

# RIGHT OF WAY AND RELOCATION REPORT

For

## ADMINISTRATIVE ACTION ENVIRONMENTAL IMPACT STATEMENT



### Wake and Johnston Counties

STIP Project Nos. R-2721, R-2828, and R-2829  
State Project Nos. 6.401078, 6.401079, and 6.401080  
Federal Aid Project Nos. STP-0540(19), STP-0540(20), and STP-0540(21)  
WBS Nos. 37673.1.TA2, 35516.1.TA2, and 35517.1.TA1

### Prepared for:



Prepared By:  
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# LOCHNER

March 2015

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# 1 PROJECT DESCRIPTION AND BACKGROUND

## 1.1 PROPOSED ACTION

The North Carolina Department of Transportation (NCDOT), in cooperation with the Federal Highway Administration (FHWA), proposes transportation improvements in the project study area and surrounding region to address transportation needs as defined in the project's *Purpose and Need Statement* (Lochner, 2011). The focus of these improvements is a potential extension of the Triangle Expressway (NC 540) from its current terminus at the NC 55 Bypass in Apex to the US 64/US 264 Bypass (I-495) in Knightdale. This action is designated as three projects in the NCDOT 2012-2018 STIP: R-2721, R-2828, and R-2829. Together, these STIP projects would combine to complete the 540 Outer Loop around the Raleigh metropolitan area. In some instances, the project is referred to as having two phases: Phase I is the western portion of the study area between NC 55 Bypass in Apex and I-40 near the Wake/Johnston County line; Phase II is the eastern portion of the study area between I-40 and US 64/US 264 Bypass in Knightdale. NCDOT established a protected corridor for the project between NC 55 Bypass and I-40 in 1996 and 1997. For purposes of meeting the requirements of NEPA, both phases are being examined in the current study as a single and complete project. It is likely that the project would be constructed in phases, but depending on the availability of funding, may or may not be consistent with the current phase descriptions noted. **Figure 1** shows the general project vicinity.

The project study area is located south and southeast of the City of Raleigh between the towns of Holly Springs to the west and Knightdale to the east. The project study area extends as far south as NC 42 between Fuquay-Varina and Clayton. While most of the project study area is within Wake County, a small portion of western Johnston County is also included. **Figure 2** shows the project study area.

This project, referred to as the Complete 540 – Triangle Expressway Southeast Extension, is intended to improve transportation mobility for trips within, or traveling through, the project study area during the peak travel period, and reduce forecast traffic congestion. The proposed action is included in the Capital Area Metropolitan Planning Organization (MPO) and Durham-Chapel Hill-Carrboro MPO joint *2035 Long Range Transportation Plan* (LRTP) (2011), as well as the Capital Area MPO *2012–2018 Metropolitan Transportation Improvement Program* (MTIP) (2011). In addition, the proposed action is included in the State's system of Strategic Highway Corridors (SHC) aimed at providing a safe, reliable, and high-speed network of highways within North Carolina (NCDOT, 2008).

NCDOT developed the *Purpose and Need Statement* (Lochner, 2011) for this project with input from federal and state environmental regulatory and resource agencies and the Capital Area MPO at resource and regulatory agency meetings and at Capital Area MPO meetings held on June 16, 2010, and September 15, 2010. NCDOT also incorporated public input solicited at public meetings held in September 2010, December 2010, and October 2013.

## 1.2 EXISTING ROADWAY NETWORK

There are several major travel routes through the project study area; these routes are shown in **Figure 1**. I-40 is one of the major east-west routes through North Carolina, connecting Raleigh and its surrounding communities to southeastern North Carolina and I-95 to the east. To the west, I-40 connects the area to Research Triangle Park (RTP), Durham, and other cities in central and western North Carolina. I-440, the Raleigh Beltline, is a partial loop facility around Raleigh, connecting the suburban areas surrounding the city. Existing I-540/NC 540 currently extends around the north and west sides of

the Raleigh area respectively, connecting outlying areas in Apex, Cary, northern Raleigh, and Knightdale. US 64 is another important east-west route through North Carolina; in the project study area, it traverses central Wake County. US 1 connects areas northeast of Raleigh to expanding suburban communities southwest of Raleigh.

Within southern and southeastern Wake County, there are limited alternatives for efficient local and long-distance travel. For residents in rapidly growing areas of southern and southeastern Wake County and northern Johnston County, routes for travel to many of the region's major employment centers consist of unlimited access, primary and secondary roads with lower posted speed limits and frequent traffic signals. Much of I-40, an important transportation corridor for local freight and commuter traffic, and the major corridor for interregional traffic across the area, currently operates at unacceptable levels of service (LOS) E or F. LOS on I-40 and other major routes across the area is forecast to worsen substantially. The proposed project would be a new location, fully controlled-access toll facility.

### **1.3 PROJECT ALTERNATIVES**

The project's *Alternatives Development and Analysis Report* (Lochner, 2014) evaluated several possible alternatives associated with this project through a three-tiered screening process. The alternatives remaining under consideration fall into two main categories: No-Build and Build Alternatives.

The No-Build Alternative is the baseline comparative alternative. It assumes that the transportation systems in the project study area will continue to develop as currently planned in the Capital Area MPO and Durham-Chapel Hill-Carrboro MPO joint 2035 LRTP, but without the proposed Complete 540 - Triangle Expressway Southeast Extension project.

The project's Build Alternatives were developed and evaluated as color-coded segments termed Preliminary Corridor Alternatives. Combinations of the various Preliminary Corridor Alternatives comprise end-to-end project alternatives. The end-to-end project alternatives remaining following the screening process outlined in the *Draft Alternatives Development and Analysis Report* are termed Detailed Study Alternatives (DSAs), which will be documented and evaluated in detail in the project's Draft Environmental Impact Statement (EIS). Ten Preliminary Corridor Alternatives comprise seventeen end-to-end DSAs. **Figure 2** shows the locations of the Preliminary Corridor Alternatives that make up the DSAs for the project. **Table 1** lists the Preliminary Corridor Alternatives that make up each of the DSAs. The Orange Corridor Alternative between NC 55 Bypass and I-40 corresponds to the existing protected corridor.

The DSAs under consideration are proposed to be toll facilities. An open road (highway speed transponder-based system) will likely be used as the primary means of toll collection. This would allow drivers to travel unobstructed through the toll collection points at highway speeds.

**Table 1 Preliminary Corridor Alternatives Comprising Each Detailed Study Alternative**

| <b>DSA</b> | <b>Preliminary Corridor Alternatives</b>                             |
|------------|--|
| <b>1</b>   | Orange to Green  |
| <b>2</b>   | Orange to Green to Mint Green to Green                               |
| <b>3</b>   | Orange to Brown (South) to Tan (North) to Green                      |
| <b>4</b>   | Orange to Brown to Green   |
| <b>5</b>   | Orange to Green to Teal to Brown to Green                            |
| <b>6</b>   | Orange to Red to Green   |
| <b>7</b>   | Orange to Red to Mint Green to Green                                 |
| <b>8</b>   | Orange to Purple-Blue-Lilac to Green                                 |
| <b>9</b>   | Orange to Purple-Blue-Lilac to Green to Mint Green to Green          |
| <b>10</b>  | Orange to Purple-Blue-Lilac to Brown (South) to Tan (North) to Green |
| <b>11</b>  | Orange to Purple-Blue-Lilac to Brown to Green                        |
| <b>12</b>  | Orange to Purple-Blue-Lilac to Teal to Brown to Green                |
| <b>13</b>  | Orange to Lilac to Green   |
| <b>14</b>  | Orange to Lilac to Green to Mint Green to Green                      |
| <b>15</b>  | Orange to Lilac to Brown (South) to Tan (North) to Green             |
| <b>16</b>  | Orange to Lilac to Brown to Green                                    |
| <b>17</b>  | Orange to Lilac to Green to Teal to Brown to Green                   |

## 2 RIGHT OF WAY AND RELOCATION

The methods used for this right of way and relocation analysis follow the current NCDOT Right of Way Manual as well as the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Qualified right of way agents and appraisers reviewed the plans for the various color-coded Preliminary Corridor Alternatives and identified properties that could have potential right of way impacts and properties that could have potential relocation impacts. Field reconnaissance was conducted along each Preliminary Corridor Alternative including identification of impacted residences/businesses and potential displacements. All field work was conducted from the existing roadway right of way. However, current aerial photography sources and county Geographical Information System (GIS) data was also reviewed to identify buildings and other improvements not visible from the road.

Displacements were identified based on the potential physical impacts of the highway to existing buildings as well as impacts to support systems such as water supply and/or septic systems. If a septic system or water supply appeared to be impacted and no utilities were planned for the area, the parcel was included as a relocation. This did not apply to large acreage tracts if it appeared that sufficient areas adjacent to the non-impacted structures were available for replacement systems. Additionally, if a developed parcel had right of way and damage costs that exceeded the value of the property even though the building improvements were not directly impacted, the parcel was included for relocation.

Right of way and relocation impacts were calculated for each of the ten color-coded Preliminary Corridor Alternatives. These ten color-coded alternatives are composed of shorter corridor segments. These segments allow for combining of the ten color-coded alternatives into the 17 unique Detailed Study Alternatives (DSAs).

A right of way estimate summary sheet is included in **Appendix A** for each of the segments of each color-coded Preliminary Corridor Alternative. The summary sheet includes the number and type of parcels that will be involved in the right of way acquisition process, the number and type of relocations, and an estimate of the right of way and relocation costs.

A relocation report for each of the segments of each color-coded Preliminary Corridor Alternative is included in **Appendix B**. For the relocations, this report shows the type of displacees for each type of relocation.

**Appendix C** includes a key for how the various segments of the ten color-coded Preliminary Corridor Alternatives combine to form the 17 DSAs. Also included here are spreadsheets that combined the results from the right of way and relocation analysis for the 17 DSAs.

**Table 2** shows the compilation of the right of way and relocation impacts for each of the 17 DSAs. Also shown in this table is the right of way and relocation cost estimate by DSA.

**Table 2 Right of Way and Relocation Impacts/Costs for Each Detailed Study Alternative**

| DSA       | Number of Parcels Impacted |             |        |       | Relocations |          |       |             |       | Right of Way & Relocation Cost | DSA       |
|-----------|----------------------------|-------------|--------|-------|-------------|----------|-------|-------------|-------|--------------------------------|-----------|
|           | Commercial                 | Residential | Vacant | Total | Residential | Business | Farms | Non-Profits | Total |                                |           |
| <b>1</b>  | 38                         | 510         | 193    | 741   | 269         | 6        | 0     | 3           | 278   | \$314,476,100                  | <b>1</b>  |
| <b>2</b>  | 38                         | 511         | 195    | 744   | 271         | 6        | 1     | 3           | 281   | \$313,954,600                  | <b>2</b>  |
| <b>3</b>  | 44                         | 509         | 201    | 754   | 256         | 5        | 1     | 3           | 265   | \$298,581,400                  | <b>3</b>  |
| <b>4</b>  | 44                         | 484         | 191    | 719   | 234         | 5        | 1     | 3           | 243   | \$280,882,300                  | <b>4</b>  |
| <b>5</b>  | 40                         | 506         | 191    | 737   | 263         | 6        | 0     | 3           | 272   | \$310,769,100                  | <b>5</b>  |
| <b>6</b>  | 63                         | 673         | 257    | 993   | 435         | 12       | 0     | 2           | 449   | \$438,920,400                  | <b>6</b>  |
| <b>7</b>  | 63                         | 673         | 259    | 995   | 437         | 12       | 0     | 2           | 451   | \$442,337,600                  | <b>7</b>  |
| <b>8</b>  | 57                         | 861         | 295    | 1,213 | 548         | 15       | 2     | 1           | 566   | \$543,553,700                  | <b>8</b>  |
| <b>9</b>  | 57                         | 862         | 297    | 1,216 | 550         | 15       | 3     | 1           | 569   | \$543,032,200                  | <b>9</b>  |
| <b>10</b> | 63                         | 862         | 305    | 1,230 | 537         | 15       | 3     | 1           | 556   | \$529,009,600                  | <b>10</b> |
| <b>11</b> | 63                         | 837         | 295    | 1,195 | 515         | 15       | 3     | 1           | 534   | \$511,310,500                  | <b>11</b> |
| <b>12</b> | 59                         | 857         | 293    | 1,209 | 542         | 15       | 2     | 1           | 560   | \$539,846,700                  | <b>12</b> |
| <b>13</b> | 45                         | 765         | 174    | 984   | 466         | 14       | 0     | 1           | 481   | \$411,581,500                  | <b>13</b> |
| <b>14</b> | 45                         | 766         | 176    | 987   | 468         | 14       | 1     | 1           | 484   | \$411,060,000                  | <b>14</b> |
| <b>15</b> | 51                         | 766         | 184    | 1,001 | 455         | 14       | 1     | 1           | 471   | \$397,037,400                  | <b>15</b> |
| <b>16</b> | 51                         | 741         | 174    | 966   | 433         | 14       | 1     | 1           | 449   | \$379,338,300                  | <b>16</b> |
| <b>17</b> | 47                         | 761         | 172    | 980   | 460         | 14       | 0     | 1           | 475   | \$407,874,500                  | <b>17</b> |



### **3 CONCLUSIONS**

Alternatives 1 through 5 impact the fewest parcels, involve the fewest relocations, and have the lowest right of way and relocation cost estimates of the 17 DSAs. Parcel impacts range from 719 to 754 parcels for Alternatives 1 through 5. The remaining 12 DSAs all have parcel impacts between 966 to 1,230 parcels. Relocations for Alternates 1 through 5 range from 243 to 281 total relocations. This compares to between 449 to 569 relocations with the remaining 12 DSAs. Similarly, the right of way cost for Alternatives 1 through 5 are about 52% to 83% of the other 12 DSAs.

The lowest right of way relocation cost option is Alternative 4 (Orange to Brown to Green). This alternative also involves the fewest total parcels and the fewest total relocations of all DSAs. This alternative also has the fewest residential parcels impacted and the fewest residential relocations.

## 4 REFERENCES

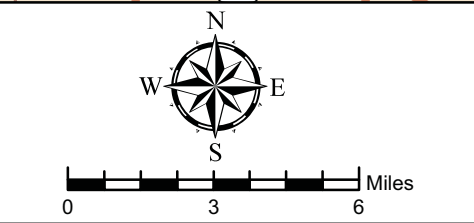
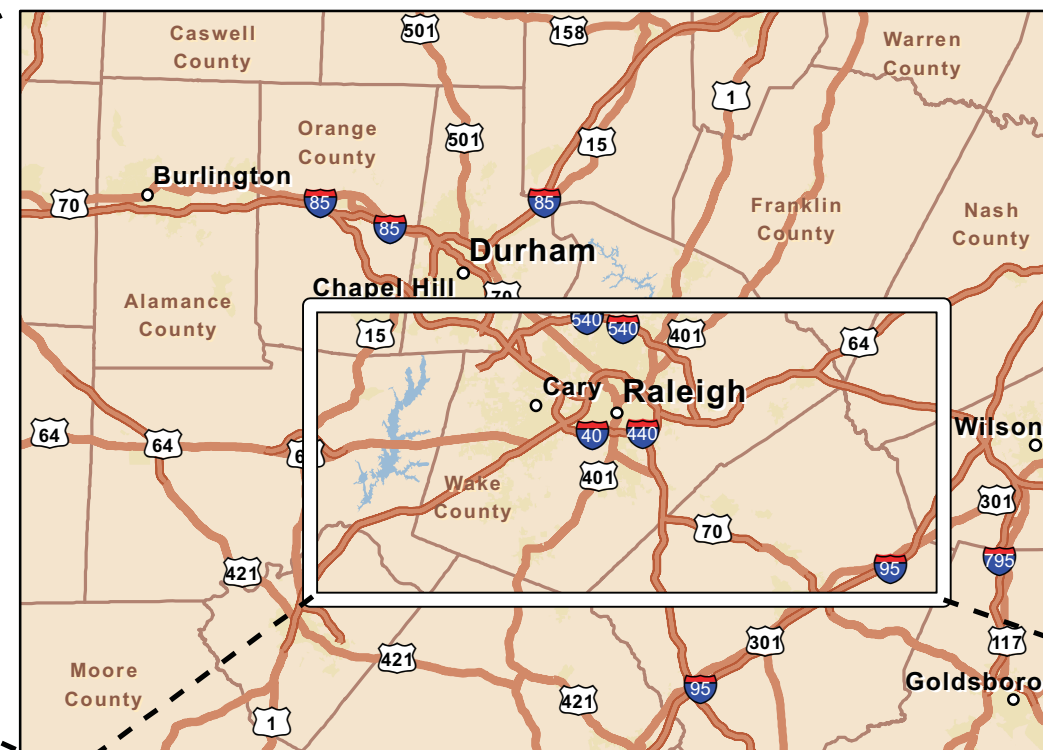
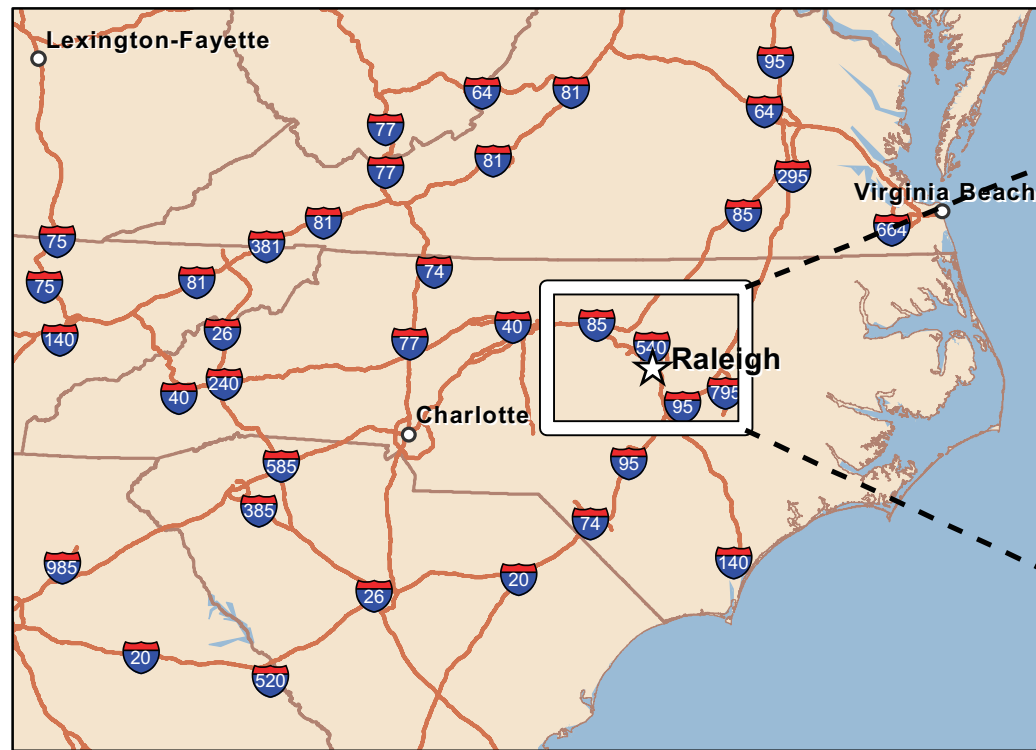
Capital Area Metropolitan Planning Organization (CAMPO). 2011. 2012-2018 Metropolitan Transportation Improvement Program.

CAMPO and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. 2011. Joint 2035 Long Range Transportation Plan.

H.W. Lochner. 2014. Complete 540 - Triangle Expressway Southeast Extension Alternatives Development and Analysis Report.

H.W. Lochner. 2011. Triangle Expressway Southeast Extension Purpose and Need Statement.

## **FIGURES**



**Legend**

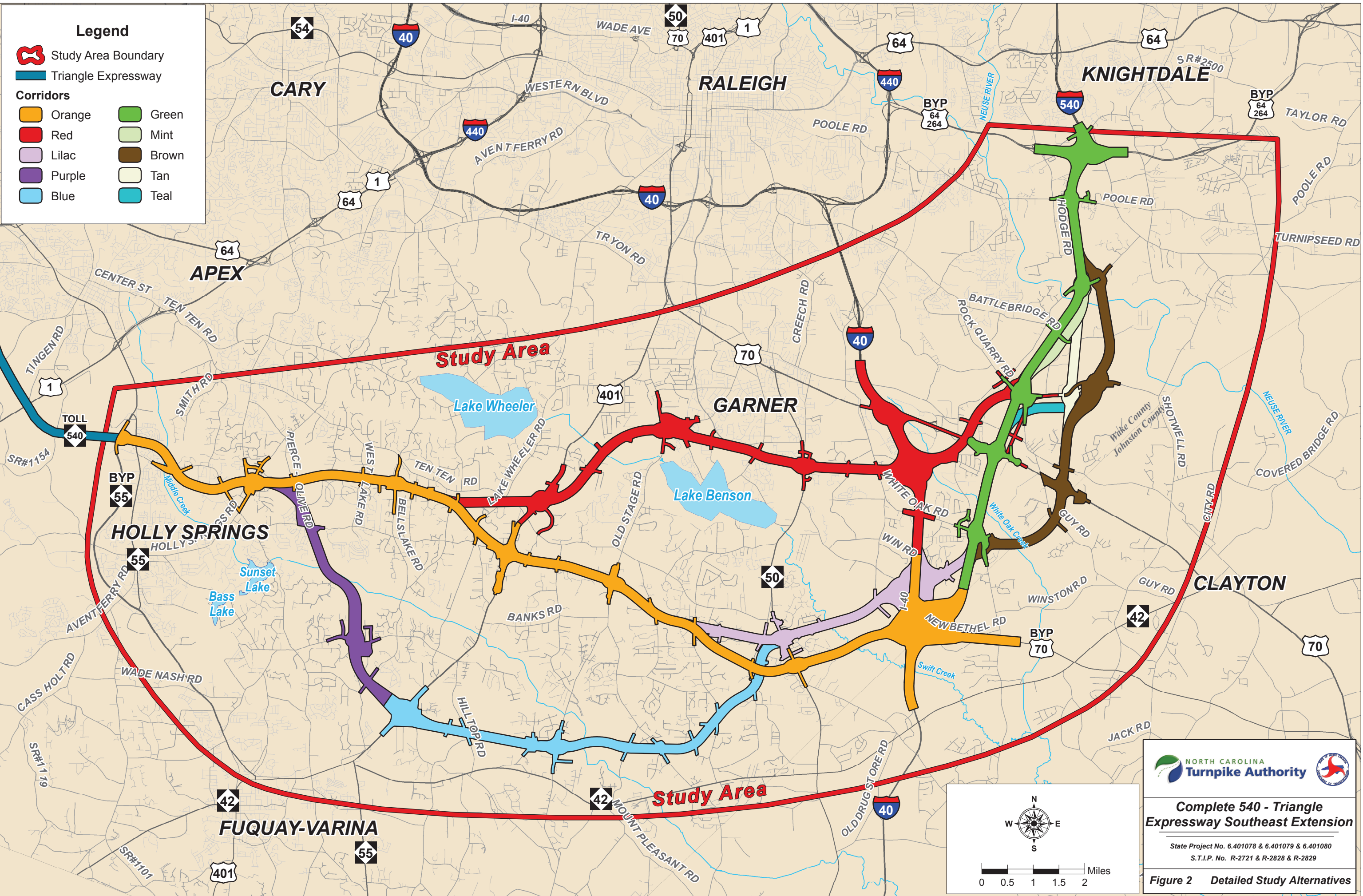
- Study Area Boundary
- Triangle Expressway

**NORTH CAROLINA Turnpike Authority**

**Complete 540 - Triangle Expressway Southeast Extension**

State Project No. 6.401078 & 6.401079 & 6.401080  
S.T.I.P. No. R-2721 & R-2828 & R-2829

**Figure 1 Project Setting**



**Legend**

- Study Area Boundary
- Triangle Expressway

**Corridors**

|        |       |
|--------|-------|
| Orange | Green |
| Red    | Mint  |
| Lilac  | Brown |
| Purple | Tan   |
| Blue   | Teal  |

NORTH CAROLINA Turnpike Authority

**Complete 540 - Triangle Expressway Southeast Extension**

State Project No. 6.401078 & 6.401079 & 6.401080  
S.T.I.P. No. R-2721 & R-2828 & R-2829

