exceeding \$2m and 25% threshold | CON | NHP | | \$5,260,000 | \$33,314,000 | \$33,313,000 | \$33,313,000 | | | | | | | \$ 105,200,000 |
| U-5302 | US 401 | US 401, south of SR 2782 (Legend Road) to Purser Drive in Garner. Convert to | ROW | Т | | | \$850,000 | | | | | | | | | \$ 850,000 |
| | | Superstreet. Cost increase exceeding \$2m and 25% thresholds. | CON | Т | | | | \$2,100,000 | | | | | | | | \$ 2,100,000 |
| U-5529 | SR 1115 (Avent Ferry | y SR 1115 (Avent Ferry Road), west of SR 1101 (Piney Grove- Wilbon Road) to Village Walk | | | | | | | | | | | | | | \$ - |
| | Road) Operational | Drive in Holly Springs. Operational Improvements. Add CON to FY18 not previously | | | | | | | | | | | | | | |
| | Improvements | programmed (delay from 16-26 STIP) to allow additional time for permits. | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | \$ - |
| | I-440/US 1 Ramp | I-440/US, South of SR1313 (Walnut Street) to North of SR 1728 (Wade Ave) in Raleigh. | | | | | | | | | | | | | | * |
| U-2719A | Meters | Install Ramp Meters. Delete; scope determined to be unneeded through | CON | | | \$45,000 | \$286.000 | \$285.000 | \$285.000 | | | | | | | \$ 901,000 |

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| | | | | | | | | | TIP An | mendment #3 | | | | | | |
|---------|----------------------|---|-------|--------|---------------|--------------|---------------|--------------|--------|-------------|-------|-------|-------|-------|-------------|---------------|
| ID | Project | Description | Phase | Source | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | Future Year | Total (100%) |
| U-2719 | I-440/US1 Widening | I-440/ US 1, South of SR 1313 (Walnut St) to North of SR 1728 (Wade Ave) in Raleigh. | ROW | NHP | \$221,767,000 | | | | | | | | | | | \$221,767,000 |
| | | Widen from four to six lanes. Improve storage at Lake Boone Trail interchange and install | UTIL | NHP | \$6,355,000 | | | | | | | | | | | \$6,355,000 |
| | _ | ramp meters. Cost increse exceeding \$2m and 25% threshold | CON | NHP | \$11,775,000 | \$74,575,000 | \$74,575,000 | \$74,575,000 | | | | | | | | \$235,500,000 |
| U-5302 | US 401 | US 401, south of SR 2782 (Legend Road) to Purser Drive in Garner. Convert to | ROW | Т | | \$ 850,000 | | | | | | | | | | \$850,000 |
| | 7 | Superstreet. Cost increase exceeding \$2m and 25% thresholds. | CON | Т | | | \$ 13,200,000 | | | | | | | | | \$13,200,000 |
| U-5529 | SR 1115 (Avent Ferry | SR 1115 (Avent Ferry Road), west of SR 1101 (Piney Grove- Wilbon Road) to Village Walk | CON | STBGDA | \$ 1,584,000 | | | | | | | | | | | \$1,584,000 |
| | Road) Operational | Drive in Holly Springs. Operational Improvements. Add CON to FY18 not previously | | | | | | | | | | | | | | |
| | Improvements | programmed (delay from 16-26 STIP) to allow additional time for permits. | | | | | | | | | | | | | | |
| | | | | L | \$ 396,000 | | | | | | | | | | | \$396,000 |
| | I-440/US 1 Ramp | I-440/US, South of SR1313 (Walnut Street) to North of SR 1728 (Wade Ave) in Raleigh. | | | | | | | | | | | | | | |
| | Meters | Install Ramp Meters. Delete; scope determined to be unneeded through | | | | | | | | | | | | | | |
| U-2719A | | planning/environmental study for U-2719 | | | | | | | | | | | | | | \$0 |

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