**Figure 2 Detailed Study Alternatives**

North Arrow

Scale: 0 0.5 1 1.5 2 Miles

## **APPENDIX A**

### **Right of Way Estimate Summary Sheets** (Segment order matches table in Appendix C)

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: ORANGE  
 Segment: O1 - STA. 21+45.00 - STA. 385+95.66 O\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|                      |              |
|----------------------|--------------|
| Parcels:             |              |
| Commercial           | 10           |
| Residential          | 204.5        |
| Vacant               | 77           |
| <b>Total Parcels</b> | <b>291.5</b> |

|                        |            |
|------------------------|------------|
| Estimated Relocates:   |            |
| Non-residential        | 1          |
| Residential            | 101        |
| <b>Total Relocates</b> | <b>102</b> |

|                          |           |       |   |               |   |                          |
|--------------------------|-----------|-------|---|---------------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |       |   | <b>Amount</b> |   |                          |
| 1. Direct Labor Cost     | (Parcels) | 291.5 | x | \$15,000      | = | \$4,372,500              |
| 2. Indirect Overhead     | (Parcels) | 291.5 | x | \$2,000       | = | \$583,000                |
| 3. (Lines 1 thru 2)      |           |       |   |               |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |       |   |               |   | <b>\$4,955,500</b>       |

|  |      |   |       |               |               |             |         |          |             |                      |
|--|------|---|-------|---------------|---------------|-------------|---------|----------|-------------|----------------------|
| <b>R/W OPS</b>                             |      |   |       | <b>Amount</b> |               |             |         |          |             |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 291.5 | =             | 291.5 Parcels | x           | \$5,000 | =        | \$1,457,500 |                      |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 291.5 | =             | 146 Parcels   | x           | \$2,500 | =        | \$365,000   |                      |
| 6. Title Services                          | 100% | x | 291.5 | =             | 291.5 Parcels | x           | \$1,500 | =        | \$437,300   |                      |
| 7. Condemnation Costs                      | 50%  | x | 291.5 | =             | 146 Parcels   | x           | \$2,500 | =        | \$365,000   |                      |
| 8. Mediators                               | 10%  | x | 146   | =             | 15 Parcels    | x           | \$2,000 | =        | \$30,000    |                      |
| 9. Expert Witness (Trial)                  | 3%   | x | 146   | =             | 4 Parcels     | x           | \$2,500 | =        | \$10,000    |                      |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |       |               | 90            | Imprvmet    | x       | \$20,000 | =           | \$1,800,000          |
| 11. Miscellaneous Contracts                |      |   |       |               | 1             | Per Segment | x       | \$2,000  | =           | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |       |               |               |             |         |          |             | <b>TOTAL R/W OPS</b> |
|  |      |   |       |               |               |             |         |          |             | <b>\$4,466,800</b>   |

|  |                            |   |       |                     |   |                             |
|--|----------------------------|---|-------|---------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |                            |   |       | <b>Amount</b>       |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$35,658,813               | x | 125%  | * Design plan stage | = | \$44,573,500                |
| 14. Negotiated Settlements   | (Factor) align="right">50% | x | 30%   | (% increase)        | = | \$6,686,000 (of line 13)    |
| 15. Legal Settlements & Awards                                     | (Factor) align="right">50% | x | 70%   | (% increase)        | = | \$15,600,700 (of line 13)   |
| 16. Other Condemn. Costs   | 146                        | x | \$500 |                     | = | \$73,000                    |
| 17. (Lines 13 thru 16)   |                            |   |       |                     |   | <b>TOTAL R/W LAND COSTS</b> |
|  |                            |   |       |                     |   | <b>\$66,933,200</b>         |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |       |   |                             |
|---|----------|---|-------|---|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |       |   |                             |
| 18. Acquisition                         | \$10,000 | x | 291.5 | = | \$2,915,000                 |
| 19. Relocation                          | \$10,000 | x | 102   | = | \$1,020,000                 |
|   |          |   |       |   | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |       |   | <b>\$3,935,000</b>          |

|                          |          |   |    |   |                               |
|--------------------------|----------|---|----|---|-------------------------------|
| <b>RELOCATION COSTS</b>  |          |   |    |   |                               |
| Replacement Housing      |          |   |    |   |                               |
| 20. Owner                | \$45,000 | x | 57 | = | \$2,565,000                   |
| 21. Tenant               | \$15,000 | x | 44 | = | \$660,000                     |
| Move Costs               |          |   |    |   |                               |
| 22. Residential Owner    | \$3,500  | x | 57 | = | \$199,500                     |
| 23. Residential Tenant   | \$2,000  | x | 44 | = | \$88,000                      |
| 24. Non-residential/Farm | \$60,000 | x | 1  | = | \$60,000                      |
| 25. (Lines 20 thru 24)   |          |   |    |   | <b>TOTAL RELOCATION COSTS</b> |
|                          |          |   |    |   | <b>\$3,572,500</b>            |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | <b>\$83,863,000</b>       |

Reviewer Jane C. Nelson Signed:  Date: January 6, 2015

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. NCDOT owned parcels include Parcels 6, 13, 22, 39, 86, 138, 142, 180, 181, 182, 198, 200, 250, 265, 266, 277, and 282. The value of the NCDOT owned parcels included in this estimate is based on their purchase price. However, there are a few sections within the corridor where the property has already been removed from the tax rolls. The cost of acquiring those parcels that have since been removed from the tax rolls is not included in this estimate. Other government or utility owned parcels include Parcels 20 and 186. Parcel 283 is split between O1 and O2.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: ORANGE  
 Segment: O2 - STA. 385+95.66 - STA. 484+00.00 O\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                      |    |
|---------------|------|----------------------|----|
| Parcels:      |      | Estimated Relocates: |    |
| Commercial    | 2.5  | Non-residential      | 0  |
| Residential   | 51.5 | Residential          | 22 |
| Vacant        | 11.5 | Total Relocates      | 22 |
| Total Parcels | 65.5 |                      |    |

|                          |           |      |   |               |   |                          |
|--------------------------|-----------|------|---|---------------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |      |   | <b>Amount</b> |   |                          |
| 1. Direct Labor Cost     | (Parcels) | 65.5 | x | \$15,000      | = | \$982,500                |
| 2. Indirect Overhead     | (Parcels) | 65.5 | x | \$2,000       | = | \$131,000                |
| 3. (Lines 1 thru 2)      |           |      |   |               |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |      |   |               |   | <b>\$1,113,500</b>       |

|  |      |   |      |               |               |   |          |   |                      |
|--|------|---|------|---------------|---------------|---|----------|---|----------------------|
| <b>R/W OPS</b>                             |      |   |      | <b>Amount</b> |               |   |          |   |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 65.5 | =             | 65.5 Parcels  | x | \$5,000  | = | \$327,500            |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 65.5 | =             | 33 Parcels    | x | \$2,500  | = | \$82,500             |
| 6. Title Services                          | 100% | x | 65.5 | =             | 65.5 Parcels  | x | \$1,500  | = | \$98,300             |
| 7. Condemnation Costs                      | 50%  | x | 65.5 | =             | 33 Parcels    | x | \$2,500  | = | \$82,500             |
| 8. Mediators                               | 10%  | x | 33   | =             | 3 Parcels     | x | \$2,000  | = | \$6,000              |
| 9. Expert Witness (Trial)                  | 3%   | x | 33   | =             | 1 Parcels     | x | \$2,500  | = | \$2,500              |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |      |               | 22 Imprvmet   | x | \$20,000 | = | \$440,000            |
| 11. Miscellaneous Contracts                |      |   |      |               | 1 Per Segment | x | \$2,000  | = | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |      |               |               |   |          |   | <b>TOTAL R/W OPS</b> |
|  |      |   |      |               |               |   |          |   | <b>\$1,041,300</b>   |

|  |                            |   |       |                     |   |                             |
|--|----------------------------|---|-------|---------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |                            |   |       | <b>Amount</b>       |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$14,703,484               | x | 125%  | * Design plan stage | = | \$18,379,400                |
| 14. Negotiated Settlements   | (Factor) align="right">50% | x | 30%   | (% increase)        | = | \$2,756,900 (of Line 13)    |
| 15. Legal Settlements & Awards                                     | (Factor) align="right">50% | x | 70%   | (% increase)        | = | \$6,432,800 (of Line 13)    |
| 16. Other Condemn. Costs   | 33                         | x | \$500 |                     | = | \$16,500                    |
| 17. (Lines 13 thru 16)   |                            |   |       |                     |   | <b>TOTAL R/W LAND COSTS</b> |
|  |                            |   |       |                     |   | <b>\$27,585,600</b>         |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |      |   |                             |
|---|----------|---|------|---|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |      |   |                             |
| 18. Acquisition                         | \$10,000 | x | 65.5 | = | \$655,000                   |
| 19. Relocation                          | \$10,000 | x | 22   | = | \$220,000                   |
|   |          |   |      |   | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |      |   | <b>\$875,000</b>            |

|                          |          |   |    |   |                               |
|--------------------------|----------|---|----|---|-------------------------------|
| <b>RELOCATION COSTS</b>  |          |   |    |   |                               |
| Replacement Housing      |          |   |    |   |                               |
| 20. Owner                | \$45,000 | x | 17 | = | \$765,000                     |
| 21. Tenant               | \$15,000 | x | 5  | = | \$75,000                      |
| Move Costs               |          |   |    |   |                               |
| 22. Residential Owner    | \$3,500  | x | 17 | = | \$59,500                      |
| 23. Residential Tenant   | \$2,000  | x | 5  | = | \$10,000                      |
| 24. Non-residential/Farm | \$60,000 | x | 0  | = | \$0                           |
| 25. (Lines 20 thru 24)   |          |   |    |   | <b>TOTAL RELOCATION COSTS</b> |
|                          |          |   |    |   | <b>\$909,500</b>              |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | <b>\$31,524,900</b>       |

Reviewer Jane C. Nelson Signed:  Date: January 8, 2015

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. NCDOT owned parcels include Parcel 315. The cost of the NCDOT parcels are being included in these estimates based on the purchase price. However, there was no price disclosed on the deed for this particular parcel. Therefore the cost of this parcel has been estimated based on the land only. Other government or utility owned parcels include Parcel 330. Parcel 283 is split between O1 and O2. Parcels 326 and 330 are split between O2 and O3/O3L.



**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: ORANGE  
 Segment: O3 - STA. 484+00.00 - STA. 877+65.00 O\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|                      |              |
|----------------------|--------------|
| Parcels:             |              |
| Commercial           | 9            |
| Residential          | 145.5        |
| Vacant               | 51           |
| <b>Total Parcels</b> | <b>205.5</b> |

|                        |           |
|------------------------|-----------|
| Estimated Relocates:   |           |
| Non-residential        | 2         |
| Residential            | 58        |
| <b>Total Relocates</b> | <b>60</b> |

|                          |  |                          |                    |
|--------------------------|--|--------------------------|--------------------|
| <b>R/W SUPPORT COSTS</b> |  | <b>Amount</b>            |                    |
| 1. Direct Labor Cost     | (Parcels) <u>205.5</u> x <u>\$15,000</u> = |                          | \$3,082,500        |
| 2. Indirect Overhead     | (Parcels) <u>205.5</u> x <u>\$2,000</u> =  |                          | \$411,000          |
| 3. (Lines 1 thru 2)      |  | <b>TOTAL R/W SUPPORT</b> | <b>\$3,493,500</b> |

|  |  |                           |                    |
|--|--|---------------------------|--------------------|
| <b>R/W OPS</b>                             |  | <b>Amount</b>             |                    |
| 4. Appraisal Fees - Negotiations           | <u>100%</u> x <u>205.5</u> = 205.5 Parcels x \$5,000 = |                           | \$1,027,500        |
| 5. Appraisal Fees - Condemnation/Trial     | <u>50%</u> x <u>205.5</u> = 103 Parcels x \$2,500 =    |                           | \$257,500          |
| 6. Title Services                          | <u>100%</u> x <u>205.5</u> = 205.5 Parcels x \$1,500 = |                           | \$308,300          |
| 7. Condemnation Costs                      | <u>50%</u> x <u>205.5</u> = 103 Parcels x \$2,500 =    |                           | \$257,500          |
| 8. Mediators                               | <u>10%</u> x <u>103</u> = 10 Parcels x \$2,000 =       |                           | \$20,000           |
| 9. Expert Witness (Trial)                  | <u>3%</u> x <u>103</u> = 3 Parcels x \$2,500 =         |                           | \$7,500            |
| 10. Demolition, Asb. Survey & Abate., etc. |  | 63 Imprvmet x \$20,000 =  | \$1,260,000        |
| 11. Miscellaneous Contracts                |  | 1 Per Segment x \$2,000 = | \$2,000            |
| 12. (Lines 4 thru 11)                      |  | <b>TOTAL R/W OPS</b>      | <b>\$3,140,300</b> |

|  |  |                             |                           |
|--|--|-----------------------------|---------------------------|
| <b>R/W LAND COSTS</b>  |  | <b>Amount</b>               |                           |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | <u>\$33,115,385</u> x <u>125%</u> * <i>Design plan stage</i> = |                             | \$41,394,200              |
| 14. Negotiated Settlements   | (Factor) <u>50%</u> x <u>30%</u> (% increase) =                |                             | \$6,209,100 (of Line 13)  |
| 15. Legal Settlements & Awards                                     | (Factor) <u>50%</u> x <u>70%</u> (% increase) =                |                             | \$14,488,000 (of Line 13) |
| 16. Other Condemn. Costs   | <u>103</u> x <u>\$500</u> =                                    |                             | \$51,500                  |
| 17. (Lines 13 thru 16)   |  | <b>TOTAL R/W LAND COSTS</b> | <b>\$62,142,800</b>       |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |                           |                             |                    |
|---|---------------------------|-----------------------------|--------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                           | <b>Amount</b>               |                    |
| 18. Acquisition                         | \$10,000 x <u>205.5</u> = |                             | \$2,055,000        |
| 19. Relocation                          | \$10,000 x <u>60</u> =    |                             | \$600,000          |
|   |                           | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$2,655,000</b> |

|                          |                               |                               |                    |
|--------------------------|-------------------------------|-------------------------------|--------------------|
| <b>RELOCATION COSTS</b>  |                               | <b>Amount</b>                 |                    |
| Replacement Housing      |                               |                               |                    |
| 20. Owner                | <u>\$45,000</u> x <u>41</u> = |                               | <u>\$1,845,000</u> |
| 21. Tenant               | <u>\$15,000</u> x <u>17</u> = |                               | <u>\$255,000</u>   |
| Move Costs               |                               |                               |                    |
| 22. Residential Owner    | <u>\$3,500</u> x <u>40</u> =  |                               | <u>\$140,000</u>   |
| 23. Residential Tenant   | <u>\$2,000</u> x <u>16</u> =  |                               | <u>\$32,000</u>    |
| 24. Non-residential/Farm | <u>\$60,000</u> x <u>2</u> =  |                               | <u>\$120,000</u>   |
| 25. (Lines 20 thru 24)   |                               | <b>TOTAL RELOCATION COSTS</b> | <b>\$2,392,000</b> |

|     |  |                           |                     |
|-----|--|---------------------------|---------------------|
| 26. |  |                           |                     |
| 27. |  |                           |                     |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$73,823,600</b> |

Reviewer Jane C. Nelson Signed:  Date: January 12, 2015

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. NCDOT owned parcels include Parcels 359, 364, 415, 437, 459, 474, 486, 504, 515, and 532. The value of the NCDOT owned parcels being included in this estimate is based on their purchase price. However, there are a few sections within the corridor where the property has already been removed from the tax rolls. The cost of acquiring those parcels that have since been removed from the tax rolls is not included in this estimate. No government or utility owned parcels have been identified in this segment. However, Parcels 330 and 330-1 are part of the Wake Technical Community College campus and Parcels 450 and 453 are owned by the Garner Volunteer Fire Dept. (non-profit). Based on the current plans, Parcel 450 has been identified as a displace. Parcels 326 and 330 are split between O2 and O3/O3L. Parcels 533 is split between O3 and O4.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: ORANGE  
 Segment: O4 - STA. 877+65.00 - STA. 952+00.00 O\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake and Johnston Counties  
 HDR#: 192576

|               |      |                      |   |
|---------------|------|----------------------|---|
| Parcels:      |      | Estimated Relocates: |   |
| Commercial    | 0    | Non-residential      | 0 |
| Residential   | 9.5  | Residential          | 7 |
| Vacant        | 12   | Total Relocates      | 7 |
| Total Parcels | 21.5 |                      |   |

|                          |           |      |   |               |                          |
|--------------------------|-----------|------|---|---------------|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |      |   | <b>Amount</b> |                          |
| 1. Direct Labor Cost     | (Parcels) | 21.5 | x | \$15,000 =    | \$322,500                |
| 2. Indirect Overhead     | (Parcels) | 21.5 | x | \$2,000 =     | \$43,000                 |
| 3. (Lines 1 thru 2)      |           |      |   |               | <b>TOTAL R/W SUPPORT</b> |
|                          |           |      |   |               | <b>\$365,500</b>         |

|  |  |      |   |               |                                    |
|--|--|------|---|---------------|------------------------------------|
| <b>R/W OPS</b>                             |  |      |   | <b>Amount</b> |                                    |
| 4. Appraisal Fees - Negotiations           |  | 100% | x | 21.5 =        | 21.5 Parcels x \$5,000 = \$107,500 |
| 5. Appraisal Fees - Condemnation/Trial     |  | 50%  | x | 21.5 =        | 11 Parcels x \$2,500 = \$27,500    |
| 6. Title Services                          |  | 100% | x | 21.5 =        | 21.5 Parcels x \$1,500 = \$32,300  |
| 7. Condemnation Costs                      |  | 50%  | x | 21.5 =        | 11 Parcels x \$2,500 = \$27,500    |
| 8. Mediators                               |  | 10%  | x | 11 =          | 1 Parcels x \$2,000 = \$2,000      |
| 9. Expert Witness (Trial)                  |  | 3%   | x | 11 =          | 0 Parcels x \$2,500 = \$0          |
| 10. Demolition, Asb. Survey & Abate., etc. |  |      |   | 6             | Imprvmet x \$20,000 = \$120,000    |
| 11. Miscellaneous Contracts                |  |      |   | 1             | Per Segment x \$2,000 = \$2,000    |
| 12. (Lines 4 thru 11)                      |  |      |   |               | <b>TOTAL R/W OPS</b>               |
|  |  |      |   |               | <b>\$318,800</b>                   |


|  |          |              |   |                          |                             |
|--|----------|--------------|---|--------------------------|-----------------------------|
| <b>R/W LAND COSTS</b>  |          |              |   | <b>Amount</b>            |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount |          | \$10,560,487 | x | 125% * Design plan stage | = \$13,200,600              |
| 14. Negotiated Settlements   | (Factor) | 50%          | x | 30% (% increase)         | = \$1,980,100 (of Line 13)  |
| 15. Legal Settlements & Awards                                     | (Factor) | 50%          | x | 70% (% increase)         | = \$4,620,200 (of Line 13)  |
| 16. Other Condemn. Costs   |          | 11           | x | \$500                    | = \$5,500                   |
| 17. (Lines 13 thru 16)   |          |              |   |                          | <b>TOTAL R/W LAND COSTS</b> |
|  |          |              |   |                          | <b>\$19,806,400</b>         |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |  |          |   |        |                             |
|---|--|----------|---|--------|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |  |          |   |        |                             |
| 18. Acquisition                         |  | \$10,000 | x | 21.5 = | \$215,000                   |
| 19. Relocation                          |  | \$10,000 | x | 7 =    | \$70,000                    |
|   |  |          |   |        | <b>TOTAL ACQ/RELO STAFF</b> |
|   |  |          |   |        | <b>\$285,000</b>            |

|                          |  |          |   |   |                               |
|--------------------------|--|----------|---|---|-------------------------------|
| <b>RELOCATION COSTS</b>  |  |          |   |   |                               |
| Replacement Housing      |  |          |   |   |                               |
| 20. Owner                |  | \$45,000 | x | 5 | = \$225,000                   |
| 21. Tenant               |  | \$15,000 | x | 2 | = \$30,000                    |
| Move Costs               |  |          |   |   |                               |
| 22. Residential Owner    |  | \$3,500  | x | 5 | = \$17,500                    |
| 23. Residential Tenant   |  | \$2,000  | x | 2 | = \$4,000                     |
| 24. Non-residential/Farm |  | \$60,000 | x | 0 | = \$0                         |
| 25. (Lines 20 thru 24)   |  |          |   |   | <b>TOTAL RELOCATION COSTS</b> |
|                          |  |          |   |   | <b>\$276,500</b>              |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | <b>\$21,052,200</b>       |

Reviewer Jane C. Nelson Signed:  Date: January 14, 2015

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. NCDOT owned parcels include Parcel 537, which is a remnant from the purchase of right-of-way for US 70 Clayton Bypass; therefore, the parcel is not included in the parcel count and no cost for this parcel is included in this estimate. Other government or utility owned parcels include Parcel 533, which is owned by the City of Raleigh and is improved with a waster water treatment plant and spray fields. Parcel 533 is split between O3 and O4. Parcels 539, 540, 542, 543, 544, and 545 are split between O4 and G1.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
Alternate: RED  
Segment: R1 - STA. 385+95.66 - STA. 495+00.00 R\_L  
Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
State Project Nos.: 6.401078, 6.401079, and 6.401080  
County: Wake  
HDR#: 192576

|               |      |                      |    |
|---------------|------|----------------------|----|
| Parcels:      |      | Estimated Relocates: |    |
| Commercial    | 8.5  | Non-residential      | 3  |
| Residential   | 30.5 | Residential          | 19 |
| Vacant        | 7    | Total Relocates      | 22 |
| Total Parcels | 46   |                      |    |

|                          |           |    |   |               |                          |
|--------------------------|-----------|----|---|---------------|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |    |   | <b>Amount</b> |                          |
| 1. Direct Labor Cost     | (Parcels) | 46 | x | \$15,000 =    | \$690,000                |
| 2. Indirect Overhead     | (Parcels) | 46 | x | \$2,000 =     | \$92,000                 |
| 3. (Lines 1 thru 2)      |           |    |   |               | <b>TOTAL R/W SUPPORT</b> |
|                          |           |    |   |               | \$782,000                |

|  |      |   |      |               |             |   |            |                      |
|--|------|---|------|---------------|-------------|---|------------|----------------------|
| <b>R/W OPS</b>                             |      |   |      | <b>Amount</b> |             |   |            |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 46 = | 46            | Parcels     | x | \$5,000 =  | \$230,000            |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 46 = | 23            | Parcels     | x | \$2,500 =  | \$57,500             |
| 6. Title Services                          | 100% | x | 46 = | 46            | Parcels     | x | \$1,500 =  | \$69,000             |
| 7. Condemnation Costs                      | 50%  | x | 46 = | 23            | Parcels     | x | \$2,500 =  | \$57,500             |
| 8. Mediators                               | 10%  | x | 23 = | 2             | Parcels     | x | \$2,000 =  | \$4,000              |
| 9. Expert Witness (Trial)                  | 3%   | x | 23 = | 1             | Parcels     | x | \$2,500 =  | \$2,500              |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |      | 18            | Imprvmet    | x | \$20,000 = | \$360,000            |
| 11. Miscellaneous Contracts                |      |   |      | 1             | Per Segment | x | \$2,000 =  | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |      |               |             |   |            | <b>TOTAL R/W OPS</b> |
|  |      |   |      |               |             |   |            | \$782,500            |

|  |                             |   |                          |               |                             |
|--|-----------------------------|---|--------------------------|---------------|-----------------------------|
| <b>R/W LAND COSTS</b>  |                             |   |                          | <b>Amount</b> |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$17,366,405                | x | 125% * Design plan stage | =             | \$21,708,000                |
| 14. Negotiated Settlements   | (Factor) align="center">50% | x | 30% (% increase)         | =             | \$3,256,200 (of Line 13)    |
| 15. Legal Settlements & Awards                                     | (Factor) align="center">50% | x | 70% (% increase)         | =             | \$7,597,800 (of Line 13)    |
| 16. Other Condemn. Costs   | 23                          | x | \$500                    | =             | \$11,500                    |
| 17. (Lines 13 thru 16)   |                             |   |                          |               | <b>TOTAL R/W LAND COSTS</b> |
|  |                             |   |                          |               | \$32,573,500                |

\* Design contingency for design plan stage:  
(1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |      |                             |
|---|----------|---|------|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |      |                             |
| 18. Acquisition                         | \$10,000 | x | 46 = | \$460,000                   |
| 19. Relocation                          | \$10,000 | x | 22 = | \$220,000                   |
|   |          |   |      | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |      | \$680,000                   |

|                            |          |   |      |                               |
|----------------------------|----------|---|------|-------------------------------|
| <b>RELOCATION COSTS</b>    |          |   |      |                               |
| <b>Replacement Housing</b> |          |   |      |                               |
| 20. Owner                  | \$45,000 | x | 9 =  | \$405,000                     |
| 21. Tenant                 | \$15,000 | x | 10 = | \$150,000                     |
| <b>Move Costs</b>          |          |   |      |                               |
| 22. Residential Owner      | \$3,500  | x | 9 =  | \$31,500                      |
| 23. Residential Tenant     | \$2,000  | x | 10 = | \$20,000                      |
| 24. Non-residential/Farm   | \$60,000 | x | 3 =  | \$180,000                     |
| 25. (Lines 20 thru 24)     |          |   |      | <b>TOTAL RELOCATION COSTS</b> |
|                            |          |   |      | \$786,500                     |

|     |  |  |  |                           |
|-----|--|--|--|---------------------------|
| 26. |  |  |  |                           |
| 27. |  |  |  |                           |
| 28. |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  | \$35,604,500              |

Reviewer Jane C. Nelson Signed:  Date: December 22, 2014

**REMARKS:**  
Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:

Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels were identified in this segment. Parcel 2 is split between Q1 and R1. Parcels 26, 27, 28, 36-1, 38, 39, and 42 are split between R1 and R2.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: RED  
 Segment: R2 - STA. 495+00.00 - STA. 618+00.00 R\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                      |    |
|---------------|------|----------------------|----|
| Parcels:      |      | Estimated Relocates: |    |
| Commercial    | 2.5  | Non-residential      | 3  |
| Residential   | 22   | Residential          | 13 |
| Vacant        | 52.5 | Total Relocates      | 16 |
| Total Parcels | 77   |                      |    |

|                          |           |    |   |               |   |                          |
|--------------------------|-----------|----|---|---------------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |    |   | <b>Amount</b> |   |                          |
| 1. Direct Labor Cost     | (Parcels) | 77 | x | \$15,000      | = | \$1,155,000              |
| 2. Indirect Overhead     | (Parcels) | 77 | x | \$2,000       | = | \$154,000                |
| 3. (Lines 1 thru 2)      |           |    |   |               |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |    |   |               |   | <b>\$1,309,000</b>       |

|  |      |   |    |               |    |             |   |          |   |                      |
|--|------|---|----|---------------|----|-------------|---|----------|---|----------------------|
| <b>R/W OPS</b>                             |      |   |    | <b>Amount</b> |    |             |   |          |   |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 77 | =             | 77 | Parcels     | x | \$5,000  | = | \$385,000            |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 77 | =             | 39 | Parcels     | x | \$2,500  | = | \$97,500             |
| 6. Title Services                          | 100% | x | 77 | =             | 77 | Parcels     | x | \$1,500  | = | \$115,500            |
| 7. Condemnation Costs                      | 50%  | x | 77 | =             | 39 | Parcels     | x | \$2,500  | = | \$97,500             |
| 8. Mediators                               | 10%  | x | 39 | =             | 4  | Parcels     | x | \$2,000  | = | \$8,000              |
| 9. Expert Witness (Trial)                  | 3%   | x | 39 | =             | 1  | Parcels     | x | \$2,500  | = | \$2,500              |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |    |               | 16 | Imprvmet    | x | \$20,000 | = | \$320,000            |
| 11. Miscellaneous Contracts                |      |   |    |               | 1  | Per Segment | x | \$2,000  | = | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |    |               |    |             |   |          |   | <b>TOTAL R/W OPS</b> |
|  |      |   |    |               |    |             |   |          |   | <b>\$1,028,000</b>   |

|  |                            |   |       |                     |   |                             |
|--|----------------------------|---|-------|---------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |                            |   |       | <b>Amount</b>       |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$16,461,830               | x | 125%  | * Design plan stage | = | \$20,577,300                |
| 14. Negotiated Settlements   | (Factor) align="right">50% | x | 30%   | (% increase)        | = | \$3,086,600 (of Line 13)    |
| 15. Legal Settlements & Awards                                     | (Factor) align="right">50% | x | 70%   | (% increase)        | = | \$7,202,100 (of Line 13)    |
| 16. Other Condemn. Costs   | 39                         | x | \$500 |                     | = | \$19,500                    |
| 17. (Lines 13 thru 16)   |                            |   |       |                     |   | <b>TOTAL R/W LAND COSTS</b> |
|  |                            |   |       |                     |   | <b>\$30,885,500</b>         |

|   |          |   |    |               |                             |
|---|----------|---|----|---------------|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |    | <b>Amount</b> |                             |
| 18. Acquisition                         | \$10,000 | x | 77 | =             | \$770,000                   |
| 19. Relocation                          | \$10,000 | x | 16 | =             | \$160,000                   |
|   |          |   |    |               | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |    |               | <b>\$930,000</b>            |

|                            |          |   |   |               |                               |
|----------------------------|----------|---|---|---------------|-------------------------------|
| <b>RELOCATION COSTS</b>    |          |   |   | <b>Amount</b> |                               |
| <b>Replacement Housing</b> |          |   |   |               |                               |
| 20. Owner                  | \$45,000 | x | 8 | =             | \$360,000                     |
| 21. Tenant                 | \$15,000 | x | 5 | =             | \$75,000                      |
| <b>Move Costs</b>          |          |   |   |               |                               |
| 22. Residential Owner      | \$3,500  | x | 8 | =             | \$28,000                      |
| 23. Residential Tenant     | \$2,000  | x | 5 | =             | \$10,000                      |
| 24. Non-residential/Farm   | \$60,000 | x | 3 | =             | \$180,000                     |
| 25. (Lines 20 thru 24)     |          |   |   |               | <b>TOTAL RELOCATION COSTS</b> |
|                            |          |   |   |               | <b>\$653,000</b>              |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | <b>\$34,805,500</b>       |

Reviewer Jane C. Nelson Signed: Jane C. Nelson Date: December 22, 2014

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Government and utility owned parcels include Parcels 85, 86, 98, 99, 100, 101, 102, and 113. Parcels 26, 27, 28, 36-1, 38, 39, and 42 are split between R1 and R2. Parcel 113 is split between R2 and R3.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
Alternate: RED  
Segment: R3 - STA. 618+00.00 - STA. 854+74.06 R\_L/RREV\_L  
Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
State Project Nos.: 6.401078, 6.401079, and 6.401080  
County: Wake  
HDR#: 192576

|               |       |                      |     |
|---------------|-------|----------------------|-----|
| Parcels:      |       | Estimated Relocates: |     |
| Commercial    | 9     | Non-residential      | 1   |
| Residential   | 319.5 | Residential          | 242 |
| Vacant        | 55    | Total Relocates      | 243 |
| Total Parcels | 383.5 |                      |     |

|                          |           |       |   |                          |
|--------------------------|-----------|-------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |       |   | <b>Amount</b>            |
| 1. Direct Labor Cost     | (Parcels) | 383.5 | x | \$15,000 =               |
| 2. Indirect Overhead     | (Parcels) | 383.5 | x | \$2,000 =                |
| 3. (Lines 1 thru 2)      |           |       |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |       |   | <b>\$6,519,500</b>       |

|  |      |   |       |   |
|--|------|---|-------|---|
| <b>R/W OPS</b>                             |      |   |       | <b>Amount</b>                           |
| 4. Appraisal Fees - Negotiations           | 100% | x | 383.5 | = 383.5 Parcels x \$5,000 = \$1,917,500 |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 383.5 | = 192 Parcels x \$2,500 = \$480,000     |
| 6. Title Services                          | 100% | x | 383.5 | = 383.5 Parcels x \$1,500 = \$575,300   |
| 7. Condemnation Costs                      | 50%  | x | 383.5 | = 192 Parcels x \$2,500 = \$480,000     |
| 8. Mediators                               | 10%  | x | 192   | = 19 Parcels x \$2,000 = \$38,000       |
| 9. Expert Witness (Trial)                  | 3%   | x | 192   | = 6 Parcels x \$2,500 = \$15,000        |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |       | 246 Imprvmet x \$20,000 = \$4,920,000   |
| 11. Miscellaneous Contracts                |      |   |       | 1 Per Segment x \$2,000 = \$2,000       |
| 12. (Lines 4 thru 11)                      |      |   |       | <b>TOTAL R/W OPS</b>                    |
|  |      |   |       | <b>\$8,427,800</b>                      |

|  |              |   |                          |                             |
|--|--------------|---|--------------------------|-----------------------------|
| <b>R/W LAND COSTS</b>  |              |   |                          | <b>Amount</b>               |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$64,675,145 | x | 125% * Design plan stage | = \$80,843,900              |
| 14. Negotiated Settlements (Factor)                                | 50%          | x | 30% (% increase)         | = \$12,126,600 (of Line 13) |
| 15. Legal Settlements & Awards (Factor)                            | 50%          | x | 70% (% increase)         | = \$28,295,400 (of Line 13) |
| 16. Other Condemn. Costs   | 192          | x | \$500                    | = \$96,000                  |
| 17. (Lines 13 thru 16)   |              |   |                          | <b>TOTAL R/W LAND COSTS</b> |
|  |              |   |                          | <b>\$121,361,900</b>        |

\* Design contingency for design plan stage:  
(1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |                             |
|---|----------|---|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |                             |
| 18. Acquisition                         | \$10,000 | x | 383.5 = \$3,835,000         |
| 19. Relocation                          | \$10,000 | x | 243 = \$2,430,000           |
|   |          |   | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   | <b>\$6,265,000</b>          |

|                            |          |   |                               |
|----------------------------|----------|---|-------------------------------|
| <b>RELOCATION COSTS</b>    |          |   |                               |
| <b>Replacement Housing</b> |          |   |                               |
| 20. Owner                  | \$45,000 | x | 218 = \$9,810,000             |
| 21. Tenant                 | \$15,000 | x | 24 = \$360,000                |
| <b>Move Costs</b>          |          |   |                               |
| 22. Residential Owner      | \$3,500  | x | 218 = \$763,000               |
| 23. Residential Tenant     | \$2,000  | x | 24 = \$48,000                 |
| 24. Non-residential/Farm   | \$60,000 | x | 1 = \$60,000                  |
| 25. (Lines 20 thru 24)     |          |   | <b>TOTAL RELOCATION COSTS</b> |
|                            |          |   | <b>\$11,041,000</b>           |

|     |  |  |  |                           |
|-----|--|--|--|---------------------------|
| 26. |  |  |  |                           |
| 27. |  |  |  |                           |
| 28. |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  | <b>\$153,615,200</b>      |

Reviewer Jane C. Nelson Signed: *Jane C. Nelson* Date: December 29, 2014

REMARKS:  
Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:

|                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/>            | Type A - indicates the most confidence        |
| <input checked="" type="checkbox"/> | Type B - indicates above average confidence   |
| <input type="checkbox"/>            | Type C - indicates below average confidence   |
| <input type="checkbox"/>            | Type D - indicates the least or no confidence |

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Government and utility owned parcels include Parcels 113, 116, 224, 238, 303, 351, 356, 420, and 469. Parcel 113 is split between R2 and R3. Parcels 474 and 478-2 are split between R3 and R4.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: RED  
 Segment: R4 - STA. 854+74.06 - STA. 916+65.58 R\_L/RREV\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                      |   |
|---------------|------|----------------------|---|
| Parcels:      |      | Estimated Relocates: |   |
| Commercial    | 13   | Non-residential      | 1 |
| Residential   | 19.5 | Residential          | 6 |
| Vacant        | 21.5 | Total Relocates      | 7 |
| Total Parcels | 54   |                      |   |

| R/W SUPPORT COSTS    |                           | Amount                   |                  |
|----------------------|---------------------------|--------------------------|------------------|
| 1. Direct Labor Cost | (Parcels) 54 x \$15,000 = |                          | \$810,000        |
| 2. Indirect Overhead | (Parcels) 54 x \$2,000 =  |                          | \$108,000        |
| 3. (Lines 1 thru 2)  |                           | <b>TOTAL R/W SUPPORT</b> | <b>\$918,000</b> |

| R/W OPS                                    |                                    | Amount                    |                  |
|--|------------------------------------|---------------------------|------------------|
| 4. Appraisal Fees - Negotiations           | 100% x 54 = 54 Parcels x \$5,000 = |                           | \$270,000        |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 54 = 27 Parcels x \$2,500 =  |                           | \$67,500         |
| 6. Title Services                          | 100% x 54 = 54 Parcels x \$1,500 = |                           | \$81,000         |
| 7. Condemnation Costs                      | 50% x 54 = 27 Parcels x \$2,500 =  |                           | \$67,500         |
| 8. Mediators                               | 10% x 27 = 3 Parcels x \$2,000 =   |                           | \$6,000          |
| 9. Expert Witness (Trial)                  | 3% x 27 = 1 Parcels x \$2,500 =    |                           | \$2,500          |
| 10. Demolition, Asb. Survey & Abate., etc. |                                    | 6 Imprvmet x \$20,000 =   | \$120,000        |
| 11. Miscellaneous Contracts                |                                    | 1 Per Segment x \$2,000 = | \$2,000          |
| 12. (Lines 4 thru 11)                      |                                    | <b>TOTAL R/W OPS</b>      | <b>\$616,500</b> |

| R/W LAND COSTS   |   | Amount                      |                          |
|--|---|-----------------------------|--------------------------|
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$17,378,430 x 125% * Design plan stage = |                             | \$21,723,000             |
| 14. Negotiated Settlements   | (Factor) 50% x 30% (% increase) =         |                             | \$3,258,500 (of Line 13) |
| 15. Legal Settlements & Awards                                     | (Factor) 50% x 70% (% increase) =         |                             | \$7,603,100 (of Line 13) |
| 16. Other Condemn. Costs   | 27 x \$500 =                              |                             | \$13,500                 |
| 17. (Lines 13 thru 16)   |   | <b>TOTAL R/W LAND COSTS</b> | <b>\$32,598,100</b>      |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

| R/W STAFF AND/OR CONSULTANT FEES |                 | Amount                      |                  |
|----------------------------------|-----------------|-----------------------------|------------------|
| 18. Acquisition                  | \$10,000 x 54 = |                             | \$540,000        |
| 19. Relocation                   | \$10,000 x 7 =  |                             | \$70,000         |
|                                  |                 | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$610,000</b> |

| RELOCATION COSTS         |                | Amount                        |                  |
|--------------------------|----------------|-------------------------------|------------------|
| Replacement Housing      |                |                               |                  |
| 20. Owner                | \$45,000 x 3 = |                               | \$135,000        |
| 21. Tenant               | \$15,000 x 3 = |                               | \$45,000         |
| Move Costs               |                |                               |                  |
| 22. Residential Owner    | \$3,500 x 3 =  |                               | \$10,500         |
| 23. Residential Tenant   | \$2,000 x 3 =  |                               | \$6,000          |
| 24. Non-residential/Farm | \$60,000 x 1 = |                               | \$60,000         |
| 25. (Lines 20 thru 24)   |                | <b>TOTAL RELOCATION COSTS</b> | <b>\$256,500</b> |

|     |  |                           |                     |
|-----|--|---------------------------|---------------------|
| 26. |  |                           |                     |
| 27. |  |                           |                     |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$34,999,100</b> |

Reviewer Jane C. Nelson Signed:  Date: December 29, 2014

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:

|                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/>            | Type A - indicates the most confidence        |
| <input checked="" type="checkbox"/> | Type B - indicates above average confidence   |
| <input type="checkbox"/>            | Type C - indicates below average confidence   |
| <input type="checkbox"/>            | Type D - indicates the least or no confidence |

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Parcels 497 and 505 are owned by NCCR; no value for the NCCR crossing is included in this estimate; it is assumed NCDOT will have a separate agreement with NCCR for railroad crossings. Government and utility owned parcels included Parcels 499 and 503. Parcels 474 & 478-2 are split between R3 and R4. Parcels 514, 515, 530, 531, 532, and 533 are split between R4 and R5.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: RED  
 Segment: R5 - STA. 916+65.58 - STA. 986+64.48 RREV\_L/R\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                      |   |
|---------------|------|----------------------|---|
| Parcels:      |      | Estimated Relocates: |   |
| Commercial    | 6.5  | Non-residential      | 2 |
| Residential   | 6    | Residential          | 3 |
| Vacant        | 17   | Total Relocates      | 5 |
| Total Parcels | 29.5 |                      |   |

|                          |           |      |   |               |   |                          |
|--------------------------|-----------|------|---|---------------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |      |   | <b>Amount</b> |   |                          |
| 1. Direct Labor Cost     | (Parcels) | 29.5 | x | \$15,000      | = | \$442,500                |
| 2. Indirect Overhead     | (Parcels) | 29.5 | x | \$2,000       | = | \$59,000                 |
| 3. (Lines 1 thru 2)      |           |      |   |               |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |      |   |               |   | \$501,500                |

|  |      |   |      |               |               |   |          |   |                      |
|--|------|---|------|---------------|---------------|---|----------|---|----------------------|
| <b>R/W OPS</b>                             |      |   |      | <b>Amount</b> |               |   |          |   |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 29.5 | =             | 29.5 Parcels  | x | \$5,000  | = | \$147,500            |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 29.5 | =             | 15 Parcels    | x | \$2,500  | = | \$37,500             |
| 6. Title Services                          | 100% | x | 29.5 | =             | 29.5 Parcels  | x | \$1,500  | = | \$44,300             |
| 7. Condemnation Costs                      | 50%  | x | 29.5 | =             | 15 Parcels    | x | \$2,500  | = | \$37,500             |
| 8. Mediators                               | 10%  | x | 15   | =             | 2 Parcels     | x | \$2,000  | = | \$4,000              |
| 9. Expert Witness (Trial)                  | 3%   | x | 15   | =             | 0 Parcels     | x | \$2,500  | = | \$0                  |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |      |               | 5 Imprvmet    | x | \$20,000 | = | \$100,000            |
| 11. Miscellaneous Contracts                |      |   |      |               | 1 Per Segment | x | \$2,000  | = | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |      |               |               |   |          |   | <b>TOTAL R/W OPS</b> |
|  |      |   |      |               |               |   |          |   | \$372,800            |

|  |          |              |   |                          |   |                             |
|--|----------|--------------|---|--------------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |          |              |   | <b>Amount</b>            |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount |          | \$20,404,997 | x | 125% * Design plan stage | = | \$25,506,200                |
| 14. Negotiated Settlements   | (Factor) | 50%          | x | 30% (% increase)         | = | \$3,825,900 (of Line 13)    |
| 15. Legal Settlements & Awards                                     | (Factor) | 50%          | x | 70% (% increase)         | = | \$8,927,200 (of Line 13)    |
| 16. Other Condemn. Costs   |          | 15           | x | \$500                    | = | \$7,500                     |
| 17. (Lines 13 thru 16)   |          |              |   |                          |   | <b>TOTAL R/W LAND COSTS</b> |
|  |          |              |   |                          |   | \$38,266,800                |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |  |          |   |      |   |                             |
|---|--|----------|---|------|---|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |  |          |   |      |   |                             |
| 18. Acquisition                         |  | \$10,000 | x | 29.5 | = | \$295,000                   |
| 19. Relocation                          |  | \$10,000 | x | 5    | = | \$50,000                    |
|   |  |          |   |      |   | <b>TOTAL ACQ/RELO STAFF</b> |
|   |  |          |   |      |   | \$345,000                   |

|                            |  |          |   |   |   |                               |
|----------------------------|--|----------|---|---|---|-------------------------------|
| <b>RELOCATION COSTS</b>    |  |          |   |   |   |                               |
| <b>Replacement Housing</b> |  |          |   |   |   |                               |
| 20. Owner                  |  | \$45,000 | x | 1 | = | \$45,000                      |
| 21. Tenant                 |  | \$15,000 | x | 2 | = | \$30,000                      |
| <b>Move Costs</b>          |  |          |   |   |   |                               |
| 22. Residential Owner      |  | \$3,500  | x | 1 | = | \$3,500                       |
| 23. Residential Tenant     |  | \$2,000  | x | 2 | = | \$4,000                       |
| 24. Non-residential/Farm   |  | \$60,000 | x | 2 | = | \$120,000                     |
| 25. (Lines 20 thru 24)     |  |          |   |   |   | <b>TOTAL RELOCATION COSTS</b> |
|                            |  |          |   |   |   | \$202,500                     |

|     |  |  |  |  |  |                           |
|-----|--|--|--|--|--|---------------------------|
| 26. |  |  |  |  |  |                           |
| 27. |  |  |  |  |  |                           |
| 28. |  |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  |  | \$39,688,600              |

Reviewer Jane C. Nelson Signed: *Jane C. Nelson* Date: December 30, 2014

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. There are no government or utility owned parcels identified in this segment. Parcels 514, 515, 530, 531, 532, and 533 are split between R4 and R5. Parcels 559, 561, and 562 are split between R5 and R6/R7.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: RED  
 Segment: R6 - STA. 986+64.48 - STA. 1064+01.39 R\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |     |                      |    |
|---------------|-----|----------------------|----|
| Parcels:      |     | Estimated Relocates: |    |
| Commercial    | 5.5 | Non-Residential      | 0  |
| Residential   | 25  | Residential          | 10 |
| Vacant        | 9.5 | Total Relocates      | 10 |
| Total Parcels | 40  |                      |    |

|                          |           |    |   |               |   |                                    |
|--------------------------|-----------|----|---|---------------|---|------------------------------------|
| <b>R/W SUPPORT COSTS</b> |           |    |   | <b>Amount</b> |   |                                    |
| 1. Direct Labor Cost     | (Parcels) | 40 | x | \$15,000      | = | \$600,000                          |
| 2. Indirect Overhead     | (Parcels) | 40 | x | \$2,000       | = | \$80,000                           |
| 3. (Lines 1 thru 2)      |           |    |   |               |   | <b>TOTAL R/W SUPPORT</b> \$680,000 |

|  |      |   |    |               |               |   |          |   |                                |
|--|------|---|----|---------------|---------------|---|----------|---|--------------------------------|
| <b>R/W OPS</b>                             |      |   |    | <b>Amount</b> |               |   |          |   |                                |
| 4. Appraisal Fees - Negotiations           | 100% | x | 40 | =             | 40 Parcels    | x | \$5,000  | = | \$200,000                      |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 40 | =             | 20 Parcels    | x | \$2,500  | = | \$50,000                       |
| 6. Title Services                          | 100% | x | 40 | =             | 40 Parcels    | x | \$1,500  | = | \$60,000                       |
| 7. Condemnation Costs                      | 50%  | x | 40 | =             | 20 Parcels    | x | \$2,500  | = | \$50,000                       |
| 8. Mediators                               | 10%  | x | 20 | =             | 2 Parcels     | x | \$2,000  | = | \$4,000                        |
| 9. Expert Witness (Trial)                  | 3%   | x | 20 | =             | 1 Parcels     | x | \$2,500  | = | \$2,500                        |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |    |               | 8 Imprvmet    | x | \$20,000 | = | \$160,000                      |
| 11. Miscellaneous Contracts                |      |   |    |               | 1 Per Segment | x | \$2,000  | = | \$2,000                        |
| 12. (Lines 4 thru 11)                      |      |   |    |               |               |   |          |   | <b>TOTAL R/W OPS</b> \$528,500 |

|  |          |             |   |               |                     |   |             |  |
|--|----------|-------------|---|---------------|---------------------|---|-------------|--|
| <b>R/W LAND COSTS</b>  |          |             |   | <b>Amount</b> |                     |   |             |  |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount |          | \$6,991,288 | x | 125%          | * Design plan stage | = | \$8,739,100 |  |
| 14. Negotiated Settlements   | (Factor) | 50%         | x | 30%           | (% increase)        | = | \$1,310,900 | (of Line 13)                             |
| 15. Legal Settlements & Awards                                     | (Factor) | 50%         | x | 70%           | (% increase)        | = | \$3,058,700 | (of Line 13)                             |
| 16. Other Condemn. Costs   |          | 20          | x | \$500         |                     | = | \$10,000    |  |
| 17. (Lines 13 thru 16)   |          |             |   |               |                     |   |             | <b>TOTAL R/W LAND COSTS</b> \$13,118,700 |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |  |          |   |    |   |                                       |
|---|--|----------|---|----|---|---------------------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |  |          |   |    |   |                                       |
| 18. Acquisition                         |  | \$10,000 | x | 40 | = | \$400,000                             |
| 19. Relocation                          |  | \$10,000 | x | 10 | = | \$100,000                             |
|   |  |          |   |    |   | <b>TOTAL ACQ/RELO STAFF</b> \$500,000 |

|                            |  |          |   |   |   |   |
|----------------------------|--|----------|---|---|---|---|
| <b>RELOCATION COSTS</b>    |  |          |   |   |   |   |
| <b>Replacement Housing</b> |  |          |   |   |   |   |
| 20. Owner                  |  | \$45,000 | x | 4 | = | \$180,000                               |
| 21. Tenant                 |  | \$15,000 | x | 6 | = | \$90,000                                |
| <b>Move Costs</b>          |  |          |   |   |   |   |
| 22. Residential Owner      |  | \$3,500  | x | 4 | = | \$14,000                                |
| 23. Residential Tenant     |  | \$2,000  | x | 6 | = | \$12,000                                |
| 24. Non-residential/Farm   |  | \$60,000 | x | 0 | = | \$0                                     |
| 25. (Lines 20 thru 24)     |  |          |   |   |   | <b>TOTAL RELOCATION COSTS</b> \$296,000 |

|     |  |  |  |  |  |  |
|-----|--|--|--|--|--|--|
| 26. |  |  |  |  |  |  |
| 27. |  |  |  |  |  |  |
| 28. |  |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> \$15,123,200 |

Reviewer Jane C. Nelson Signed:  Date: December 30, 2014

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels have been identified in this segment. Parcels 559, 561, and 562 are split between R5 and R6. Parcel 579 is split between R6 and G5 (aka G-78).



**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: RED  
 Segment: R7 - STA. 986+64.48 - STA. 1064+44.44 RxM\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|                      |           |                             |    |
|----------------------|-----------|-----------------------------|----|
| <b>Parcels:</b>      |           | <b>Estimated Relocates:</b> |    |
| Commercial           | 5.5       | Non-residential             | 0  |
| Residential          | 25        | Residential                 | 10 |
| Vacant               | 9.5       | <b>Total Relocates</b>      | 10 |
| <b>Total Parcels</b> | <b>40</b> |                             |    |

|                          |           |    |   |               |   |                          |
|--------------------------|-----------|----|---|---------------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |    |   | <b>Amount</b> |   |                          |
| 1. Direct Labor Cost     | (Parcels) | 40 | x | \$15,000      | = | \$600,000                |
| 2. Indirect Overhead     | (Parcels) | 40 | x | \$2,000       | = | \$80,000                 |
| 3. (Lines 1 thru 2)      |           |    |   |               |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |    |   |               |   | \$680,000                |

|  |      |   |    |               |               |   |          |   |                      |
|--|------|---|----|---------------|---------------|---|----------|---|----------------------|
| <b>R/W OPS</b>                             |      |   |    | <b>Amount</b> |               |   |          |   |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 40 | =             | 40 Parcels    | x | \$5,000  | = | \$200,000            |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 40 | =             | 20 Parcels    | x | \$2,500  | = | \$50,000             |
| 6. Title Services                          | 100% | x | 40 | =             | 40 Parcels    | x | \$1,500  | = | \$60,000             |
| 7. Condemnation Costs                      | 50%  | x | 40 | =             | 20 Parcels    | x | \$2,500  | = | \$50,000             |
| 8. Mediators                               | 10%  | x | 20 | =             | 2 Parcels     | x | \$2,000  | = | \$4,000              |
| 9. Expert Witness (Trial)                  | 3%   | x | 20 | =             | 1 Parcels     | x | \$2,500  | = | \$2,500              |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |    | =             | 8 Imprvmet    | x | \$20,000 | = | \$160,000            |
| 11. Miscellaneous Contracts                |      |   |    | =             | 1 Per Segment | x | \$2,000  | = | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |    |               |               |   |          |   | <b>TOTAL R/W OPS</b> |
|  |      |   |    |               |               |   |          |   | \$528,500            |

|  |                            |   |       |                     |   |                             |
|--|----------------------------|---|-------|---------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |                            |   |       | <b>Amount</b>       |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$7,002,797                | x | 125%  | * Design plan stage | = | \$8,753,500                 |
| 14. Negotiated Settlements   | (Factor) align="right">50% | x | 30%   | (% increase)        | = | \$1,313,000 (of Line 13)    |
| 15. Legal Settlements & Awards                                     | (Factor) align="right">50% | x | 70%   | (% increase)        | = | \$3,063,700 (of Line 13)    |
| 16. Other Condemn. Costs   | 20                         | x | \$500 |                     | = | \$10,000                    |
| 17. (Lines 13 thru 16)   |                            |   |       |                     |   | <b>TOTAL R/W LAND COSTS</b> |
|  |                            |   |       |                     |   | \$13,140,200                |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |    |   |                             |
|---|----------|---|----|---|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |    |   |                             |
| 18. Acquisition                         | \$10,000 | x | 40 | = | \$400,000                   |
| 19. Relocation                          | \$10,000 | x | 10 | = | \$100,000                   |
|   |          |   |    |   | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |    |   | \$500,000                   |

|                          |          |   |   |   |                               |
|--------------------------|----------|---|---|---|-------------------------------|
| <b>RELOCATION COSTS</b>  |          |   |   |   |                               |
| Replacement Housing      |          |   |   |   |                               |
| 20. Owner                | \$45,000 | x | 4 | = | \$180,000                     |
| 21. Tenant               | \$15,000 | x | 6 | = | \$90,000                      |
| Move Costs               |          |   |   |   |                               |
| 22. Residential Owner    | \$3,500  | x | 4 | = | \$14,000                      |
| 23. Residential Tenant   | \$2,000  | x | 6 | = | \$12,000                      |
| 24. Non-residential/Farm | \$60,000 | x | 0 | = | \$0                           |
| 25. (Lines 20 thru 24)   |          |   |   |   | <b>TOTAL RELOCATION COSTS</b> |
|                          |          |   |   |   | \$296,000                     |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | \$15,144,700              |

Reviewer Jane C. Nelson Signed: *Jane C. Nelson* Date: December 30, 2014

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels were identified on this segment. Parcels 559, 561, and 562 are split between R5 and R7. Parcel 579 is split between R7 and M2.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: LILAC  
 Segment: O3L - STA. 484+00.00 - STA. 636+25.41 O\_L  
 Date: December 14, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                      |    |
|---------------|------|----------------------|----|
| Parcels:      |      | Estimated Relocates: |    |
| Commercial    | 4.5  | Non-residential      | 0  |
| Residential   | 58.5 | Residential          | 22 |
| Vacant        | 18   | Total Relocates      | 22 |
| Total Parcels | 81   |                      |    |

|                          |                           |                          |                    |
|--------------------------|---------------------------|--------------------------|--------------------|
| <b>R/W SUPPORT COSTS</b> |                           | <b>Amount</b>            |                    |
| 1. Direct Labor Cost     | (Parcels) 81 x \$15,000 = |                          | \$1,215,000        |
| 2. Indirect Overhead     | (Parcels) 81 x \$2,000 =  |                          | \$162,000          |
| 3. (Lines 1 thru 2)      |                           | <b>TOTAL R/W SUPPORT</b> | <b>\$1,377,000</b> |

|  |                                    |                           |                    |
|--|------------------------------------|---------------------------|--------------------|
| <b>R/W OPS</b>                             |                                    | <b>Amount</b>             |                    |
| 4. Appraisal Fees - Negotiations           | 100% x 81 = 81 Parcels x \$5,000 = |                           | \$405,000          |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 81 = 41 Parcels x \$2,500 =  |                           | \$102,500          |
| 6. Title Services                          | 100% x 81 = 81 Parcels x \$1,500 = |                           | \$121,500          |
| 7. Condemnation Costs                      | 50% x 81 = 41 Parcels x \$2,500 =  |                           | \$102,500          |
| 8. Mediators                               | 10% x 41 = 4 Parcels x \$2,000 =   |                           | \$8,000            |
| 9. Expert Witness (Trial)                  | 3% x 41 = 1 Parcels x \$2,500 =    |                           | \$2,500            |
| 10. Demolition, Asb. Survey & Abate., etc. |                                    | 19 Imprvmet x \$20,000 =  | \$380,000          |
| 11. Miscellaneous Contracts                |                                    | 1 Per Segment x \$2,000 = | \$2,000            |
| 12. (Lines 4 thru 11)                      |                                    | <b>TOTAL R/W OPS</b>      | <b>\$1,124,000</b> |

|  |   |                             |                          |
|--|---|-----------------------------|--------------------------|
| <b>R/W LAND COSTS</b>  |   | <b>Amount</b>               |                          |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$12,897,804 x 125% * Design plan stage = |                             | \$16,122,300             |
| 14. Negotiated Settlements (Factor)                                | 50% x 30% (% increase) =                  |                             | \$2,418,300 (of Line 13) |
| 15. Legal Settlements & Awards (Factor)                            | 50% x 70% (% increase) =                  |                             | \$5,642,800 (of Line 13) |
| 16. Other Condemn. Costs   | 41 x \$500 =                              |                             | \$20,500                 |
| 17. (Lines 13 thru 16)   |   | <b>TOTAL R/W LAND COSTS</b> | <b>\$24,203,900</b>      |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |                 |                             |                    |
|---|-----------------|-----------------------------|--------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                 |                             |                    |
| 18. Acquisition                         | \$10,000 x 81 = |                             | \$810,000          |
| 19. Relocation                          | \$10,000 x 22 = |                             | \$220,000          |
|   |                 | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$1,030,000</b> |

|                          |                 |                               |                  |
|--------------------------|-----------------|-------------------------------|------------------|
| <b>RELOCATION COSTS</b>  |                 |                               |                  |
| Replacement Housing      |                 |                               |                  |
| 20. Owner                | \$45,000 x 12 = |                               | \$540,000        |
| 21. Tenant               | \$15,000 x 10 = |                               | \$150,000        |
| Move Costs               |                 |                               |                  |
| 22. Residential Owner    | \$3,500 x 12 =  |                               | \$42,000         |
| 23. Residential Tenant   | \$2,000 x 10 =  |                               | \$20,000         |
| 24. Non-residential/Farm | \$60,000 x 0 =  |                               | \$0              |
| 25. (Lines 20 thru 24)   |                 | <b>TOTAL RELOCATION COSTS</b> | <b>\$752,000</b> |

|     |  |                           |                     |
|-----|--|---------------------------|---------------------|
| 26. |  |                           |                     |
| 27. |  |                           |                     |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$28,486,900</b> |

Reviewer Jane C. Nelson Signed:  Date: February 1, 2015

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. NCDOT owned parcels include Parcels 359 and 364. The value of the NCDOT owned parcels being included in this estimate is based on their purchase price. No other government or utility owned parcels were identified in this segment. However, Parcels 330 and 330-1 are part of the Wake Technical Community College campus. Parcels 326 and 330 are split between O2 and O3L. Parcel 404 and 409 are split between O3L and OxL.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: LILAC  
 Segment: OXL - STA. 636+25.41 - STA. 735+55.88 OXL\_L  
 Date: December 14, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|                      |             |
|----------------------|-------------|
| Parcels:             |             |
| Commercial           | 0           |
| Residential          | 80          |
| Vacant               | 9.5         |
| <b>Total Parcels</b> | <b>89.5</b> |

|                         |           |
|-------------------------|-----------|
| Estimated Relocatees:   |           |
| Non-residential         | 0         |
| Residential             | 61        |
| <b>Total Relocatees</b> | <b>61</b> |

| R/W SUPPORT COSTS    |           |      |   | Amount     |                          |
|----------------------|-----------|------|---|------------|--------------------------|
| 1. Direct Labor Cost | (Parcels) | 89.5 | x | \$15,000 = | \$1,342,500              |
| 2. Indirect Overhead | (Parcels) | 89.5 | x | \$2,000 =  | \$179,000                |
| 3. (Lines 1 thru 2)  |           |      |   |            | <b>TOTAL R/W SUPPORT</b> |
|                      |           |      |   |            | <b>\$1,521,500</b>       |

| R/W OPS                                    |      |   |        | Amount                             |
|--|------|---|--------|------------------------------------|
| 4. Appraisal Fees - Negotiations           | 100% | x | 89.5 = | 89.5 Parcels x \$5,000 = \$447,500 |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 89.5 = | 45 Parcels x \$2,500 = \$112,500   |
| 6. Title Services                          | 100% | x | 89.5 = | 89.5 Parcels x \$1,500 = \$134,300 |
| 7. Condemnation Costs                      | 50%  | x | 89.5 = | 45 Parcels x \$2,500 = \$112,500   |
| 8. Mediators                               | 10%  | x | 45 =   | 5 Parcels x \$2,000 = \$10,000     |
| 9. Expert Witness (Trial)                  | 3%   | x | 45 =   | 1 Parcels x \$2,500 = \$2,500      |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |        | 47 Imprvmet x \$20,000 = \$940,000 |
| 11. Miscellaneous Contracts                |      |   |        | 1 Per Segment x \$2,000 = \$2,000  |
| 12. (Lines 4 thru 11)                      |      |   |        | <b>TOTAL R/W OPS</b>               |
|  |      |   |        | <b>\$1,761,300</b>                 |

| R/W LAND COSTS   |                            |   |                            | Amount                      |
|--|----------------------------|---|----------------------------|-----------------------------|
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$12,211,324               | x | 125% * Design plan stage = | \$15,264,200                |
| 14. Negotiated Settlements   | (Factor) align="right">50% | x | 30% (% increase) =         | \$2,289,600 (of Line 13)    |
| 15. Legal Settlements & Awards                                     | (Factor) align="right">50% | x | 70% (% increase) =         | \$5,342,500 (of Line 13)    |
| 16. Other Condemn. Costs   | 45                         | x | \$500 =                    | \$22,500                    |
| 17. (Lines 13 thru 16)   |                            |   |                            | <b>TOTAL R/W LAND COSTS</b> |
|  |                            |   |                            | <b>\$22,918,800</b>         |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

| R/W STAFF AND/OR CONSULTANT FEES |          |   |        | Amount                      |
|----------------------------------|----------|---|--------|-----------------------------|
| 18. Acquisition                  | \$10,000 | x | 89.5 = | \$895,000                   |
| 19. Relocation                   | \$10,000 | x | 61 =   | \$610,000                   |
|                                  |          |   |        | <b>TOTAL ACQ/RELO STAFF</b> |
|                                  |          |   |        | <b>\$1,505,000</b>          |

| RELOCATION COSTS         |          |   |      | Amount                        |
|--------------------------|----------|---|------|-------------------------------|
| Replacement Housing      |          |   |      |                               |
| 20. Owner                | \$45,000 | x | 57 = | \$2,565,000                   |
| 21. Tenant               | \$15,000 | x | 4 =  | \$60,000                      |
| Move Costs               |          |   |      |                               |
| 22. Residential Owner    | \$3,500  | x | 57 = | \$199,500                     |
| 23. Residential Tenant   | \$2,000  | x | 4 =  | \$8,000                       |
| 24. Non-residential/Farm | \$60,000 | x | 0 =  | \$0                           |
| 25. (Lines 20 thru 24)   |          |   |      | <b>TOTAL RELOCATION COSTS</b> |
|                          |          |   |      | <b>\$2,832,500</b>            |

|     |  |  |  |                           |
|-----|--|--|--|---------------------------|
| 26. |  |  |  |                           |
| 27. |  |  |  |                           |
|     |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  | <b>\$30,539,100</b>       |

Reviewer Jane C. Nelson Signed:  Date: February 2, 2015

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. NCDOT owned parcels include Parcels O-415, 12, and 35. The value of the NCDOT owned parcels being included in this estimate is based on their purchase price. No other government owned parcels were identified in this segment. Parcels 21 and 54 are owned by Heater Utilities, Inc.; both sites are improved with community wells. Parcel 21 will require a break in the C/A line to maintain access to the well site. The well on Parcel 54 will have to be replaced to avoid an undetermined number of residential displacees. Parcel 404 and 409 are split between O3L and Oxl. Parcel 92 is split between Oxl and L2.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: LILAC  
 Segment: L2 - STA. 742+97.43 - STA. 865+00.00 L\_L  
 Date: December 14, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|                      |            |                       |    |
|----------------------|------------|-----------------------|----|
| Parcels:             |            | Estimated Relocatees: |    |
| Commercial           | 6.5        | Non-residential       | 9  |
| Residential          | 145.5      | Residential           | 78 |
| Vacant               | 6          | Total Relocatees      | 87 |
| <b>Total Parcels</b> | <b>158</b> |                       |    |

| R/W SUPPORT COSTS    |                            | Amount                               |
|----------------------|----------------------------|--------------------------------------|
| 1. Direct Labor Cost | (Parcels) 158 x \$15,000 = | \$2,370,000                          |
| 2. Indirect Overhead | (Parcels) 158 x \$2,000 =  | \$316,000                            |
| 3. (Lines 1 thru 2)  |                            | <b>TOTAL R/W SUPPORT \$2,686,000</b> |

| R/W OPS                                    |                                      | Amount                               |
|--|--------------------------------------|--------------------------------------|
| 4. Appraisal Fees - Negotiations           | 100% x 158 = 158 Parcels x \$5,000 = | \$790,000                            |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 158 = 79 Parcels x \$2,500 =   | \$197,500                            |
| 6. Title Services                          | 100% x 158 = 158 Parcels x \$1,500 = | \$237,000                            |
| 7. Condemnation Costs                      | 50% x 158 = 79 Parcels x \$2,500 =   | \$197,500                            |
| 8. Mediators                               | 10% x 79 = 8 Parcels x \$2,000 =     | \$16,000                             |
| 9. Expert Witness (Trial)                  | 3% x 79 = 2 Parcels x \$2,500 =      | \$5,000                              |
| 10. Demolition, Asb. Survey & Abate., etc. |                                      | 84 Imprvmet x \$20,000 = \$1,680,000 |
| 11. Miscellaneous Contracts                |                                      | 1 Per Segment x \$2,000 = \$2,000    |
| 12. (Lines 4 thru 11)                      |                                      | <b>TOTAL R/W OPS \$3,125,000</b>     |

| R/W LAND COSTS   |   | Amount                                   |
|--|---|--|
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$28,196,051 x 125% * Design plan stage = | \$35,245,100                             |
| 14. Negotiated Settlements (Factor)                                | 50% x 30% (% increase) =                  | \$5,286,800 (of Line 13)                 |
| 15. Legal Settlements & Awards (Factor)                            | 50% x 70% (% increase) =                  | \$12,335,800 (of Line 13)                |
| 16. Other Condemn. Costs   | 79 x \$500 =                              | \$39,500                                 |
| 17. (Lines 13 thru 16)   |   | <b>TOTAL R/W LAND COSTS \$52,907,200</b> |

\* Design contingency for design plan stage:  
 (1) PD&E plans -125% (2) 30% plans -120% (3) 60% plans -115% (4) 90% plans -110% (5) ROW Plans -100%

| R/W STAFF AND/OR CONSULTANT FEES |                  | Amount                                  |
|----------------------------------|------------------|---|
| 18. Acquisition                  | \$10,000 x 158 = | \$1,580,000                             |
| 19. Relocation                   | \$10,000 x 87 =  | \$870,000                               |
|                                  |                  | <b>TOTAL ACQ/RELO STAFF \$2,450,000</b> |

| RELOCATION COSTS         |            | Number | Amount                                    |
|--------------------------|------------|--------|---|
| Replacement Housing      |            |        |   |
| 20. Owner                | \$45,000 x | 68     | \$3,060,000                               |
| 21. Tenant               | \$15,000 x | 10     | \$150,000                                 |
| Move Costs               |            |        |   |
| 22. Residential Owner    | \$3,500 x  | 68     | \$238,000                                 |
| 23. Residential Tenant   | \$2,000 x  | 10     | \$20,000                                  |
| 24. Non-residential/Farm | \$60,000 x | 9      | \$540,000                                 |
| 25. (Lines 20 thru 24)   |            |        | <b>TOTAL RELOCATION COSTS \$4,008,000</b> |

|     |  |  |  |
|-----|--|--|--|
| 26. |  |  |  |
| 27. |  |  | <b>TOTAL R/W ESTIMATE \$65,176,200</b> |

Reviewer Jane C. Nelson Signed: *Jane C. Nelson* Date: February 3, 2015

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Parcel 249 is owned by the City of Raleigh and is improved with a wastewater treatment facility with spray fields. Parcels 116 and 163 are owned by Heater Utilities, Inc.; both sites are improved with community wells. The well on Parcel 116 will have to be replaced to avoid an undetermined number of additional residential displacees. The impact to Parcel 163 is nominal; it is assumed that the well and water lines are not impacted. Parcel 144 is occupied by a strip center, gas station/auto repair, and self-storage site with an estimated 184 units. The self-storage units were counted as one business move and the cost for the personal property moves was included in the acquisition estimate. There is a major impact to a large subdivision, Turner Farms, located on the eastern side of Benson Rd. (NC 50) and just south of Ten-Ten Rd. This segment bisects the neighborhood severing the remaining homes from the neighborhood amenities provided on either side and more than 50 homes will be directly impacted in this subdivision. Given these conditions, it is likely that the remaining homes will suffer a loss in value. Parcel 92 is split between Oxl and L2. Parcel 249 is split between L2/L2BL and L3. Parcel 133 is owned by Southern Bell Telephone and is improved as an equipment site. The costs included in this right-of-way estimate for Parcel 133 are for the real estate only. The estimate does not include consideration for the cost of relocating the equipment and lines. Feedback received from experienced design project managers was that the cost and schedule implications were so tremendous, they had to design around these types of facilities to keep the project feasible. It is recommended that direct conversation with the property owner take place to identify the full implications of this acquisition before moving forward with this segment.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
Alternate: LILAC  
Segment: L3 - STA. 865+00.00 - STA. 937+80.98 L\_L  
Date: December 14, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
State Project Nos.: 6.401078, 6.401079, and 6.401080  
County: Wake and Johnston  
HDR#: 192576

|                      |             |                             |    |
|----------------------|-------------|-----------------------------|----|
| <b>Parcels:</b>      |             | <b>Estimated Relocates:</b> |    |
| Commercial           | 2.5         | Non-residential             | 0  |
| Residential          | 27          | Residential                 | 17 |
| Vacant               | 11          | <b>Total Relocates</b>      | 17 |
| <b>Total Parcels</b> | <b>40.5</b> |                             |    |

|                          |                             |                          |                  |
|--------------------------|-----------------------------|--------------------------|------------------|
| <b>R/W SUPPORT COSTS</b> |                             | <b>Amount</b>            |                  |
| 1. Direct Labor Cost     | (Parcels) 40.5 x \$15,000 = |                          | \$607,500        |
| 2. Indirect Overhead     | (Parcels) 40.5 x \$2,000 =  |                          | \$81,000         |
| 3. (Lines 1 thru 2)      |                             | <b>TOTAL R/W SUPPORT</b> | <b>\$688,500</b> |

|  |  |                      |                  |
|--|--|----------------------|------------------|
| <b>R/W OPS</b>                             |  | <b>Amount</b>        |                  |
| 4. Appraisal Fees - Negotiations           | 100% x 40.5 = 40.5 Parcels x \$5,000 = |                      | \$202,500        |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 40.5 = 20 Parcels x \$2,500 =    |                      | \$50,000         |
| 6. Title Services                          | 100% x 40.5 = 40.5 Parcels x \$1,500 = |                      | \$60,800         |
| 7. Condemnation Costs                      | 50% x 40.5 = 20 Parcels x \$2,500 =    |                      | \$50,000         |
| 8. Mediators                               | 10% x 20 = 2 Parcels x \$2,000 =       |                      | \$4,000          |
| 9. Expert Witness (Trial)                  | 3% x 20 = 1 Parcels x \$2,500 =        |                      | \$2,500          |
| 10. Demolition, Asb. Survey & Abate., etc. | 23 Imprvmet x \$20,000 =               |                      | \$460,000        |
| 11. Miscellaneous Contracts                | 1 Per Segment x \$2,000 =              |                      | \$2,000          |
| 12. (Lines 4 thru 11)                      |  | <b>TOTAL R/W OPS</b> | <b>\$831,800</b> |

|  |   |                             |                          |
|--|---|-----------------------------|--------------------------|
| <b>R/W LAND COSTS</b>  |   | <b>Amount</b>               |                          |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$15,254,743 x 125% * Design plan stage = |                             | \$19,068,400             |
| 14. Negotiated Settlements   | (Factor) 50% x 30% (% increase) =         |                             | \$2,860,300 (of Line 13) |
| 15. Legal Settlements & Awards                                     | (Factor) 50% x 70% (% increase) =         |                             | \$6,673,900 (of Line 13) |
| 16. Other Condemn. Costs   | 20 x \$500 =                              |                             | \$10,000                 |
| 17. (Lines 13 thru 16)   |   | <b>TOTAL R/W LAND COSTS</b> | <b>\$28,612,600</b>      |

\* Design contingency for design plan stage:  
(1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |                   |                             |                  |
|---|-------------------|-----------------------------|------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                   |                             |                  |
| 18. Acquisition                         | \$10,000 x 40.5 = |                             | \$405,000        |
| 19. Relocation                          | \$10,000 x 17 =   |                             | \$170,000        |
|   |                   | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$575,000</b> |

|                            |            |               |                               |
|----------------------------|------------|---------------|-------------------------------|
| <b>RELOCATION COSTS</b>    |            |               |                               |
| <b>Replacement Housing</b> |            | <b>Number</b> | <b>Amount</b>                 |
| 20. Owner                  | \$45,000 x | 9             | \$405,000                     |
| 21. Tenant                 | \$15,000 x | 8             | \$120,000                     |
| <b>Move Costs</b>          |            |               |                               |
| 22. Residential Owner      | \$3,500 x  | 9             | \$31,500                      |
| 23. Residential Tenant     | \$2,000 x  | 8             | \$16,000                      |
| 24. Non-residential/Farm   | \$60,000 x | 0             | \$0                           |
| 25. (Lines 20 thru 24)     |            |               | <b>TOTAL RELOCATION COSTS</b> |
|                            |            |               | <b>\$572,500</b>              |

|     |  |  |                           |
|-----|--|--|---------------------------|
| 26. |  |  |                           |
| 27. |  |  |                           |
| 28. |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  | <b>\$31,280,400</b>       |

Reviewer Jane C. Nelson Signed:  Date: February 4, 2015

**REMARKS:**  
Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Parcels 252 and 280 are owned by NCDOT. These parcels are remnants that were acquired as part of prior projects; they are not included in the parcel count and no cost has been included for these parcels in this segment. Parcel 249 is owned by the City of Raleigh and is improved with a wastewater treatmentplant and spray fields. Parcel 249 is split between L2/L2BL and L3. Parcels 258, 283, 292, 294, 297, 298, 301, 302, 303, and 305 are split between L3 and L4.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
Alternate: LILAC  
Segment: L4 - STA. 937+80.98 - STA. 984+98.45 L\_L  
Date: 41987

TIP Nos.: R-2721, R-2828, and R-2829  
State Project Nos.: 6.401078, 6.401079, and 6.401080  
County: Wake and Johnston  
HDR#: 192576

|               |       |                       |    |
|---------------|-------|-----------------------|----|
| Parcels:      |       | Estimated Relocatees: |    |
| Commercial    | 2     | Non-residential       | 0  |
| Residential   | 104   | Residential           | 87 |
| Vacant        | 4,5   | Total Relocatees      | 87 |
| Total Parcels | 110.5 |                       |    |

|                          |                              |                          |                    |
|--------------------------|------------------------------|--------------------------|--------------------|
| <b>R/W SUPPORT COSTS</b> |                              | <b>Amount</b>            |                    |
| 1. Direct Labor Cost     | (Parcels) 110.5 x \$15,000 = |                          | \$1,657,500        |
| 2. Indirect Overhead     | (Parcels) 110.5 x \$2,000 =  |                          | \$221,000          |
| 3. (Lines 1 thru 2)      |                              | <b>TOTAL R/W SUPPORT</b> | <b>\$1,878,500</b> |

|  |  |                           |                    |
|--|--|---------------------------|--------------------|
| <b>R/W OPS</b>                             |  | <b>Amount</b>             |                    |
| 4. Appraisal Fees - Negotiations           | 100% x 110.5 = 110.5 Parcels x \$5,000 = |                           | \$552,500          |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 110.5 = 55 Parcels x \$2,500 =     |                           | \$137,500          |
| 6. Title Services                          | 100% x 110.5 = 110.5 Parcels x \$1,500 = |                           | \$165,800          |
| 7. Condemnation Costs                      | 50% x 110.5 = 55 Parcels x \$2,500 =     |                           | \$137,500          |
| 8. Mediators                               | 10% x 55 = 6 Parcels x \$2,000 =         |                           | \$12,000           |
| 9. Expert Witness (Trial)                  | 3% x 55 = 2 Parcels x \$2,500 =          |                           | \$5,000            |
| 10. Demolition, Asb. Survey & Abate., etc. |  | 87 Imprvmet x \$20,000 =  | \$1,740,000        |
| 11. Miscellaneous Contracts                |  | 1 Per Segment x \$2,000 = | \$2,000            |
| 12. (Lines 4 thru 11)                      |  | <b>TOTAL R/W OPS</b>      | <b>\$2,752,300</b> |

|  |   |                             |                          |
|--|---|-----------------------------|--------------------------|
| <b>R/W LAND COSTS</b>  |   | <b>Amount</b>               |                          |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$19,127,390 x 125% * Design plan stage = |                             | \$23,909,200             |
| 14. Negotiated Settlements   | (Factor) 50% x 30% (% increase) =         |                             | \$3,586,400 (of Line 13) |
| 15. Legal Settlements & Awards                                     | (Factor) 50% x 70% (% increase) =         |                             | \$8,368,200 (of Line 13) |
| 16. Other Condemn. Costs   | 55 x \$500 =                              |                             | \$27,500                 |
| 17. (Lines 13 thru 16)   |   | <b>TOTAL R/W LAND COSTS</b> | <b>\$35,891,300</b>      |

\* Design contingency for design plan stage:  
(1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans -110% (5) ROW Plans -100%

|   |                    |                             |                    |
|---|--------------------|-----------------------------|--------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                    |                             |                    |
| 18. Acquisition                         | \$10,000 x 110.5 = | \$1,105,000                 |                    |
| 19. Relocation                          | \$10,000 x 87 =    | \$870,000                   |                    |
|   |                    | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$1,975,000</b> |

|                          |                 |                               |                    |
|--------------------------|-----------------|-------------------------------|--------------------|
| <b>RELOCATION COSTS</b>  |                 |                               |                    |
| Replacement Housing      |                 | Number                        | Amount             |
| 20. Owner                | \$45,000 x 78 = | 78                            | \$3,510,000        |
| 21. Tenant               | \$15,000 x 9 =  | 9                             | \$135,000          |
| Move Costs               |                 |                               |                    |
| 22. Residential Owner    | \$3,500 x 78 =  | 78                            | \$273,000          |
| 23. Residential Tenant   | \$2,000 x 9 =   | 9                             | \$18,000           |
| 24. Non-residential/Farm | \$60,000 x 0 =  | 0                             | \$0                |
| 25. (Lines 20 thru 24)   |                 | <b>TOTAL RELOCATION COSTS</b> | <b>\$3,936,000</b> |

|     |  |                           |                     |
|-----|--|---------------------------|---------------------|
| 26. |  |                           |                     |
| 27. |  |                           |                     |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$46,433,100</b> |

Reviewer Jane C. Nelson Signed:  Date: February 4, 2015

**REMARKS:**  
Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government owned parcels were identified in this segment. Parcels 307, 322, and 367 are owned by Heater Utilities, Inc.; all three sites are improved with a community well. Parcels 307 and 322 are both located in the same neighborhood. It appears that the entire neighborhood will either be impacted directly or damaged out due to loss of access. Further investigation is needed, but it may not be necessary to replace these two wells. Parcel 367 will need to be replaced to avoid an undetermined number of additional residential displacees. The subdivision is being severed by the new roadway, so it is possible that two new wells will be needed. Parcels 258, 283, 292, 294, 297, 298, 301, 302, 303, and 305 are split between L3 and L4. Parcel 379 is split between L4 and L5 as well as L4 and L6.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: LILAC  
 Segment: L5 - STA. 984+98.45 - STA. 1012+50.98 L\_L  
 Date: December 14, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |     |                      |   |
|---------------|-----|----------------------|---|
| Parcels:      |     | Estimated Relocates: |   |
| Commercial    | 0   | Non-residential      | 0 |
| Residential   | 1.5 | Residential          | 0 |
| Vacant        | 1.5 | Total Relocates      | 0 |
| Total Parcels | 3   |                      |   |

|                          |           |   |   |               |   |                          |
|--------------------------|-----------|---|---|---------------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |   |   | <b>Amount</b> |   |                          |
| 1. Direct Labor Cost     | (Parcels) | 3 | x | \$15,000      | = | \$45,000                 |
| 2. Indirect Overhead     | (Parcels) | 3 | x | \$2,000       | = | \$6,000                  |
| 3. (Lines 1 thru 2)      |           |   |   |               |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |   |   |               |   | \$51,000                 |

|  |      |   |   |               |   |             |   |          |   |                      |
|--|------|---|---|---------------|---|-------------|---|----------|---|----------------------|
| <b>R/W OPS</b>                             |      |   |   | <b>Amount</b> |   |             |   |          |   |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 3 | =             | 3 | Parcels     | x | \$5,000  | = | \$15,000             |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 3 | =             | 2 | Parcels     | x | \$2,500  | = | \$5,000              |
| 6. Title Services                          | 100% | x | 3 | =             | 3 | Parcels     | x | \$1,500  | = | \$4,500              |
| 7. Condemnation Costs                      | 50%  | x | 3 | =             | 2 | Parcels     | x | \$2,500  | = | \$5,000              |
| 8. Mediators                               | 10%  | x | 2 | =             | 0 | Parcels     | x | \$2,000  | = | \$0                  |
| 9. Expert Witness (Trial)                  | 3%   | x | 2 | =             | 0 | Parcels     | x | \$2,500  | = | \$0                  |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |   |               | 0 | Imprvmet    | x | \$20,000 | = | \$0                  |
| 11. Miscellaneous Contracts                |      |   |   |               | 1 | Per Segment | x | \$2,000  | = | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |   |               |   |             |   |          |   | <b>TOTAL R/W OPS</b> |
|  |      |   |   |               |   |             |   |          |   | \$31,500             |

|  |             |   |       |               |                   |   |                             |
|--|-------------|---|-------|---------------|-------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |             |   |       | <b>Amount</b> |                   |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$1,095,941 | x | 125%  | *             | Design plan stage | = | \$1,369,900                 |
| 14. Negotiated Settlements (Factor)                                | 50%         | x | 30%   |               | (% increase)      | = | \$205,500 (of Line 13)      |
| 15. Legal Settlements & Awards (Factor)                            | 50%         | x | 70%   |               | (% increase)      | = | \$479,500 (of Line 13)      |
| 16. Other Condemn. Costs   | 2           | x | \$500 |               |                   | = | \$1,000                     |
| 17. (Lines 13 thru 16)   |             |   |       |               |                   |   | <b>TOTAL R/W LAND COSTS</b> |
|  |             |   |       |               |                   |   | \$2,055,900                 |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |   |   |                             |
|---|----------|---|---|---|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |   |   |                             |
| 18. Acquisition                         | \$10,000 | x | 3 | = | \$30,000                    |
| 19. Relocation                          | \$10,000 | x | 0 | = | \$0                         |
|   |          |   |   |   | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |   |   | \$30,000                    |

|                          |          |   |   |   |                               |
|--------------------------|----------|---|---|---|-------------------------------|
| <b>RELOCATION COSTS</b>  |          |   |   |   |                               |
| Replacement Housing      |          |   |   |   |                               |
| 20. Owner                | \$45,000 | x | 0 | = | \$0                           |
| 21. Tenant               | \$15,000 | x | 0 | = | \$0                           |
| Move Costs               |          |   |   |   |                               |
| 22. Residential Owner    | \$3,500  | x | 0 | = | \$0                           |
| 23. Residential Tenant   | \$2,000  | x | 0 | = | \$0                           |
| 24. Non-residential/Farm | \$60,000 | x | 0 | = | \$0                           |
| 25. (Lines 20 thru 24)   |          |   |   |   | <b>TOTAL RELOCATION COSTS</b> |
|                          |          |   |   |   | \$0                           |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | \$2,168,400               |

Reviewer Jane C. Nelson Signed:  Date: February 5, 2015

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels were identified in this segment. Parcel 379 is split between L4 and L5. Parcel 380 is split between L5 and G2L.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: LILAC  
 Segment: L6 - STA. 984+98.45 - STA. 1085+00.00 LxB / B\_L  
 Date: December 14, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                       |   |
|---------------|------|-----------------------|---|
| Parcels:      |      | Estimated Relocatees: |   |
| Commercial    | 0    | Non-residential       | 0 |
| Residential   | 12   | Residential           | 0 |
| Vacant        | 9.5  | Total Relocatees      | 0 |
| Total Parcels | 21.5 |                       |   |

|                          |                |   |            |                                    |
|--------------------------|----------------|---|------------|------------------------------------|
| <b>R/W SUPPORT COSTS</b> |                |   |            | <b>Amount</b>                      |
| 1. Direct Labor Cost     | (Parcels) 21.5 | x | \$15,000 = | \$322,500                          |
| 2. Indirect Overhead     | (Parcels) 21.5 | x | \$2,000 =  | \$43,000                           |
| 3. (Lines 1 thru 2)      |                |   |            | <b>TOTAL R/W SUPPORT \$365,500</b> |

|  |      |   |                     |                                |
|--|------|---|---------------------|--------------------------------|
| <b>R/W OPS</b>                             |      |   |                     | <b>Amount</b>                  |
| 4. Appraisal Fees - Negotiations           | 100% | x | 21.5 = 21.5 Parcels | \$5,000 = \$107,500            |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 21.5 = 11 Parcels   | \$2,500 = \$27,500             |
| 6. Title Services                          | 100% | x | 21.5 = 21.5 Parcels | \$1,500 = \$32,300             |
| 7. Condemnation Costs                      | 50%  | x | 21.5 = 11 Parcels   | \$2,500 = \$27,500             |
| 8. Mediators                               | 10%  | x | 11 = 1 Parcels      | \$2,000 = \$2,000              |
| 9. Expert Witness (Trial)                  | 3%   | x | 11 = 0 Parcels      | \$2,500 = \$0                  |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   | 0 Imprvmet          | \$20,000 = \$0                 |
| 11. Miscellaneous Contracts                |      |   | 1 Per Segment       | \$2,000 = \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |                     | <b>TOTAL R/W OPS \$198,800</b> |

|  |              |   |                            |   |
|--|--------------|---|----------------------------|---|
| <b>R/W LAND COSTS</b>  |              |   |                            | <b>Amount</b>                           |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$2,910,439  | x | 125% * Design plan stage = | \$3,638,000                             |
| 14. Negotiated Settlements   | (Factor) 50% | x | 30% (% increase) =         | \$545,700 (of Line 13)                  |
| 15. Legal Settlements & Awards                                     | (Factor) 50% | x | 70% (% increase) =         | \$1,273,300 (of Line 13)                |
| 16. Other Condemn. Costs   | 11           | x | \$500 =                    | \$5,500                                 |
| 17. (Lines 13 thru 16)   |              |   |                            | <b>TOTAL R/W LAND COSTS \$5,462,500</b> |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |                  |                                       |
|---|----------|---|------------------|---------------------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |                  |                                       |
| 18. Acquisition                         | \$10,000 | x | 21.5 = \$215,000 |                                       |
| 19. Relocation                          | \$10,000 | x | 0 = \$0          |                                       |
|   |          |   |                  | <b>TOTAL ACQ/RELO STAFF \$215,000</b> |

|                            |          |               |               |                                   |
|----------------------------|----------|---------------|---------------|-----------------------------------|
| <b>RELOCATION COSTS</b>    |          |               |               |                                   |
| <b>Replacement Housing</b> |          | <b>Number</b> | <b>Amount</b> |                                   |
| 20. Owner                  | \$45,000 | 0             | =             | \$0                               |
| 21. Tenant                 | \$15,000 | 0             | =             | \$0                               |
| <b>Move Costs</b>          |          |               |               |                                   |
| 22. Residential Owner      | \$3,500  | 0             | =             | \$0                               |
| 23. Residential Tenant     | \$2,000  | 0             | =             | \$0                               |
| 24. Non-residential/Farm   | \$60,000 | 0             | =             | \$0                               |
| 25. (Lines 20 thru 24)     |          |               |               | <b>TOTAL RELOCATION COSTS \$0</b> |

|     |  |  |  |                                       |
|-----|--|--|--|---------------------------------------|
| 26. |  |  |  |                                       |
| 27. |  |  |  |                                       |
| 28. |  |  |  | <b>TOTAL R/W ESTIMATE \$6,241,800</b> |

Reviewer Jane C. Nelson Signed:  Date: February 6, 2015

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels were identified in this segment. Parcel 379 is split between L4 and L6. Parcels 8 and 21 are split between L6 and B1L.



**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
Alternate: LILAC  
Segment: G2L - STA. 1055+84.23 - STA. 1158+00.30 G\_L  
Date: December 14, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
State Project Nos.: 6.401078, 6.401079, and 6.401080  
County: Wake  
HDR#: 192576

|               |      |                       |    |
|---------------|------|-----------------------|----|
| Parcels:      |      | Estimated Relocatees: |    |
| Commercial    | 8.5  | Non-residential       | 2  |
| Residential   | 32   | Residential           | 25 |
| Vacant        | 13.5 | Total Relocatees      | 27 |
| Total Parcels | 54   |                       |    |

| R/W SUPPORT COSTS    |           |    |   | Amount     |                          |
|----------------------|-----------|----|---|------------|--------------------------|
| 1. Direct Labor Cost | (Parcels) | 54 | x | \$15,000 = | \$810,000                |
| 2. Indirect Overhead | (Parcels) | 54 | x | \$2,000 =  | \$108,000                |
| 3. (Lines 1 thru 2)  |           |    |   |            | <b>TOTAL R/W SUPPORT</b> |
|                      |           |    |   |            | \$918,000                |

| R/W OPS                                    |      |   |      | Amount                             |
|--|------|---|------|------------------------------------|
| 4. Appraisal Fees - Negotiations           | 100% | x | 54 = | 54 Parcels x \$5,000 = \$270,000   |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 54 = | 27 Parcels x \$2,500 = \$67,500    |
| 6. Title Services                          | 100% | x | 54 = | 54 Parcels x \$1,500 = \$81,000    |
| 7. Condemnation Costs                      | 50%  | x | 54 = | 27 Parcels x \$2,500 = \$67,500    |
| 8. Mediators                               | 10%  | x | 27 = | 3 Parcels x \$2,000 = \$6,000      |
| 9. Expert Witness (Trial)                  | 3%   | x | 27 = | 1 Parcels x \$2,500 = \$2,500      |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |      | 15 Imprvmet x \$20,000 = \$300,000 |
| 11. Miscellaneous Contracts                |      |   |      | 1 Per Segment x \$2,000 = \$2,000  |
| 12. (Lines 4 thru 11)                      |      |   |      | <b>TOTAL R/W OPS</b>               |
|  |      |   |      | \$796,500                          |

| R/W LAND COSTS   |                            |   |                                 | Amount                      |
|--|----------------------------|---|---------------------------------|-----------------------------|
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$16,567,125               | x | 125% * <i>Design plan stage</i> | = \$20,708,900              |
| 14. Negotiated Settlements   | (Factor) align="right">50% | x | 30% (% increase)                | = \$3,106,300 (of Line 13)  |
| 15. Legal Settlements & Awards                                     | (Factor) align="right">50% | x | 70% (% increase)                | = \$7,248,100 (of Line 13)  |
| 16. Other Condemn. Costs   | 27                         | x | \$500                           | = \$13,500                  |
| 17. (Lines 13 thru 16)   |                            |   |                                 | <b>TOTAL R/W LAND COSTS</b> |
|  |                            |   |                                 | \$31,076,800                |

\* Design contingency for design plan stage:  
(1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

| R/W STAFF AND/OR CONSULTANT FEES |          |   |                             |
|----------------------------------|----------|---|-----------------------------|
| 18. Acquisition                  | \$10,000 | x | 54 = \$540,000              |
| 19. Relocation                   | \$10,000 | x | 27 = \$270,000              |
|                                  |          |   | <b>TOTAL ACQ/RELO STAFF</b> |
|                                  |          |   | \$810,000                   |

| RELOCATION COSTS                 |          |   |                               |
|----------------------------------|----------|---|-------------------------------|
| 20. Owner Replacement Housing    | \$45,000 | x | 20 = \$900,000                |
| 21. Tenant                       | \$15,000 | x | 5 = \$75,000                  |
| 22. Residential Owner Move Costs | \$3,500  | x | 20 = \$70,000                 |
| 23. Residential Tenant           | \$2,000  | x | 5 = \$10,000                  |
| 24. Non-residential/Farm         | \$60,000 | x | 2 = \$120,000                 |
| 25. (Lines 20 thru 24)           |          |   | <b>TOTAL RELOCATION COSTS</b> |
|                                  |          |   | \$1,175,000                   |

|     |  |  |  |                           |
|-----|--|--|--|---------------------------|
| 26. |  |  |  |                           |
| 27. |  |  |  |                           |
| 28. |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  | \$34,776,300              |

Reviewer Jane C. Nelson Signed:  Date: February 5, 2015

REMARKS:  
Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.  
Alignment - The current segment match line for Lilac to Green does not seem to match up entirely. The segment break occurs just prior to the White Oak Rd interchange. The two segments have completely different configurations, so trying to match up the two corridors at this location has been confusing. The GIS data derived from the design shape files appears to follow the original segment break for the end of Lilac to Green located at Sta. 1019+16.75 L.L. The acquisition areas identified for the parcels located in-between these two points seem to follow Lilac rather than Green. Due to this discrepancy, the estimator's confidence has been reduced to below average.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Government owned parcels include Parcel 45 owned by NCDOT and Parcel 386-1 owned by Wake County. Parcels 43 and 44 are TV/radio tower sites. Parcel 380 is split between L5 and G2L. Parcels 54, 56, and 59 are split between G2/G2L and G3 as well as TL1.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
Alternate: LILAC  
Segment: B1L - STA. 1085+00.00 - STA. 1206+55.08 B\_L  
Date: December 14, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
State Project Nos.: 6.401078, 6.401079, and 6.401080  
County: Wake and Johnston  
HDR#: 192576

|               |      |                      |    |
|---------------|------|----------------------|----|
| Parcels:      |      | Estimated Relocates: |    |
| Commercial    | 13   | Non-residential      | 3  |
| Residential   | 15.5 | Residential          | 10 |
| Vacant        | 6    | Total Relocates      | 13 |
| Total Parcels | 34.5 |                      |    |

|                          |           |      |   |               |   |                          |
|--------------------------|-----------|------|---|---------------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |      |   | <b>Amount</b> |   |                          |
| 1. Direct Labor Cost     | (Parcels) | 34.5 | x | \$15,000      | = | \$517,500                |
| 2. Indirect Overhead     | (Parcels) | 34.5 | x | \$2,000       | = | \$69,000                 |
| 3. (Lines 1 thru 2)      |           |      |   |               |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |      |   |               |   | \$586,500                |

|  |      |   |      |               |      |             |   |          |   |                      |
|--|------|---|------|---------------|------|-------------|---|----------|---|----------------------|
| <b>R/W OPS</b>                             |      |   |      | <b>Amount</b> |      |             |   |          |   |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 34.5 | =             | 34.5 | Parcels     | x | \$5,000  | = | \$172,500            |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 34.5 | =             | 17   | Parcels     | x | \$2,500  | = | \$42,500             |
| 6. Title Services                          | 100% | x | 34.5 | =             | 34.5 | Parcels     | x | \$1,500  | = | \$51,800             |
| 7. Condemnation Costs                      | 50%  | x | 34.5 | =             | 17   | Parcels     | x | \$2,500  | = | \$42,500             |
| 8. Mediators                               | 10%  | x | 17   | =             | 2    | Parcels     | x | \$2,000  | = | \$4,000              |
| 9. Expert Witness (Trial)                  | 3%   | x | 17   | =             | 1    | Parcels     | x | \$2,500  | = | \$2,500              |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |      |               | 10   | Imprvmet    | x | \$20,000 | = | \$200,000            |
| 11. Miscellaneous Contracts                |      |   |      |               | 1    | Per Segment | x | \$2,000  | = | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |      |               |      |             |   |          |   | <b>TOTAL R/W OPS</b> |
|  |      |   |      |               |      |             |   |          |   | \$517,800            |

|  |          |             |   |               |                     |   |                             |
|--|----------|-------------|---|---------------|---------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |          |             |   | <b>Amount</b> |                     |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount |          | \$6,382,328 | x | 125%          | * Design plan stage | = | \$7,977,900                 |
| 14. Negotiated Settlements   | (Factor) | 50%         | x | 30%           | (% increase)        | = | \$1,196,700 (of Line 13)    |
| 15. Legal Settlements & Awards                                     | (Factor) | 50%         | x | 70%           | (% increase)        | = | \$2,792,300 (of Line 13)    |
| 16. Other Condemn. Costs   |          | 17          | x | \$500         |                     | = | \$8,500                     |
| 17. (Lines 13 thru 16)   |          |             |   |               |                     |   | <b>TOTAL R/W LAND COSTS</b> |
|  |          |             |   |               |                     |   | \$11,975,400                |

\* Design contingency for design plan stage:  
(1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |      |   |                             |
|---|----------|---|------|---|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |      |   |                             |
| 18. Acquisition                         | \$10,000 | x | 34.5 | = | \$345,000                   |
| 19. Relocation                          | \$10,000 | x | 13   | = | \$130,000                   |
|   |          |   |      |   | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |      |   | \$475,000                   |

|                          |          |   |   |   |                               |
|--------------------------|----------|---|---|---|-------------------------------|
| <b>RELOCATION COSTS</b>  |          |   |   |   |                               |
| Replacement Housing      |          |   |   |   |                               |
| 20. Owner                | \$45,000 | x | 6 | = | \$270,000                     |
| 21. Tenant               | \$15,000 | x | 4 | = | \$60,000                      |
| Move Costs               |          |   |   |   |                               |
| 22. Residential Owner    | \$3,500  | x | 6 | = | \$21,000                      |
| 23. Residential Tenant   | \$2,000  | x | 4 | = | \$8,000                       |
| 24. Non-residential/Farm | \$60,000 | x | 3 | = | \$180,000                     |
| 25. (Lines 20 thru 24)   |          |   |   |   | <b>TOTAL RELOCATION COSTS</b> |
|                          |          |   |   |   | \$539,000                     |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  |                           |
|     |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | \$14,093,700              |

Reviewer Jane C. Nelson Signed: *Jane C. Nelson* Date: February 5, 2015

REMARKS:  
Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:

|                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/>            | Type A - indicates the most confidence        |
| <input checked="" type="checkbox"/> | Type B - indicates above average confidence   |
| <input type="checkbox"/>            | Type C - indicates below average confidence   |
| <input type="checkbox"/>            | Type D - indicates the least or no confidence |

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Parcels 24 and 28 are owned NC Dept. of Agriculture. Parcels 8 and 21 are split between L6 and B1L. Parcel 52 is split between B1L and B2.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: GREEN  
 Segment: G1 - STA. 952+00.00 - STA. 1009+14.39 O\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |     |                      |   |
|---------------|-----|----------------------|---|
| Parcels:      |     | Estimated Relocates: |   |
| Commercial    | 0   | Non-residential      | 0 |
| Residential   | 2.5 | Residential          | 0 |
| Vacant        | 3   | Total Relocates      | 0 |
| Total Parcels | 5.5 |                      |   |

|                          |           |     |   |               |                          |
|--------------------------|-----------|-----|---|---------------|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |     |   | <b>Amount</b> |                          |
| 1. Direct Labor Cost     | (Parcels) | 5.5 | x | \$15,000 =    | \$82,500                 |
| 2. Indirect Overhead     | (Parcels) | 5.5 | x | \$2,000 =     | \$11,000                 |
| 3. (Lines 1 thru 2)      |           |     |   |               | <b>TOTAL R/W SUPPORT</b> |
|                          |           |     |   |               | <b>\$93,500</b>          |

|  |      |   |     |               |               |   |          |   |                      |
|--|------|---|-----|---------------|---------------|---|----------|---|----------------------|
| <b>R/W OPS</b>                             |      |   |     | <b>Amount</b> |               |   |          |   |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 5.5 | =             | 5.5 Parcels   | x | \$5,000  | = | \$27,500             |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 5.5 | =             | 3 Parcels     | x | \$2,500  | = | \$7,500              |
| 6. Title Services                          | 100% | x | 5.5 | =             | 5.5 Parcels   | x | \$1,500  | = | \$8,300              |
| 7. Condemnation Costs                      | 50%  | x | 5.5 | =             | 3 Parcels     | x | \$2,500  | = | \$7,500              |
| 8. Mediators                               | 10%  | x | 3   | =             | 0 Parcels     | x | \$2,000  | = | \$0                  |
| 9. Expert Witness (Trial)                  | 3%   | x | 3   | =             | 0 Parcels     | x | \$2,500  | = | \$0                  |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |     |               | 0 Imprvmet    | x | \$20,000 | = | \$0                  |
| 11. Miscellaneous Contracts                |      |   |     |               | 1 Per Segment | x | \$2,000  | = | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |     |               |               |   |          |   | <b>TOTAL R/W OPS</b> |
|  |      |   |     |               |               |   |          |   | <b>\$52,800</b>      |

|  |                            |   |       |                     |   |                             |
|--|----------------------------|---|-------|---------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |                            |   |       | <b>Amount</b>       |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$3,768,568                | x | 125%  | * Design plan stage | = | \$4,710,700                 |
| 14. Negotiated Settlements   | (Factor) align="right">50% | x | 30%   | (% increase)        | = | \$706,600 (of Line 13)      |
| 15. Legal Settlements & Awards                                     | (Factor) align="right">50% | x | 70%   | (% increase)        | = | \$1,648,700 (of Line 13)    |
| 16. Other Condemn. Costs   | 3                          | x | \$500 |                     | = | \$1,500                     |
| 17. (Lines 13 thru 16)   |                            |   |       |                     |   | <b>TOTAL R/W LAND COSTS</b> |
|  |                            |   |       |                     |   | <b>\$7,067,500</b>          |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |       |                             |
|---|----------|---|-------|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |       |                             |
| 18. Acquisition                         | \$10,000 | x | 5.5 = | \$55,000                    |
| 19. Relocation                          | \$10,000 | x | 0 =   | \$0                         |
|   |          |   |       | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |       | <b>\$55,000</b>             |

|                          |          |   |     |                               |
|--------------------------|----------|---|-----|-------------------------------|
| <b>RELOCATION COSTS</b>  |          |   |     |                               |
| Replacement Housing      |          |   |     |                               |
| 20. Owner                | \$45,000 | x | 0 = | \$0                           |
| 21. Tenant               | \$15,000 | x | 0 = | \$0                           |
| Move Costs               |          |   |     |                               |
| 22. Residential Owner    | \$3,500  | x | 0 = | \$0                           |
| 23. Residential Tenant   | \$2,000  | x | 0 = | \$0                           |
| 24. Non-residential/Farm | \$60,000 | x | 0 = | \$0                           |
| 25. (Lines 20 thru 24)   |          |   |     | <b>TOTAL RELOCATION COSTS</b> |
|                          |          |   |     | <b>\$0</b>                    |

|     |  |  |  |                           |
|-----|--|--|--|---------------------------|
| 26. |  |  |  |                           |
| 27. |  |  |  |                           |
| 28. |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  | <b>\$7,268,800</b>        |

Reviewer Jane C. Nelson Signed: Jane C. Nelson Date: January 17, 2015

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels were identified in this segment. Parcels 539, 540, 542, 543, 544, and 545 are split between O4 and G1. Parcel 1 is split between G1 and G2 as well as G1 and B1.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: GREEN  
 Segment: G2 - STA. 1021+00.00 - STA. 1158+00.30 G\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |    |                      |    |
|---------------|----|----------------------|----|
| Parcels:      |    | Estimated Relocates: |    |
| Commercial    | 8  | Non-residential      | 3  |
| Residential   | 36 | Residential          | 28 |
| Vacant        | 17 | Total Relocates      | 31 |
| Total Parcels | 61 |                      |    |

|                          |           |    |   |               |                          |                    |
|--------------------------|-----------|----|---|---------------|--------------------------|--------------------|
| <b>R/W SUPPORT COSTS</b> |           |    |   | <b>Amount</b> |                          |                    |
| 1. Direct Labor Cost     | (Parcels) | 61 | x | \$15,000      | =                        |                    |
| 2. Indirect Overhead     | (Parcels) | 61 | x | \$2,000       | =                        |                    |
| 3. (Lines 1 thru 2)      |           |    |   |               |                          |                    |
|                          |           |    |   |               | <b>TOTAL R/W SUPPORT</b> | <b>\$1,037,000</b> |

|  |      |   |    |               |               |   |          |   |                      |                    |
|--|------|---|----|---------------|---------------|---|----------|---|----------------------|--------------------|
| <b>R/W OPS</b>                             |      |   |    | <b>Amount</b> |               |   |          |   |                      |                    |
| 4. Appraisal Fees - Negotiations           | 100% | x | 61 | =             | 61 Parcels    | x | \$5,000  | = | \$305,000            |                    |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 61 | =             | 31 Parcels    | x | \$2,500  | = | \$77,500             |                    |
| 6. Title Services                          | 100% | x | 61 | =             | 61 Parcels    | x | \$1,500  | = | \$91,500             |                    |
| 7. Condemnation Costs                      | 50%  | x | 61 | =             | 31 Parcels    | x | \$2,500  | = | \$77,500             |                    |
| 8. Mediators                               | 10%  | x | 31 | =             | 3 Parcels     | x | \$2,000  | = | \$6,000              |                    |
| 9. Expert Witness (Trial)                  | 3%   | x | 31 | =             | 1 Parcels     | x | \$2,500  | = | \$2,500              |                    |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |    |               | 25 Imprvmet   | x | \$20,000 | = | \$500,000            |                    |
| 11. Miscellaneous Contracts                |      |   |    |               | 1 Per Segment | x | \$2,000  | = | \$2,000              |                    |
| 12. (Lines 4 thru 11)                      |      |   |    |               |               |   |          |   |                      |                    |
|  |      |   |    |               |               |   |          |   | <b>TOTAL R/W OPS</b> | <b>\$1,062,000</b> |

|  |                            |   |       |                     |   |                             |                     |
|--|----------------------------|---|-------|---------------------|---|-----------------------------|---------------------|
| <b>R/W LAND COSTS</b>  |                            |   |       | <b>Amount</b>       |   |                             |                     |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$18,821,279               | x | 125%  | * Design plan stage | = | \$23,526,600                |                     |
| 14. Negotiated Settlements   | (Factor) align="right">50% | x | 30%   | (% increase)        | = | \$3,529,000 (of Line 13)    |                     |
| 15. Legal Settlements & Awards                                     | (Factor) align="right">50% | x | 70%   | (% increase)        | = | \$8,234,300 (of Line 13)    |                     |
| 16. Other Condemn. Costs   | 31                         | x | \$500 |                     | = | \$15,500                    |                     |
| 17. (Lines 13 thru 16)   |                            |   |       |                     |   |                             |                     |
|  |                            |   |       |                     |   | <b>TOTAL R/W LAND COSTS</b> | <b>\$35,305,400</b> |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |    |   |                             |                  |
|---|----------|---|----|---|-----------------------------|------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |    |   |                             |                  |
| 18. Acquisition                         | \$10,000 | x | 61 | = | \$610,000                   |                  |
| 19. Relocation                          | \$10,000 | x | 31 | = | \$310,000                   |                  |
|   |          |   |    |   | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$920,000</b> |

|                          |          |   |    |   |                               |                    |
|--------------------------|----------|---|----|---|-------------------------------|--------------------|
| <b>RELOCATION COSTS</b>  |          |   |    |   |                               |                    |
| Replacement Housing      |          |   |    |   |                               |                    |
| 20. Owner                | \$45,000 | x | 20 | = | \$900,000                     |                    |
| 21. Tenant               | \$15,000 | x | 8  | = | \$120,000                     |                    |
| Move Costs               |          |   |    |   |                               |                    |
| 22. Residential Owner    | \$3,500  | x | 20 | = | \$70,000                      |                    |
| 23. Residential Tenant   | \$2,000  | x | 8  | = | \$16,000                      |                    |
| 24. Non-residential/Farm | \$60,000 | x | 3  | = | \$180,000                     |                    |
| 25. (Lines 20 thru 24)   |          |   |    |   |                               |                    |
|                          |          |   |    |   | <b>TOTAL RELOCATION COSTS</b> | <b>\$1,286,000</b> |

|     |  |  |  |  |                           |                     |
|-----|--|--|--|--|---------------------------|---------------------|
| 26. |  |  |  |  |                           |                     |
| 27. |  |  |  |  |                           |                     |
| 28. |  |  |  |  |                           |                     |
|     |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$39,610,400</b> |

Reviewer Jane C. Nelson Signed:  Date: January 18, 2015

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. NCDOT owned parcels include Parcel 45. Other government or utility owned parcels include Parcel 19. Parcels 43 and 44 are TV/radio tower sites. Parcel 1 is split between G1 and G2. Parcels 54, 56, and 59 are split between G2/G2L and G3 as well as TL1.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: GREEN  
 Segment: G3 - STA. 1158+00.30 - STA. 1195+31.30 G\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                       |    |
|---------------|------|-----------------------|----|
| Parcels:      |      | Estimated Relocatees: |    |
| Commercial    | 0.5  | Non-residential       | 0  |
| Residential   | 12   | Residential           | 11 |
| Vacant        | 3    | Total Relocatees      | 11 |
| Total Parcels | 15.5 |                       |    |

|                          |           |      |   |               |   |                          |
|--------------------------|-----------|------|---|---------------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |      |   | <b>Amount</b> |   |                          |
| 1. Direct Labor Cost     | (Parcels) | 15.5 | x | \$15,000      | = | \$232,500                |
| 2. Indirect Overhead     | (Parcels) | 15.5 | x | \$2,000       | = | \$31,000                 |
| 3. (Lines 1 thru 2)      |           |      |   |               |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |      |   |               |   | \$263,500                |

|  |      |   |      |               |               |   |          |   |                      |
|--|------|---|------|---------------|---------------|---|----------|---|----------------------|
| <b>R/W OPS</b>                             |      |   |      | <b>Amount</b> |               |   |          |   |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 15.5 | =             | 15.5 Parcels  | x | \$5,000  | = | \$77,500             |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 15.5 | =             | 8 Parcels     | x | \$2,500  | = | \$20,000             |
| 6. Title Services                          | 100% | x | 15.5 | =             | 15.5 Parcels  | x | \$1,500  | = | \$23,300             |
| 7. Condemnation Costs                      | 50%  | x | 15.5 | =             | 8 Parcels     | x | \$2,500  | = | \$20,000             |
| 8. Mediators                               | 10%  | x | 8    | =             | 1 Parcels     | x | \$2,000  | = | \$2,000              |
| 9. Expert Witness (Trial)                  | 3%   | x | 8    | =             | 0 Parcels     | x | \$2,500  | = | \$0                  |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |      |               | 10 Imprvmet   | x | \$20,000 | = | \$200,000            |
| 11. Miscellaneous Contracts                |      |   |      |               | 1 Per Segment | x | \$2,000  | = | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |      |               |               |   |          |   | <b>TOTAL R/W OPS</b> |
|  |      |   |      |               |               |   |          |   | \$344,800            |

|  |                            |   |       |                     |   |                             |
|--|----------------------------|---|-------|---------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |                            |   |       | <b>Amount</b>       |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$3,603,426                | x | 125%  | * Design plan stage | = | \$4,504,300                 |
| 14. Negotiated Settlements   | (Factor) align="right">50% | x | 30%   | (% increase)        | = | \$675,600 (of Line 13)      |
| 15. Legal Settlements & Awards                                     | (Factor) align="right">50% | x | 70%   | (% increase)        | = | \$1,576,500 (of Line 13)    |
| 16. Other Condemn. Costs   | 8                          | x | \$500 |                     | = | \$4,000                     |
| 17. (Lines 13 thru 16)   |                            |   |       |                     |   | <b>TOTAL R/W LAND COSTS</b> |
|  |                            |   |       |                     |   | \$6,760,400                 |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans -110% (5) ROW Plans -100%

|   |          |   |      |   |                             |
|---|----------|---|------|---|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |      |   |                             |
| 18. Acquisition                         | \$10,000 | x | 15.5 | = | \$155,000                   |
| 19. Relocation                          | \$10,000 | x | 11   | = | \$110,000                   |
|   |          |   |      |   | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |      |   | \$265,000                   |

|                            |          |   |    |   |                               |
|----------------------------|----------|---|----|---|-------------------------------|
| <b>RELOCATION COSTS</b>    |          |   |    |   |                               |
| <b>Replacement Housing</b> |          |   |    |   |                               |
| 20. Owner                  | \$45,000 | x | 10 | = | \$450,000                     |
| 21. Tenant                 | \$15,000 | x | 1  | = | \$15,000                      |
| <b>Move Costs</b>          |          |   |    |   |                               |
| 22. Residential Owner      | \$3,500  | x | 10 | = | \$35,000                      |
| 23. Residential Tenant     | \$2,000  | x | 1  | = | \$2,000                       |
| 24. Non-residential/Farm   | \$60,000 | x | 0  | = | \$0                           |
| 25. (Lines 20 thru 24)     |          |   |    |   | <b>TOTAL RELOCATION COSTS</b> |
|                            |          |   |    |   | \$502,000                     |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | \$8,135,700               |

Reviewer Jane C. Nelson Signed: Jane C. Nelson Date: January 19, 2015

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels were identified in this segment. Parcels 54, 56, and 59 are split between G2/G2L and G3. Parcels 75 and 76 are split between G3 and G4 as well as G3 and M1 (aka Parcels M-1, M-2).

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: GREEN  
 Segment: G4 - STA. 1195+31.30 - STA. 1238+53.22 G\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |     |                      |   |
|---------------|-----|----------------------|---|
| Parcels:      |     | Estimated Relocates: |   |
| Commercial    | 0   | Non-residential      | 0 |
| Residential   | 2.5 | Residential          | 1 |
| Vacant        | 1   | Total Relocates      | 1 |
| Total Parcels | 3.5 |                      |   |

|                          |           |     |   |               |                          |
|--------------------------|-----------|-----|---|---------------|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |     |   | <b>Amount</b> |                          |
| 1. Direct Labor Cost     | (Parcels) | 3.5 | x | \$15,000 =    | \$52,500                 |
| 2. Indirect Overhead     | (Parcels) | 3.5 | x | \$2,000 =     | \$7,000                  |
| 3. (Lines 1 thru 2)      |           |     |   |               | <b>TOTAL R/W SUPPORT</b> |
|                          |           |     |   |               | <b>\$59,500</b>          |

|  |      |   |       |                                   |
|--|------|---|-------|-----------------------------------|
| <b>R/W OPS</b>                             |      |   |       | <b>Amount</b>                     |
| 4. Appraisal Fees - Negotiations           | 100% | x | 3.5 = | 3.5 Parcels x \$5,000 = \$17,500  |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 3.5 = | 2 Parcels x \$2,500 = \$5,000     |
| 6. Title Services                          | 100% | x | 3.5 = | 3.5 Parcels x \$1,500 = \$5,300   |
| 7. Condemnation Costs                      | 50%  | x | 3.5 = | 2 Parcels x \$2,500 = \$5,000     |
| 8. Mediators                               | 10%  | x | 2 =   | 0 Parcels x \$2,000 = \$0         |
| 9. Expert Witness (Trial)                  | 3%   | x | 2 =   | 0 Parcels x \$2,500 = \$0         |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |       | 2 Imprvmet x \$20,000 = \$40,000  |
| 11. Miscellaneous Contracts                |      |   |       | 1 Per Segment x \$2,000 = \$2,000 |
| 12. (Lines 4 thru 11)                      |      |   |       | <b>TOTAL R/W OPS</b>              |
|  |      |   |       | <b>\$74,800</b>                   |

|  |                            |   |                          |                             |
|--|----------------------------|---|--------------------------|-----------------------------|
| <b>R/W LAND COSTS</b>  |                            |   |                          | <b>Amount</b>               |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$4,148,710                | x | 125% * Design plan stage | = \$5,185,900               |
| 14. Negotiated Settlements   | (Factor) align="right">50% | x | 30% (% increase)         | = \$777,900 (of Line 13)    |
| 15. Legal Settlements & Awards                                     | (Factor) align="right">50% | x | 70% (% increase)         | = \$1,815,100 (of Line 13)  |
| 16. Other Condemn. Costs   | 2                          | x | \$500                    | = \$1,000                   |
| 17. (Lines 13 thru 16)   |                            |   |                          | <b>TOTAL R/W LAND COSTS</b> |
|  |                            |   |                          | <b>\$7,779,900</b>          |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |       |                             |
|---|----------|---|-------|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |       | <b>Amount</b>               |
| 18. Acquisition                         | \$10,000 | x | 3.5 = | \$35,000                    |
| 19. Relocation                          | \$10,000 | x | 1 =   | \$10,000                    |
|   |          |   |       | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |       | <b>\$45,000</b>             |

|                            |          |   |     |                               |
|----------------------------|----------|---|-----|-------------------------------|
| <b>RELOCATION COSTS</b>    |          |   |     | <b>Amount</b>                 |
| <b>Replacement Housing</b> |          |   |     |                               |
| 20. Owner                  | \$45,000 | x | 0 = | \$0                           |
| 21. Tenant                 | \$15,000 | x | 1 = | \$15,000                      |
| <b>Move Costs</b>          |          |   |     |                               |
| 22. Residential Owner      | \$3,500  | x | 0 = | \$0                           |
| 23. Residential Tenant     | \$2,000  | x | 1 = | \$2,000                       |
| 24. Non-residential/Farm   | \$60,000 | x | 0 = | \$0                           |
| 25. (Lines 20 thru 24)     |          |   |     | <b>TOTAL RELOCATION COSTS</b> |
|                            |          |   |     | <b>\$17,000</b>               |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | <b>\$7,976,200</b>        |

Reviewer Jane C. Nelson Signed: Jane C. Nelson Date: January 20, 2015

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels were identified in this segment. Parcels 75 and 76 are split between G3 and G4. Parcel 78 is split between G4 and G5.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
Alternate: GREEN  
Segment: G5 - STA. 1238+53.22 - STA. 1388+00.00 G\_L  
Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
State Project Nos.: 6.401078, 6.401079, and 6.401080  
County: Wake  
HDR#: 192576

|               |      |                      |    |
|---------------|------|----------------------|----|
| Parcels:      |      | Estimated Relocates: |    |
| Commercial    | 0    | Non-residential      | 0  |
| Residential   | 19.5 | Residential          | 13 |
| Vacant        | 10.5 | Total Relocates      | 13 |
| Total Parcels | 30   |                      |    |

|                          |                           |                          |                  |
|--------------------------|---------------------------|--------------------------|------------------|
| <b>R/W SUPPORT COSTS</b> |                           | <b>Amount</b>            |                  |
| 1. Direct Labor Cost     | (Parcels) 30 x \$15,000 = |                          | \$450,000        |
| 2. Indirect Overhead     | (Parcels) 30 x \$2,000 =  |                          | \$60,000         |
| 3. (Lines 1 thru 2)      |                           | <b>TOTAL R/W SUPPORT</b> | <b>\$510,000</b> |

|  |                                    |                           |                  |
|--|------------------------------------|---------------------------|------------------|
| <b>R/W OPS</b>                             |                                    | <b>Amount</b>             |                  |
| 4. Appraisal Fees - Negotiations           | 100% x 30 = 30 Parcels x \$5,000 = |                           | \$150,000        |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 30 = 15 Parcels x \$2,500 =  |                           | \$37,500         |
| 6. Title Services                          | 100% x 30 = 30 Parcels x \$1,500 = |                           | \$45,000         |
| 7. Condemnation Costs                      | 50% x 30 = 15 Parcels x \$2,500 =  |                           | \$37,500         |
| 8. Mediators                               | 10% x 15 = 2 Parcels x \$2,000 =   |                           | \$4,000          |
| 9. Expert Witness (Trial)                  | 3% x 15 = 0 Parcels x \$2,500 =    |                           | \$0              |
| 10. Demolition, Asb. Survey & Abate., etc. |                                    | 12 Imprvmet x \$20,000 =  | \$240,000        |
| 11. Miscellaneous Contracts                |                                    | 1 Per Segment x \$2,000 = | \$2,000          |
| 12. (Lines 4 thru 11)                      |                                    | <b>TOTAL R/W OPS</b>      | <b>\$516,000</b> |

|  |  |                             |                          |
|--|--|-----------------------------|--------------------------|
| <b>R/W LAND COSTS</b>  |  | <b>Amount</b>               |                          |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$7,537,919 x 125% * Design plan stage = |                             | \$9,422,400              |
| 14. Negotiated Settlements   | (Factor) 50% x 30% (% increase) =        |                             | \$1,413,400 (of Line 13) |
| 15. Legal Settlements & Awards                                     | (Factor) 50% x 70% (% increase) =        |                             | \$3,297,800 (of Line 13) |
| 16. Other Condemn. Costs   | 15 x \$500 =                             |                             | \$7,500                  |
| 17. (Lines 13 thru 16)   |  | <b>TOTAL R/W LAND COSTS</b> | <b>\$14,141,100</b>      |

\* Design contingency for design plan stage:  
(1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |                 |                             |                  |
|---|-----------------|-----------------------------|------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                 |                             |                  |
| 18. Acquisition                         | \$10,000 x 30 = | \$300,000                   |                  |
| 19. Relocation                          | \$10,000 x 13 = | \$130,000                   |                  |
|   |                 | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$430,000</b> |

|                               |                |                               |                  |
|-------------------------------|----------------|-------------------------------|------------------|
| <b>RELOCATION COSTS</b>       |                |                               |                  |
| 20. Owner Replacement Housing | \$45,000 x 9 = | \$405,000                     |                  |
| 21. Tenant Move Costs         | \$15,000 x 4 = | \$60,000                      |                  |
| 22. Residential Owner         | \$3,500 x 9 =  | \$31,500                      |                  |
| 23. Residential Tenant        | \$2,000 x 4 =  | \$8,000                       |                  |
| 24. Non-residential/Farm      | \$60,000 x 0 = | \$0                           |                  |
| 25. (Lines 20 thru 24)        |                | <b>TOTAL RELOCATION COSTS</b> | <b>\$504,500</b> |

|     |  |                           |                     |
|-----|--|---------------------------|---------------------|
| 26. |  |                           |                     |
| 27. |  |                           |                     |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$16,101,600</b> |

Reviewer Jane C. Nelson Signed: Jane C. Nelson Date: January 20, 2015

REMARKS:  
Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewers's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Government and utility owned parcels include Parcel 83. Parcel 84 is identified as a potential Civil War site. Parcel 78 is split between G4 and G5 as well as R6 and G5 (aka Parcel R-579). Parcel 109 is split between G5 and G6.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: GREEN  
 Segment: G6 - STA. 1388+00.00 - STA. 1439+00.00 G\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                      |    |
|---------------|------|----------------------|----|
| Parcels:      |      | Estimated Relocates: |    |
| Commercial    | 7    | Non-residential      | 3  |
| Residential   | 8.5  | Residential          | 15 |
| Vacant        | 3    | Total Relocates      | 18 |
| Total Parcels | 18.5 |                      |    |

|                          |                             |                          |                  |
|--------------------------|-----------------------------|--------------------------|------------------|
| <b>R/W SUPPORT COSTS</b> |                             | <b>Amount</b>            |                  |
| 1. Direct Labor Cost     | (Parcels) 18.5 x \$15,000 = |                          | \$277,500        |
| 2. Indirect Overhead     | (Parcels) 18.5 x \$2,000 =  |                          | \$37,000         |
| 3. (Lines 1 thru 2)      |                             | <b>TOTAL R/W SUPPORT</b> | <b>\$314,500</b> |

|  |  |                           |                  |
|--|--|---------------------------|------------------|
| <b>R/W OPS</b>                             |  | <b>Amount</b>             |                  |
| 4. Appraisal Fees - Negotiations           | 100% x 18.5 = 18.5 Parcels x \$5,000 = |                           | \$92,500         |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 18.5 = 9 Parcels x \$2,500 =     |                           | \$22,500         |
| 6. Title Services                          | 100% x 18.5 = 18.5 Parcels x \$1,500 = |                           | \$27,800         |
| 7. Condemnation Costs                      | 50% x 18.5 = 9 Parcels x \$2,500 =     |                           | \$22,500         |
| 8. Mediators                               | 10% x 9 = 1 Parcels x \$2,000 =        |                           | \$2,000          |
| 9. Expert Witness (Trial)                  | 3% x 9 = 0 Parcels x \$2,500 =         |                           | \$0              |
| 10. Demolition, Asb. Survey & Abate., etc. |  | 10 Imprvmet x \$20,000 =  | \$200,000        |
| 11. Miscellaneous Contracts                |  | 1 Per Segment x \$2,000 = | \$2,000          |
| 12. (Lines 4 thru 11)                      |  | <b>TOTAL R/W OPS</b>      | <b>\$369,300</b> |

|  |   |                             |                          |
|--|---|-----------------------------|--------------------------|
| <b>R/W LAND COSTS</b>  |   | <b>Amount</b>               |                          |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$11,277,425 x 125% * Design plan stage = |                             | \$14,096,800             |
| 14. Negotiated Settlements   | (Factor) 50% x 30% (% increase) =         |                             | \$2,114,500 (of Line 13) |
| 15. Legal Settlements & Awards                                     | (Factor) 50% x 70% (% increase) =         |                             | \$4,933,900 (of Line 13) |
| 16. Other Condemn. Costs   | 9 x \$500 =                               |                             | \$4,500                  |
| 17. (Lines 13 thru 16)   |   | <b>TOTAL R/W LAND COSTS</b> | <b>\$21,149,700</b>      |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |                   |                             |                  |
|---|-------------------|-----------------------------|------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                   |                             |                  |
| 18. Acquisition                         | \$10,000 x 18.5 = | \$185,000                   |                  |
| 19. Relocation                          | \$10,000 x 18 =   | \$180,000                   |                  |
|   |                   | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$365,000</b> |

|                          |                 |                               |                  |
|--------------------------|-----------------|-------------------------------|------------------|
| <b>RELOCATION COSTS</b>  |                 |                               |                  |
| Replacement Housing      |                 |                               |                  |
| 20. Owner                | \$45,000 x 2 =  | \$90,000                      |                  |
| 21. Tenant               | \$15,000 x 13 = | \$195,000                     |                  |
| Move Costs               |                 |                               |                  |
| 22. Residential Owner    | \$3,500 x 2 =   | \$7,000                       |                  |
| 23. Residential Tenant   | \$2,000 x 13 =  | \$26,000                      |                  |
| 24. Non-residential/Farm | \$60,000 x 3 =  | \$180,000                     |                  |
| 25. (Lines 20 thru 24)   |                 | <b>TOTAL RELOCATION COSTS</b> | <b>\$498,000</b> |

|     |  |                           |                     |
|-----|--|---------------------------|---------------------|
| 26. |  |                           |                     |
| 27. |  |                           |                     |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$22,696,500</b> |

Reviewer Jane C. Nelson Signed:  Date: January 21, 2015

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewers's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels were identified in this segment. Parcel 109 is split between G5 and G6 as well as M2 and G6 (aka M-38). Parcel 117 is improved with a mobile home park that will need to have access provided via a service road. Parcel 116 is assumed this parcel can be utilized to provide the necessary access to Parcel 117. Parcel 120 is a rugby/soccer field owned by a non-profit corporation that will be has been damaged out and itdamaged out in its entirety. The site is also improved with a cell tower that is in the area of acquisition.



**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: GREEN  
 Segment: G7 - STA. 1439+00.00 - STA. 1529+00.00 G\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |    |                      |    |
|---------------|----|----------------------|----|
| Parcels:      |    | Estimated Relocates: |    |
| Commercial    | 1  | Non-residential      | 0  |
| Residential   | 18 | Residential          | 13 |
| Vacant        | 4  | Total Relocates      | 13 |
| Total Parcels | 23 |                      |    |

|                          |           |    |   |               |   |                          |
|--------------------------|-----------|----|---|---------------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |    |   | <b>Amount</b> |   |                          |
| 1. Direct Labor Cost     | (Parcels) | 23 | x | \$15,000      | = | \$345,000                |
| 2. Indirect Overhead     | (Parcels) | 23 | x | \$2,000       | = | \$46,000                 |
| 3. (Lines 1 thru 2)      |           |    |   |               |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |    |   |               |   | \$391,000                |

|  |      |   |    |               |    |             |   |          |   |                      |
|--|------|---|----|---------------|----|-------------|---|----------|---|----------------------|
| <b>R/W OPS</b>                             |      |   |    | <b>Amount</b> |    |             |   |          |   |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 23 | =             | 23 | Parcels     | x | \$5,000  | = | \$115,000            |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 23 | =             | 12 | Parcels     | x | \$2,500  | = | \$30,000             |
| 6. Title Services                          | 100% | x | 23 | =             | 23 | Parcels     | x | \$1,500  | = | \$34,500             |
| 7. Condemnation Costs                      | 50%  | x | 23 | =             | 12 | Parcels     | x | \$2,500  | = | \$30,000             |
| 8. Mediators                               | 10%  | x | 12 | =             | 1  | Parcels     | x | \$2,000  | = | \$2,000              |
| 9. Expert Witness (Trial)                  | 3%   | x | 12 | =             | 0  | Parcels     | x | \$2,500  | = | \$0                  |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |    |               | 3  | Imprvmet    | x | \$20,000 | = | \$60,000             |
| 11. Miscellaneous Contracts                |      |   |    |               | 1  | Per Segment | x | \$2,000  | = | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |    |               |    |             |   |          |   | <b>TOTAL R/W OPS</b> |
|  |      |   |    |               |    |             |   |          |   | \$273,500            |

|  |          |           |   |               |                     |   |                             |
|--|----------|-----------|---|---------------|---------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |          |           |   | <b>Amount</b> |                     |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount |          | \$591,318 | x | 125%          | * Design plan stage | = | \$739,100                   |
| 14. Negotiated Settlements   | (Factor) | 50%       | x | 30%           | (% increase)        | = | \$110,900 (of Line 13)      |
| 15. Legal Settlements & Awards                                     | (Factor) | 50%       | x | 70%           | (% increase)        | = | \$258,700 (of Line 13)      |
| 16. Other Condemn. Costs   |          | 12        | x | \$500         |                     | = | \$6,000                     |
| 17. (Lines 13 thru 16)   |          |           |   |               |                     |   | <b>TOTAL R/W LAND COSTS</b> |
|  |          |           |   |               |                     |   | \$1,114,700                 |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |    |   |                             |
|---|----------|---|----|---|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |    |   |                             |
| 18. Acquisition                         | \$10,000 | x | 23 | = | \$230,000                   |
| 19. Relocation                          | \$10,000 | x | 13 | = | \$130,000                   |
|   |          |   |    |   | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |    |   | \$360,000                   |

|                          |          |   |    |   |                               |
|--------------------------|----------|---|----|---|-------------------------------|
| <b>RELOCATION COSTS</b>  |          |   |    |   |                               |
| Replacement Housing      |          |   |    |   |                               |
| 20. Owner                | \$45,000 | x | 2  | = | \$90,000                      |
| 21. Tenant               | \$15,000 | x | 11 | = | \$165,000                     |
| Move Costs               |          |   |    |   |                               |
| 22. Residential Owner    | \$3,500  | x | 2  | = | \$7,000                       |
| 23. Residential Tenant   | \$2,000  | x | 11 | = | \$22,000                      |
| 24. Non-residential/Farm | \$60,000 | x | 0  | = | \$0                           |
| 25. (Lines 20 thru 24)   |          |   |    |   | <b>TOTAL RELOCATION COSTS</b> |
|                          |          |   |    |   | \$284,000                     |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | \$2,423,200               |

Reviewer Jane C. Nelson Signed: *Jane C. Nelson* Date: January 22, 2015

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewers's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. NCDOT owned parcels include Parcels 137, 139, 141, 143, and 156. These parcels are the remainders of parcels acquired on a prior project. Therefore, there is no cost for these parcels included in this right-of-way estimate. No other government or utility owned parcels were identified on this segment and there are no split parcels on this segment.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: MINT  
 Segment: M1 - STA. 1195+31.30 - STA. 1239+00.00 MG\_L  
 Date: December 5, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |     |                      |   |
|---------------|-----|----------------------|---|
| Parcels:      |     | Estimated Relocates: |   |
| Commercial    | 0   | Non-residential      | 1 |
| Residential   | 3.5 | Residential          | 1 |
| Vacant        | 1   | Total Relocates      | 2 |
| Total Parcels | 4.5 |                      |   |

|                          |                          |                          |                 |
|--------------------------|--------------------------|--------------------------|-----------------|
| <b>R/W SUPPORT COSTS</b> |                          |                          | <b>Amount</b>   |
| 1. Direct Labor Cost     | (Parcels) 4.5 x 15,000 = |                          | 67,500          |
| 2. Indirect Overhead     | (Parcels) 4.5 x 2,000 =  |                          | 9,000           |
| 3. (Lines 1 thru 2)      |                          | <b>TOTAL R/W SUPPORT</b> | <b>\$76,500</b> |

|  |                  |                         |                 |
|--|------------------|-------------------------|-----------------|
| <b>R/W OPS</b>                             |                  |                         | <b>Amount</b>   |
| 4. Appraisal Fees - Negotiations           | 100% x 4.5 = 4.5 | Parcels x 5,000 =       | 22,500          |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 4.5 = 2.25 | Parcels x 2,500 =       | 5,000           |
| 6. Title Services                          | 100% x 4.5 = 4.5 | Parcels x 1,500 =       | 6,800           |
| 7. Condemnation Costs                      | 50% x 4.5 = 2.25 | Parcels x 2,500 =       | 5,000           |
| 8. Mediators                               | 10% x 2 = 0.2    | Parcels x 2,000 =       | 0               |
| 9. Expert Witness (Trial)                  | 3% x 2 = 0.06    | Parcels x 2,500 =       | 0               |
| 10. Demolition, Asb. Survey & Abate., etc. |                  | 2 Imprvmet x 20,000 =   | 40,000          |
| 11. Miscellaneous Contracts                |                  | 1 Per Segment x 2,000 = | 2,000           |
| 12. (Lines 4 thru 11)                      |                  | <b>TOTAL R/W OPS</b>    | <b>\$81,300</b> |

|  |                                      |                             |                      |
|--|--------------------------------------|-----------------------------|----------------------|
| <b>R/W LAND COSTS</b>  |                                      |                             | <b>Amount</b>        |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | 2,004,429 x 125% * Design plan stage | =                           | 2,505,500            |
| 14. Negotiated Settlements   | (Factor) 50% x 30% (% increase)      | =                           | 375,800 (of Line 13) |
| 15. Legal Settlements & Awards                                     | (Factor) 50% x 70% (% increase)      | =                           | 876,900 (of Line 13) |
| 16. Other Condemn. Costs   | 2 x \$500                            | =                           | 1,000                |
| 17. (Lines 13 thru 16)   |                                      | <b>TOTAL R/W LAND COSTS</b> | <b>\$3,759,200</b>   |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans -110% (5) ROW Plans -100%

|   |                  |                             |                 |
|---|------------------|-----------------------------|-----------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                  |                             |                 |
| 18. Acquisition                         | \$10,000 x 4.5 = | 45,000                      |                 |
| 19. Relocation                          | \$10,000 x 2 =   | 20,000                      |                 |
|   |                  | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$65,000</b> |

|                            |                |                               |                 |
|----------------------------|----------------|-------------------------------|-----------------|
| <b>RELOCATION COSTS</b>    |                |                               |                 |
| <b>Replacement Housing</b> |                |                               |                 |
| 20. Owner                  | \$45,000 x 0 = | 0                             |                 |
| 21. Tenant                 | \$15,000 x 1 = | 15,000                        |                 |
| <b>Move Costs</b>          |                |                               |                 |
| 22. Residential Owner      | \$3,500 x 0 =  | 0                             |                 |
| 23. Residential Tenant     | \$2,000 x 1 =  | 2,000                         |                 |
| 24. Non-residential/Farm   | \$60,000 x 1 = | 60,000                        |                 |
| 25. (Lines 20 thru 24)     |                | <b>TOTAL RELOCATION COSTS</b> | <b>\$77,000</b> |

|     |  |                           |                    |
|-----|--|---------------------------|--------------------|
| 26. |  |                           |                    |
| 27. |  |                           |                    |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$4,059,000</b> |

Reviewer Jane C. Nelson Signed:  Date: January 19, 2015

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels were identified in this segment. Parcels 1 and 2 (aka G-75 & G-76) are split between G3 and M1. Parcel 6 is split between M1 and M2.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: MINT  
 Segment: M2 - STA. 1239+00.00 - STA. 1388+00.00 MG\_L / G\_L  
 Date: December 5, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                      |    |
|---------------|------|----------------------|----|
| Parcels:      |      | Estimated Relocates: |    |
| Commercial    | 0    | Non-residential      | 0  |
| Residential   | 19.5 | Residential          | 15 |
| Vacant        | 12.5 | Total Relocates      | 15 |
| Total Parcels | 32   |                      |    |

|                          |                           |                          |                  |
|--------------------------|---------------------------|--------------------------|------------------|
| <b>R/W SUPPORT COSTS</b> |                           | <b>Amount</b>            |                  |
| 1. Direct Labor Cost     | (Parcels) 32 x \$15,000 = |                          | \$480,000        |
| 2. Indirect Overhead     | (Parcels) 32 x \$2,000 =  |                          | \$64,000         |
| 3. (Lines 1 thru 2)      |                           | <b>TOTAL R/W SUPPORT</b> | <b>\$544,000</b> |

|  |                        |                      |                      |
|--|------------------------|----------------------|----------------------|
| <b>R/W OPS</b>                             |                        | <b>Amount</b>        |                      |
| 4. Appraisal Fees - Negotiations           | 100% x 32 = 32 Parcels | x \$5,000 =          | \$160,000            |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 32 = 16 Parcels  | x \$2,500 =          | \$40,000             |
| 6. Title Services                          | 100% x 32 = 32 Parcels | x \$1,500 =          | \$48,000             |
| 7. Condemnation Costs                      | 50% x 32 = 16 Parcels  | x \$2,500 =          | \$40,000             |
| 8. Mediators                               | 10% x 16 = 2 Parcels   | x \$2,000 =          | \$4,000              |
| 9. Expert Witness (Trial)                  | 3% x 16 = 0 Parcels    | x \$2,500 =          | \$0                  |
| 10. Demolition, Asb. Survey & Abate., etc. |                        | 14 Imprvmet x        | \$20,000 = \$280,000 |
| 11. Miscellaneous Contracts                |                        | 1 Per Segment x      | \$2,000 = \$2,000    |
| 12. (Lines 4 thru 11)                      |                        | <b>TOTAL R/W OPS</b> | <b>\$574,000</b>     |

|  |  |                             |                          |
|--|--|-----------------------------|--------------------------|
| <b>R/W LAND COSTS</b>  |  | <b>Amount</b>               |                          |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$9,293,758 x 125% * Design plan stage | =                           | \$11,617,200             |
| 14. Negotiated Settlements   | (Factor) 50% x 30% (% increase)        | =                           | \$1,742,600 (of Line 13) |
| 15. Legal Settlements & Awards                                     | (Factor) 50% x 70% (% increase)        | =                           | \$4,066,000 (of Line 13) |
| 16. Other Condemn. Costs   | 16 x \$500                             | =                           | \$8,000                  |
| 17. (Lines 13 thru 16)   |  | <b>TOTAL R/W LAND COSTS</b> | <b>\$17,433,800</b>      |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans -110% (5) ROW Plans -100%

|   |                 |                             |                  |
|---|-----------------|-----------------------------|------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                 |                             |                  |
| 18. Acquisition                         | \$10,000 x 32 = | \$320,000                   |                  |
| 19. Relocation                          | \$10,000 x 15 = | \$150,000                   |                  |
|   |                 | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$470,000</b> |

|                            |                |                               |                  |
|----------------------------|----------------|-------------------------------|------------------|
| <b>RELOCATION COSTS</b>    |                |                               |                  |
| <b>Replacement Housing</b> |                |                               |                  |
| 20. Owner                  | \$45,000 x 7 = | \$315,000                     |                  |
| 21. Tenant                 | \$15,000 x 8 = | \$120,000                     |                  |
| <b>Move Costs</b>          |                |                               |                  |
| 22. Residential Owner      | \$3,500 x 7 =  | \$24,500                      |                  |
| 23. Residential Tenant     | \$2,000 x 8 =  | \$16,000                      |                  |
| 24. Non-residential/Farm   | \$60,000 x 0 = | \$0                           |                  |
| 25. (Lines 20 thru 24)     |                | <b>TOTAL RELOCATION COSTS</b> | <b>\$475,500</b> |

|     |  |                           |                     |
|-----|--|---------------------------|---------------------|
| 26. |  |                           |                     |
| 27. |  |                           |                     |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$19,497,300</b> |

Reviewer Jane C. Nelson Signed: Jane C. Nelson Date: January 19, 2015

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Government/utility owned parcels include Parcel 14. Parcel 6 is split between M1 and M2. Parcel 38 (aka G-109; R-579) is split between M2 and G6 as well as R7. Parcel 13 is identified as a potential Civil War site.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: BROWN  
 Segment: B1 - STA. 1021+00.00 - STA. 1206+55.08 B\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake & Johnston  
 HDR#: 192576

|                      |           |
|----------------------|-----------|
| Parcels:             |           |
| Commercial           | 12.5      |
| Residential          | 28        |
| Vacant               | 15.5      |
| <b>Total Parcels</b> | <b>56</b> |

|                        |           |
|------------------------|-----------|
| Estimated Relocates:   |           |
| Non-residential        | 3         |
| Residential            | 11        |
| <b>Total Relocates</b> | <b>14</b> |

|                          |           |    |   |               |   |                          |
|--------------------------|-----------|----|---|---------------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |    |   | <b>Amount</b> |   |                          |
| 1. Direct Labor Cost     | (Parcels) | 56 | x | \$15,000      | = | \$840,000                |
| 2. Indirect Overhead     | (Parcels) | 56 | x | \$2,000       | = | \$112,000                |
| 3. (Lines 1 thru 2)      |           |    |   |               |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |    |   |               |   | <b>\$952,000</b>         |

|  |      |   |    |               |              |   |          |   |                      |
|--|------|---|----|---------------|--------------|---|----------|---|----------------------|
| <b>R/W OPS</b>                             |      |   |    | <b>Amount</b> |              |   |          |   |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 56 | =             | 56 Parcels   | x | \$5,000  | = | \$280,000            |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 56 | =             | 28 Parcels   | x | \$2,500  | = | \$70,000             |
| 6. Title Services                          | 100% | x | 56 | =             | 56 Parcels   | x | \$1,500  | = | \$84,000             |
| 7. Condemnation Costs                      | 50%  | x | 56 | =             | 28 Parcels   | x | \$2,500  | = | \$70,000             |
| 8. Mediators                               | 10%  | x | 28 | =             | 3 Parcels    | x | \$2,000  | = | \$6,000              |
| 9. Expert Witness (Trial)                  | 3%   | x | 28 | =             | 1 Parcels    | x | \$2,500  | = | \$2,500              |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |    |               | 11 Imprvmet  | x | \$20,000 | = | \$220,000            |
| 11. Miscellaneous Contracts                |      |   |    |               | 1 Per Segmen | x | \$2,000  | = | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |    |               |              |   |          |   | <b>TOTAL R/W OPS</b> |
|  |      |   |    |               |              |   |          |   | <b>\$734,500</b>     |

|  |                            |   |       |                     |   |                             |
|--|----------------------------|---|-------|---------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |                            |   |       | <b>Amount</b>       |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$9,953,358                | x | 125%  | * Design plan stage | = | \$12,441,700                |
| 14. Negotiated Settlements   | (Factor) align="right">50% | x | 30%   | (% increase)        | = | \$1,866,300 (of Line 13)    |
| 15. Legal Settlements & Awards                                     | (Factor) align="right">50% | x | 70%   | (% increase)        | = | \$4,354,600 (of Line 13)    |
| 16. Other Condemn. Costs   | 28                         | x | \$500 |                     | = | \$14,000                    |
| 17. (Lines 13 thru 16)   |                            |   |       |                     |   | <b>TOTAL R/W LAND COSTS</b> |
|  |                            |   |       |                     |   | <b>\$18,676,600</b>         |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |    |   |                             |
|---|----------|---|----|---|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |    |   |                             |
| 18. Acquisition                         | \$10,000 | x | 56 | = | \$560,000                   |
| 19. Relocation                          | \$10,000 | x | 14 | = | \$140,000                   |
|   |          |   |    |   | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |    |   | <b>\$700,000</b>            |

|                          |          |   |   |   |                               |
|--------------------------|----------|---|---|---|-------------------------------|
| <b>RELOCATION COSTS</b>  |          |   |   |   |                               |
| Replacement Housing      |          |   |   |   |                               |
| 20. Owner                | \$45,000 | x | 7 | = | \$315,000                     |
| 21. Tenant               | \$15,000 | x | 4 | = | \$60,000                      |
| Move Costs               |          |   |   |   |                               |
| 22. Residential Owner    | \$3,500  | x | 7 | = | \$24,500                      |
| 23. Residential Tenant   | \$2,000  | x | 4 | = | \$8,000                       |
| 24. Non-residential/Farm | \$60,000 | x | 3 | = | \$180,000                     |
| 25. (Lines 20 thru 24)   |          |   |   |   | <b>TOTAL RELOCATION COSTS</b> |
|                          |          |   |   |   | <b>\$587,500</b>              |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | <b>\$21,650,600</b>       |

Reviewer Jane C. Nelson Signed:  Date: December 18, 2014

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:

|   |   |
|---|---|
|   | Type A - indicates the most confidence        |
| X | Type B - indicates above average confidence   |
|   | Type C - indicates below average confidence   |
|   | Type D - indicates the least or no confidence |

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Government and utility owned parcels include Parcels 24 and 28. Parcel 1 is split between G1 and B1. Parcel 52 is split between B1/B1L and B2 as well as T1 (aka T-24).

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
Alternate: BROWN  
Segment: B2 - STA. 1206+55.08 - STA. 1330+00.00 B\_L  
Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
State Project Nos.: 6.401078, 6.401079, and 6.401080  
County: Wake  
HDR#: 192576

|               |      |                      |   |
|---------------|------|----------------------|---|
| Parcels:      |      | Estimated Relocates: |   |
| Commercial    | 1    | Non-residential      | 0 |
| Residential   | 6.5  | Residential          | 1 |
| Vacant        | 8    | Total Relocates      | 1 |
| Total Parcels | 15.5 |                      |   |

|                          |                             |                          |                  |
|--------------------------|-----------------------------|--------------------------|------------------|
| <b>R/W SUPPORT COSTS</b> |                             | <b>Amount</b>            |                  |
| 1. Direct Labor Cost     | (Parcels) 15.5 x \$15,000 = | \$232,500                |                  |
| 2. Indirect Overhead     | (Parcels) 15.5 x \$2,000 =  | \$31,000                 |                  |
| 3. (Lines 1 thru 2)      |                             | <b>TOTAL R/W SUPPORT</b> | <b>\$263,500</b> |

|  |  |                      |                  |
|--|--|----------------------|------------------|
| <b>R/W OPS</b>                             |  | <b>Amount</b>        |                  |
| 4. Appraisal Fees - Negotiations           | 100% x 15.5 = 15.5 Parcels x \$5,000 = | \$77,500             |                  |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 15.5 = 8 Parcels x \$2,500 =     | \$20,000             |                  |
| 6. Title Services                          | 100% x 15.5 = 15.5 Parcels x \$1,500 = | \$23,300             |                  |
| 7. Condemnation Costs                      | 50% x 15.5 = 8 Parcels x \$2,500 =     | \$20,000             |                  |
| 8. Mediators                               | 10% x 8 = 1 Parcels x \$2,000 =        | \$2,000              |                  |
| 9. Expert Witness (Trial)                  | 3% x 8 = 0 Parcels x \$2,500 =         | \$0                  |                  |
| 10. Demolition, Asb. Survey & Abate., etc. | 1 Imprvmet x \$20,000 =                | \$20,000             |                  |
| 11. Miscellaneous Contracts                | 1 Per Segment x \$2,000 =              | \$2,000              |                  |
| 12. (Lines 4 thru 11)                      |  | <b>TOTAL R/W OPS</b> | <b>\$164,800</b> |

|  |  |                             |                    |
|--|--|-----------------------------|--------------------|
| <b>R/W LAND COSTS</b>  |  | <b>Amount</b>               |                    |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$3,646,131 x 125% * Design plan stage = | \$4,557,700                 |                    |
| 14. Negotiated Settlements   | (Factor) 50% x 30% (% increase) =        | \$683,700 (of Line 13)      |                    |
| 15. Legal Settlements & Awards                                     | (Factor) 50% x 70% (% increase) =        | \$1,595,200 (of Line 13)    |                    |
| 16. Other Condemn. Costs   | 8 x \$500 =                              | \$4,000                     |                    |
| 17. (Lines 13 thru 16)   |  | <b>TOTAL R/W LAND COSTS</b> | <b>\$6,840,600</b> |

\* Design contingency for design plan stage:  
(1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |                   |                             |                  |
|---|-------------------|-----------------------------|------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                   | <b>Amount</b>               |                  |
| 18. Acquisition                         | \$10,000 x 15.5 = | \$155,000                   |                  |
| 19. Relocation                          | \$10,000 x 1 =    | \$10,000                    |                  |
|   |                   | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$165,000</b> |

|                          |                |                               |                 |
|--------------------------|----------------|-------------------------------|-----------------|
| <b>RELOCATION COSTS</b>  |                | <b>Amount</b>                 |                 |
| Replacement Housing      |                |                               |                 |
| 20. Owner                | \$45,000 x 1 = | \$45,000                      |                 |
| 21. Tenant               | \$15,000 x 0 = | \$0                           |                 |
| Move Costs               |                |                               |                 |
| 22. Residential Owner    | \$3,500 x 1 =  | \$3,500                       |                 |
| 23. Residential Tenant   | \$2,000 x 0 =  | \$0                           |                 |
| 24. Non-residential/Farm | \$60,000 x 0 = | \$0                           |                 |
| 25. (Lines 20 thru 24)   |                | <b>TOTAL RELOCATION COSTS</b> | <b>\$48,500</b> |

|     |  |                           |                    |
|-----|--|---------------------------|--------------------|
| 26. |  |                           |                    |
| 27. |  |                           |                    |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$7,482,400</b> |

Reviewer Jane C. Nelson Signed:  Date: December 18, 2014

REMARKS:  
Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Government and utility owned parcels include Parcels 69, 70, and 71. Parcel 52 is split between B1/B1L and B2. Parcels 70 and 71 are split between B2 and B3.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: BROWN  
 Segment: B3 - STA. 1330+00.00 - STA. 1446+86.68 B\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                      |   |
|---------------|------|----------------------|---|
| Parcels:      |      | Estimated Relocates: |   |
| Commercial    | 1    | Non-residential      | 0 |
| Residential   | 9.5  | Residential          | 6 |
| Vacant        | 6    | Total Relocates      | 6 |
| Total Parcels | 16.5 |                      |   |

| R/W SUPPORT COSTS    |                             | Amount                   |                  |
|----------------------|-----------------------------|--------------------------|------------------|
| 1. Direct Labor Cost | (Parcels) 16.5 x \$15,000 = | \$247,500                |                  |
| 2. Indirect Overhead | (Parcels) 16.5 x \$2,000 =  | \$33,000                 |                  |
| 3. (Lines 1 thru 2)  |                             | <b>TOTAL R/W SUPPORT</b> | <b>\$280,500</b> |

| R/W OPS                                    |  | Amount               |                  |
|--|--|----------------------|------------------|
| 4. Appraisal Fees - Negotiations           | 100% x 16.5 = 16.5 Parcels x \$5,000 = | \$82,500             |                  |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 16.5 = 8.25 Parcels x \$2,500 =  | \$20,625             |                  |
| 6. Title Services                          | 100% x 16.5 = 16.5 Parcels x \$1,500 = | \$24,800             |                  |
| 7. Condemnation Costs                      | 50% x 16.5 = 8.25 Parcels x \$2,500 =  | \$20,625             |                  |
| 8. Mediators                               | 10% x 8 = 0.8 Parcels x \$2,000 =      | \$2,000              |                  |
| 9. Expert Witness (Trial)                  | 3% x 8 = 0.24 Parcels x \$2,500 =      | \$600                |                  |
| 10. Demolition, Asb. Survey & Abate., etc. | 6 Imprvmet x \$20,000 =                | \$120,000            |                  |
| 11. Miscellaneous Contracts                | 1 Per Segment x \$2,000 =              | \$2,000              |                  |
| 12. (Lines 4 thru 11)                      |  | <b>TOTAL R/W OPS</b> | <b>\$271,300</b> |

| R/W LAND COSTS   |  | Amount                      |                    |
|--|--|-----------------------------|--------------------|
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$4,330,552 x 125% * Design plan stage = | \$5,413,200                 |                    |
| 14. Negotiated Settlements (Factor)                                | 50% x 30% (% increase) =                 | \$812,000                   | (of Line 13)       |
| 15. Legal Settlements & Awards (Factor)                            | 50% x 70% (% increase) =                 | \$1,894,600                 | (of Line 13)       |
| 16. Other Condemn. Costs   | 8 x \$500 =                              | \$4,000                     |                    |
| 17. (Lines 13 thru 16)   |  | <b>TOTAL R/W LAND COSTS</b> | <b>\$8,123,800</b> |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

| R/W STAFF AND/OR CONSULTANT FEES |                   | Amount                      |                  |
|----------------------------------|-------------------|-----------------------------|------------------|
| 18. Acquisition                  | \$10,000 x 16.5 = | \$165,000                   |                  |
| 19. Relocation                   | \$10,000 x 6 =    | \$60,000                    |                  |
|                                  |                   | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$225,000</b> |

| RELOCATION COSTS         |                | Amount                        |                  |
|--------------------------|----------------|-------------------------------|------------------|
| Replacement Housing      |                |                               |                  |
| 20. Owner                | \$45,000 x 3 = | \$135,000                     |                  |
| 21. Tenant               | \$15,000 x 3 = | \$45,000                      |                  |
| Move Costs               |                |                               |                  |
| 22. Residential Owner    | \$3,500 x 3 =  | \$10,500                      |                  |
| 23. Residential Tenant   | \$2,000 x 3 =  | \$6,000                       |                  |
| 24. Non-residential/Farm | \$60,000 x 0 = | \$0                           |                  |
| 25. (Lines 20 thru 24)   |                | <b>TOTAL RELOCATION COSTS</b> | <b>\$196,500</b> |

|     |  |                           |                    |
|-----|--|---------------------------|--------------------|
| 26. |  |                           |                    |
| 27. |  |                           |                    |
| 28. |  |                           |                    |
|     |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$9,097,100</b> |

Reviewer Jane C. Nelson Signed: Jane C. Nelson Date: December 18, 2014

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Government and utility owned parcels include Parcels 70 and 71. Parcels 70 and 71 are split between B2 and B3. Parcel 87 is split between B3 and G6.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: TAN  
 Segment: T1 - STA. 1206+55.08 - STA. 1426+45.29 T\_L  
 Date: December 5, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |    |                      |    |
|---------------|----|----------------------|----|
| Parcels:      |    | Estimated Relocates: |    |
| Commercial    | 2  | Non-residential      | 0  |
| Residential   | 41 | Residential          | 29 |
| Vacant        | 24 | Total Relocates      | 29 |
| Total Parcels | 67 |                      |    |

|                          |                           |                          |                    |
|--------------------------|---------------------------|--------------------------|--------------------|
| <b>R/W SUPPORT COSTS</b> |                           | <b>Amount</b>            |                    |
| 1. Direct Labor Cost     | (Parcels) 67 x \$15,000 = | \$1,005,000              |                    |
| 2. Indirect Overhead     | (Parcels) 67 x \$2,000 =  | \$134,000                |                    |
| 3. (Lines 1 thru 2)      |                           | <b>TOTAL R/W SUPPORT</b> | <b>\$1,139,000</b> |

|  |                                    |                      |                    |
|--|------------------------------------|----------------------|--------------------|
| <b>R/W OPS</b>                             |                                    | <b>Amount</b>        |                    |
| 4. Appraisal Fees - Negotiations           | 100% x 67 = 67 Parcels x \$5,000 = | \$335,000            |                    |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 67 = 34 Parcels x \$2,500 =  | \$85,000             |                    |
| 6. Title Services                          | 100% x 67 = 67 Parcels x \$1,500 = | \$100,500            |                    |
| 7. Condemnation Costs                      | 50% x 67 = 34 Parcels x \$2,500 =  | \$85,000             |                    |
| 8. Mediators                               | 10% x 34 = 3 Parcels x \$2,000 =   | \$6,000              |                    |
| 9. Expert Witness (Trial)                  | 3% x 34 = 1 Parcels x \$2,500 =    | \$2,500              |                    |
| 10. Demolition, Asb. Survey & Abate., etc. | 28 Imprvmet x \$20,000 =           | \$560,000            |                    |
| 11. Miscellaneous Contracts                | 1 Per Segment x \$2,000 =          | \$2,000              |                    |
| 12. (Lines 4 thru 11)                      |                                    | <b>TOTAL R/W OPS</b> | <b>\$1,176,000</b> |


|  |   |                             |                     |
|--|---|-----------------------------|---------------------|
| <b>R/W LAND COSTS</b>  |   | <b>Amount</b>               |                     |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$15,910,461 x 125% * Design plan stage = | \$19,888,100                |                     |
| 14. Negotiated Settlements   | (Factor) 50% x 30% (% increase) =         | \$2,983,200 (of Line 13)    |                     |
| 15. Legal Settlements & Awards                                     | (Factor) 50% x 70% (% increase) =         | \$6,960,800 (of Line 13)    |                     |
| 16. Other Condemn. Costs   | 34 x \$500 =                              | \$17,000                    |                     |
| 17. (Lines 13 thru 16)   |   | <b>TOTAL R/W LAND COSTS</b> | <b>\$29,849,100</b> |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |                 |                             |                  |
|---|-----------------|-----------------------------|------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                 |                             |                  |
| 18. Acquisition                         | \$10,000 x 67 = | \$670,000                   |                  |
| 19. Relocation                          | \$10,000 x 29 = | \$290,000                   |                  |
|   |                 | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$960,000</b> |

|                          |                 |                               |                    |
|--------------------------|-----------------|-------------------------------|--------------------|
| <b>RELOCATION COSTS</b>  |                 |                               |                    |
| Replacement Housing      |                 | <b>Number</b>                 | <b>Amount</b>      |
| 20. Owner                | \$45,000 x 21 = |                               | \$945,000          |
| 21. Tenant               | \$15,000 x 8 =  |                               | \$120,000          |
| Move Costs               |                 |                               |                    |
| 22. Residential Owner    | \$3,500 x 21 =  |                               | \$73,500           |
| 23. Residential Tenant   | \$2,000 x 8 =   |                               | \$16,000           |
| 24. Non-residential/Farm | \$60,000 x 0 =  |                               | \$0                |
| 25. (Lines 20 thru 24)   |                 | <b>TOTAL RELOCATION COSTS</b> | <b>\$1,154,500</b> |

|     |  |                           |                     |
|-----|--|---------------------------|---------------------|
| 26. |  |                           |                     |
| 27. |  |                           |                     |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$34,278,600</b> |

Reviewer Jane C. Nelson Signed:  Date: December 8, 2014

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Government/utility owned parcels include Parcels 32, 55, 71, and 72. Parcel 24 is split between B1 (aka B-52) and T1 and Parcel 94 is split between T1 and G6 (aka G-109).

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: TEAL  
 Segment: TL1 - Sta. 1158+00.30 - Sta. 1327+70.00 TL\_L  
 Date: December 5, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                      |    |
|---------------|------|----------------------|----|
| Parcels:      |      | Estimated Relocates: |    |
| Commercial    | 1.5  | Non-Residential      | 0  |
| Residential   | 20.5 | Residential          | 13 |
| Vacant        | 6.5  | Total Relocates      | 13 |
| Total Parcels | 28.5 |                      |    |

|                          |                             |                          |                  |
|--------------------------|-----------------------------|--------------------------|------------------|
| <b>R/W SUPPORT COSTS</b> |                             | <b>Amount</b>            |                  |
| 1. Direct Labor Cost     | (Parcels) 28.5 x \$15,000 = |                          | \$427,500        |
| 2. Indirect Overhead     | (Parcels) 28.5 x \$2,000 =  |                          | \$57,000         |
| 3. (Lines 1 thru 2)      |                             | <b>TOTAL R/W SUPPORT</b> | <b>\$484,500</b> |

|  |  |                           |                  |
|--|--|---------------------------|------------------|
| <b>R/W OPS</b>                             |  | <b>Amount</b>             |                  |
| 4. Appraisal Fees - Negotiations           | 100% x 28.5 = 28.5 Parcels x \$5,000 = |                           | \$142,500        |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 28.5 = 14 Parcels x \$2,500 =    |                           | \$35,000         |
| 6. Title Services                          | 100% x 28.5 = 28.5 Parcels x \$1,500 = |                           | \$42,800         |
| 7. Condemnation Costs                      | 50% x 28.5 = 14 Parcels x \$2,500 =    |                           | \$35,000         |
| 8. Mediators                               | 10% x 14 = 1 Parcels x \$2,000 =       |                           | \$2,000          |
| 9. Expert Witness (Trial)                  | 3% x 14 = 0 Parcels x \$2,500 =        |                           | \$0              |
| 10. Demolition, Asb. Survey & Abate., etc. |  | 12 Imprvmet x \$20,000 =  | \$240,000        |
| 11. Miscellaneous Contracts                |  | 1 Per Segment x \$2,000 = | \$2,000          |
| 12. (Lines 4 thru 11)                      |  | <b>TOTAL R/W OPS</b>      | <b>\$499,300</b> |

|  |  |                             |                          |
|--|--|-----------------------------|--------------------------|
| <b>R/W LAND COSTS</b>  |  | <b>Amount</b>               |                          |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$9,282,406 x 125% * Design plan stage = |                             | \$11,603,000             |
| 14. Negotiated Settlements   | (Factor) 50% x 30% (% increase) =        |                             | \$1,740,500 (of Line 13) |
| 15. Legal Settlements & Awards                                     | (Factor) 50% x 70% (% increase) =        |                             | \$4,061,100 (of Line 13) |
| 16. Other Condemn. Costs   | 14 x \$500 =                             |                             | \$7,000                  |
| 17. (Lines 13 thru 16)   |  | <b>TOTAL R/W LAND COSTS</b> | <b>\$17,411,600</b>      |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |                   |                             |                  |
|---|-------------------|-----------------------------|------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                   |                             |                  |
| 18. Acquisition                         | \$10,000 x 28.5 = | \$285,000                   |                  |
| 19. Relocation                          | \$10,000 x 13 =   | \$130,000                   |                  |
|   |                   | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$415,000</b> |

|                          |  |                               |                  |
|--------------------------|--|-------------------------------|------------------|
| <b>RELOCATION COSTS</b>  |  |                               |                  |
| 20. Owner                | Replacement Housing \$45,000 x Number 12 = |                               | \$540,000        |
| 21. Tenant               | \$15,000 x 1 =                             |                               | \$15,000         |
| <b>Move Costs</b>        |  |                               |                  |
| 22. Residential Owner    | \$3,500 x 12 =                             |                               | \$42,000         |
| 23. Residential Tenant   | \$2,000 x 1 =                              |                               | \$2,000          |
| 24. Non-residential/Farm | \$60,000 x 0 =                             |                               | \$0              |
| 25. (Lines 20 thru 24)   |  | <b>TOTAL RELOCATION COSTS</b> | <b>\$599,000</b> |

|     |  |                           |                     |
|-----|--|---------------------------|---------------------|
| 26. |  |                           |                     |
| 27. |  |                           |                     |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$19,409,400</b> |

Reviewer Jane C. Nelson Signed:  Date: December 8, 2014

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 X Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Parcel 001-3 is owned by NCR; no value for the NCR crossing is included in this estimate; it is assumed NCDOT will have a separate agreement with NCR for railroad crossings. Government/utility owned parcels include Parcels 26 and 28. Parcels 1-1, 1-2, and 1 (aka G-56, G-54, & G-59) are split between G2/G2L and TL1. Parcels 26 and 28 (aka B-70 & B-71) are split between TL1 and B3.



**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: PURPLE  
 Segment: O1PU - STA. 21+45.00 - STA. 197+34.10 O\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |     |                       |    |
|---------------|-----|-----------------------|----|
| Parcels:      |     | Estimated Relocatees: |    |
| Commercial    | 8   | Non-residential       | 1  |
| Residential   | 103 | Residential           | 44 |
| Vacant        | 61  | Total Relocatees      | 45 |
| Total Parcels | 172 |                       |    |

|                          |                            |                          |                    |
|--------------------------|----------------------------|--------------------------|--------------------|
| <b>R/W SUPPORT COSTS</b> |                            | <b>Amount</b>            |                    |
| 1. Direct Labor Cost     | (Parcels) 172 x \$15,000 = |                          | \$2,580,000        |
| 2. Indirect Overhead     | (Parcels) 172 x \$2,000 =  |                          | \$344,000          |
| 3. (Lines 1 thru 2)      |                            | <b>TOTAL R/W SUPPORT</b> | <b>\$2,924,000</b> |

|  |                          |                      |                    |
|--|--------------------------|----------------------|--------------------|
| <b>R/W OPS</b>                             |                          | <b>Amount</b>        |                    |
| 4. Appraisal Fees - Negotiations           | 100% x 172 = 172 Parcels | x \$5,000 =          | \$860,000          |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 172 = 86 Parcels   | x \$2,500 =          | \$215,000          |
| 6. Title Services                          | 100% x 172 = 172 Parcels | x \$1,500 =          | \$258,000          |
| 7. Condemnation Costs                      | 50% x 172 = 86 Parcels   | x \$2,500 =          | \$215,000          |
| 8. Mediators                               | 10% x 86 = 9 Parcels     | x \$2,000 =          | \$18,000           |
| 9. Expert Witness (Trial)                  | 3% x 86 = 3 Parcels      | x \$2,500 =          | \$7,500            |
| 10. Demolition, Asb. Survey & Abate., etc. | 44 Imprvmet              | x \$20,000 =         | \$880,000          |
| 11. Miscellaneous Contracts                | 1 Per Segment            | x \$2,000 =          | \$2,000            |
| 12. (Lines 4 thru 11)                      |                          | <b>TOTAL R/W OPS</b> | <b>\$2,455,500</b> |

|  |   |                             |                          |
|--|---|-----------------------------|--------------------------|
| <b>R/W LAND COSTS</b>  |   | <b>Amount</b>               |                          |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$19,005,378 x 125% * Design plan stage | =                           | \$23,756,700             |
| 14. Negotiated Settlements   | (Factor) 50% x 30% (% increase)         | =                           | \$3,563,500 (of Line 13) |
| 15. Legal Settlements & Awards                                     | (Factor) 50% x 70% (% increase)         | =                           | \$8,314,800 (of Line 13) |
| 16. Other Condemn. Costs   | 86 x \$500                              | =                           | \$43,000                 |
| 17. (Lines 13 thru 16)   |   | <b>TOTAL R/W LAND COSTS</b> | <b>\$35,678,000</b>      |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |                  |             |                             |                    |
|---|------------------|-------------|-----------------------------|--------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                  |             |                             |                    |
| 18. Acquisition                         | \$10,000 x 172 = | \$1,720,000 |                             |                    |
| 19. Relocation                          | \$10,000 x 45 =  | \$450,000   | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$2,170,000</b> |

|                            |                 |                               |                    |  |
|----------------------------|-----------------|-------------------------------|--------------------|--|
| <b>RELOCATION COSTS</b>    |                 |                               |                    |  |
| <b>Replacement Housing</b> |                 | <b>Number</b>                 | <b>Amount</b>      |  |
| 20. Owner                  | \$45,000 x 29 = |                               | \$1,305,000        |  |
| 21. Tenant                 | \$15,000 x 15 = |                               | \$225,000          |  |
| <b>Move Costs</b>          |                 |                               |                    |  |
| 22. Residential Owner      | \$3,500 x 29 =  |                               | \$101,500          |  |
| 23. Residential Tenant     | \$2,000 x 15 =  |                               | \$30,000           |  |
| 24. Non-residential/Farm   | \$60,000 x 1 =  |                               | \$60,000           |  |
| 25. (Lines 20 thru 24)     |                 | <b>TOTAL RELOCATION COSTS</b> | <b>\$1,721,500</b> |  |

|     |  |                           |                     |  |
|-----|--|---------------------------|---------------------|--|
| 26. |  |                           |                     |  |
| 27. |  |                           |                     |  |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$44,949,000</b> |  |

Reviewer Jane C. Nelson Signed:  Date: January 23, 2015

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 X Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. NCDOT owned parcels include Parcels 6, 13, 22, 39, 86, 138, and 142. The value of the NCDOT parcels included in this estimate is based on their purchase price. However, there are a few sections within the corridor where the property has already been removed from the tax rolls. The cost of acquiring those parcels that have since been removed from the tax rolls is not included in this estimate. Other government or utility owned parcels include Parcel 20.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: PURPLE  
 Segment: PU1 - STA. 195+84.46 - STA. 338+53.25 PU\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|                      |           |                             |    |
|----------------------|-----------|-----------------------------|----|
| <b>Parcels:</b>      |           | <b>Estimated Relocates:</b> |    |
| Commercial           | 1         | Business                    | 0  |
| Residential          | 43        | Residential                 | 23 |
| Vacant               | 15        | <b>Total Relocates</b>      | 23 |
| <b>Total Parcels</b> | <b>59</b> |                             |    |

|                          |           |    |   |               |   |                          |
|--------------------------|-----------|----|---|---------------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |    |   | <b>Amount</b> |   |                          |
| 1. Direct Labor Cost     | (Parcels) | 59 | x | \$15,000      | = | \$885,000                |
| 2. Indirect Overhead     | (Parcels) | 59 | x | \$2,000       | = | \$118,000                |
| 3. (Lines 1 thru 2)      |           |    |   |               |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |    |   |               |   | <b>\$1,003,000</b>       |

|  |      |   |    |               |               |   |          |   |                      |
|--|------|---|----|---------------|---------------|---|----------|---|----------------------|
| <b>R/W OPS</b>                             |      |   |    | <b>Amount</b> |               |   |          |   |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 59 | =             | 59 Parcels    | x | \$5,000  | = | \$295,000            |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 59 | =             | 30 Parcels    | x | \$2,500  | = | \$75,000             |
| 6. Title Services                          | 100% | x | 59 | =             | 59 Parcels    | x | \$1,500  | = | \$88,500             |
| 7. Condemnation Costs                      | 50%  | x | 59 | =             | 30 Parcels    | x | \$2,500  | = | \$75,000             |
| 8. Mediators                               | 10%  | x | 30 | =             | 3 Parcels     | x | \$2,000  | = | \$6,000              |
| 9. Expert Witness (Trial)                  | 3%   | x | 30 | =             | 1 Parcels     | x | \$2,500  | = | \$2,500              |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |    |               | 20 Imprvmet   | x | \$20,000 | = | \$400,000            |
| 11. Miscellaneous Contracts                |      |   |    |               | 1 Per Segment | x | \$2,000  | = | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |    |               |               |   |          |   | <b>TOTAL R/W OPS</b> |
|  |      |   |    |               |               |   |          |   | <b>\$944,000</b>     |

|  |          |              |   |               |                     |   |                             |
|--|----------|--------------|---|---------------|---------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |          |              |   | <b>Amount</b> |                     |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount |          | \$15,971,780 | x | 125%          | * Design plan stage | = | \$19,964,700                |
| 14. Negotiated Settlements   | (Factor) | 50%          | x | 30%           | (% increase)        | = | \$2,994,700 (of Line 13)    |
| 15. Legal Settlements & Awards                                     | (Factor) | 50%          | x | 70%           | (% increase)        | = | \$6,987,600 (of Line 13)    |
| 16. Other Condemn. Costs   |          | 30           | x | \$500         |                     | = | \$15,000                    |
| 17. (Lines 13 thru 16)   |          |              |   |               |                     |   | <b>TOTAL R/W LAND COSTS</b> |
|  |          |              |   |               |                     |   | <b>\$29,962,000</b>         |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |    |   |                             |
|---|----------|---|----|---|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |    |   |                             |
| 18. Acquisition                         | \$10,000 | x | 59 | = | \$590,000                   |
| 19. Relocation                          | \$10,000 | x | 23 | = | \$230,000                   |
|   |          |   |    |   | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |    |   | <b>\$820,000</b>            |

|                            |          |   |    |   |                               |
|----------------------------|----------|---|----|---|-------------------------------|
| <b>RELOCATION COSTS</b>    |          |   |    |   |                               |
| <b>Replacement Housing</b> |          |   |    |   |                               |
| 20. Owner                  | \$45,000 | x | 18 | = | \$810,000                     |
| 21. Tenant                 | \$15,000 | x | 5  | = | \$75,000                      |
| <b>Move Costs</b>          |          |   |    |   |                               |
| 22. Residential Owner      | \$3,500  | x | 18 | = | \$63,000                      |
| 23. Residential Tenant     | \$2,000  | x | 5  | = | \$10,000                      |
| 24. Non-residential/Farm   | \$60,000 | x | 0  | = | \$0                           |
| 25. (Lines 20 thru 24)     |          |   |    |   | <b>TOTAL RELOCATION COSTS</b> |
|                            |          |   |    |   | <b>\$958,000</b>              |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | <b>\$33,687,000</b>       |

Reviewer Jane C. Nelson Signed: Jane C. Nelson Date: January 24, 2015

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. NCDOT owned parcels include Parcels 3, 4, and 5. No other government or utility owned parcels were identified in this segment. Parcel 2 is improved with a community well; it is assumed the well and water lines are not impacted. Parcels 59 and 61 are split between PU1 and PU2.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: PURPLE  
 Segment: PU2 - STA. 338+53.25 - STA. 478+00.00 PU\_L  
 Date: December 10, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |       |                      |    |
|---------------|-------|----------------------|----|
| Parcels:      |       | Estimated Relocates: |    |
| Commercial    | 2     | Non-residential      | 0  |
| Residential   | 115.5 | Residential          | 73 |
| Vacant        | 53    | Total Relocates      | 73 |
| Total Parcels | 170.5 |                      |    |

|                          |           |       |   |               |   |                    |
|--------------------------|-----------|-------|---|---------------|---|--------------------|
| <b>R/W SUPPORT COSTS</b> |           |       |   | <b>Amount</b> |   |                    |
| 1. Direct Labor Cost     | (Parcels) | 170.5 | x | \$15,000      | = | \$2,557,500        |
| 2. Indirect Overhead     | (Parcels) | 170.5 | x | \$2,000       | = | \$341,000          |
| 3. (Lines 1 thru 2)      |           |       |   |               |   |                    |
| <b>TOTAL R/W SUPPORT</b> |           |       |   |               |   | <b>\$2,898,500</b> |

|  |      |   |       |               |       |             |   |          |   |                    |
|--|------|---|-------|---------------|-------|-------------|---|----------|---|--------------------|
| <b>R/W OPS</b>                             |      |   |       | <b>Amount</b> |       |             |   |          |   |                    |
| 4. Appraisal Fees - Negotiations           | 100% | x | 170.5 | =             | 170.5 | Parcels     | x | \$5,000  | = | \$852,500          |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 170.5 | =             | 85    | Parcels     | x | \$2,500  | = | \$212,500          |
| 6. Title Services                          | 100% | x | 170.5 | =             | 170.5 | Parcels     | x | \$1,500  | = | \$255,800          |
| 7. Condemnation Costs                      | 50%  | x | 170.5 | =             | 85    | Parcels     | x | \$2,500  | = | \$212,500          |
| 8. Mediators                               | 10%  | x | 85    | =             | 9     | Parcels     | x | \$2,000  | = | \$18,000           |
| 9. Expert Witness (Trial)                  | 3%   | x | 85    | =             | 3     | Parcels     | x | \$2,500  | = | \$7,500            |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |       |               | 74    | Imprvmet    | x | \$20,000 | = | \$1,480,000        |
| 11. Miscellaneous Contracts                |      |   |       |               | 1     | Per Segment | x | \$2,000  | = | \$2,000            |
| 12. (Lines 4 thru 11)                      |      |   |       |               |       |             |   |          |   |                    |
| <b>TOTAL R/W OPS</b>                       |      |   |       |               |       |             |   |          |   | <b>\$3,040,800</b> |

|  |          |              |   |                          |   |                           |
|--|----------|--------------|---|--------------------------|---|---------------------------|
| <b>R/W LAND COSTS</b>  |          |              |   | <b>Amount</b>            |   |                           |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount |          | \$40,338,727 | x | 125% * Design plan stage | = | \$50,423,400              |
| 14. Negotiated Settlements   | (Factor) | 50%          | x | 30% (% increase)         | = | \$7,563,500 (of Line 13)  |
| 15. Legal Settlements & Awards                                     | (Factor) | 50%          | x | 70% (% increase)         | = | \$17,648,200 (of Line 13) |
| 16. Other Condemn. Costs   |          | 85           | x | \$500                    | = | \$42,500                  |
| 17. (Lines 13 thru 16)   |          |              |   |                          |   |                           |
| <b>TOTAL R/W LAND COSTS</b>  |          |              |   |                          |   | <b>\$75,677,600</b>       |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |  |          |   |       |   |                    |
|---|--|----------|---|-------|---|--------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |  |          |   |       |   |                    |
| 18. Acquisition                         |  | \$10,000 | x | 170.5 | = | \$1,705,000        |
| 19. Relocation                          |  | \$10,000 | x | 73    | = | \$730,000          |
| <b>TOTAL ACQ/RELO STAFF</b>             |  |          |   |       |   | <b>\$2,435,000</b> |

|                               |                     |          |        |   |             |                    |
|-------------------------------|---------------------|----------|--------|---|-------------|--------------------|
| <b>RELOCATION COSTS</b>       |                     |          |        |   |             |                    |
| 20. Owner                     | Replacement Housing |          | Number |   | Amount      |                    |
|                               |                     | \$45,000 | 70     | = | \$3,150,000 |                    |
| 21. Tenant                    |                     | \$15,000 | 3      | = | \$45,000    |                    |
| 22. Residential Owner         | Move Costs          |          |        |   |             |                    |
|                               |                     | \$3,500  | 70     | = | \$245,000   |                    |
| 23. Residential Tenant        |                     | \$2,000  | 3      | = | \$6,000     |                    |
| 24. Non-residential/Farm      |                     | \$60,000 | 0      | = | \$0         |                    |
| 25. (Lines 20 thru 24)        |                     |          |        |   |             |                    |
| <b>TOTAL RELOCATION COSTS</b> |                     |          |        |   |             | <b>\$3,446,000</b> |

|                           |  |  |  |  |  |                     |
|---------------------------|--|--|--|--|--|---------------------|
| 26.                       |  |  |  |  |  |                     |
| 27.                       |  |  |  |  |  |                     |
| 28.                       |  |  |  |  |  |                     |
| <b>TOTAL R/W ESTIMATE</b> |  |  |  |  |  | <b>\$87,497,900</b> |

Reviewer Jane C. Nelson Signed:  Date: January 25, 2015

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels were identified in this segment. Parcels 59 and 61 are split between PU1 and PU2. Parcel 256 is split between PU2 and BL1 (aka BL-2). There is a lot of new home construction in this segment. It should be expected that the number of residential relocations and right-of-way costs will continue to increase due to this active housing market.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: BLUE  
 Segment: BL1 - STA. 478+00.00 - STA. 505+00.00 BL\_L  
 Date: December 16, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                      |   |
|---------------|------|----------------------|---|
| Parcels:      |      | Estimated Relocates: |   |
| Commercial    | 4.5  | Non-residential      | 2 |
| Residential   | 6    | Residential          | 2 |
| Vacant        | 5    | Total Relocates      | 4 |
| Total Parcels | 15.5 |                      |   |

|                          |           |      |   |               |   |                          |
|--------------------------|-----------|------|---|---------------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |      |   | <b>Amount</b> |   |                          |
| 1. Direct Labor Cost     | (Parcels) | 15.5 | x | \$15,000      | = | \$232,500                |
| 2. Indirect Overhead     | (Parcels) | 15.5 | x | \$2,000       | = | \$31,000                 |
| 3. (Lines 1 thru 2)      |           |      |   |               |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |      |   |               |   | \$263,500                |

|  |      |   |      |               |               |   |          |   |                      |
|--|------|---|------|---------------|---------------|---|----------|---|----------------------|
| <b>R/W OPS</b>                             |      |   |      | <b>Amount</b> |               |   |          |   |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 15.5 | =             | 15.5 Parcels  | x | \$5,000  | = | \$77,500             |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 15.5 | =             | 8 Parcels     | x | \$2,500  | = | \$20,000             |
| 6. Title Services                          | 100% | x | 15.5 | =             | 15.5 Parcels  | x | \$1,500  | = | \$23,300             |
| 7. Condemnation Costs                      | 50%  | x | 15.5 | =             | 8 Parcels     | x | \$2,500  | = | \$20,000             |
| 8. Mediators                               | 10%  | x | 8    | =             | 1 Parcels     | x | \$2,000  | = | \$2,000              |
| 9. Expert Witness (Trial)                  | 3%   | x | 8    | =             | 0 Parcels     | x | \$2,500  | = | \$0                  |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |      |               | 15 Imprvmet   | x | \$20,000 | = | \$300,000            |
| 11. Miscellaneous Contracts                |      |   |      |               | 1 Per Segment | x | \$2,000  | = | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |      |               |               |   |          |   | <b>TOTAL R/W OPS</b> |
|  |      |   |      |               |               |   |          |   | \$444,800            |

|  |          |             |   |               |                     |   |                             |
|--|----------|-------------|---|---------------|---------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |          |             |   | <b>Amount</b> |                     |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount |          | \$6,511,210 | x | 125%          | * Design plan stage | = | \$8,139,000                 |
| 14. Negotiated Settlements   | (Factor) | 50%         | x | 30%           | (% increase)        | = | \$1,220,900 (of Line 13)    |
| 15. Legal Settlements & Awards                                     | (Factor) | 50%         | x | 70%           | (% increase)        | = | \$2,848,700 (of Line 13)    |
| 16. Other Condemn. Costs   |          | 8           | x | \$500         |                     | = | \$4,000                     |
| 17. (Lines 13 thru 16)   |          |             |   |               |                     |   | <b>TOTAL R/W LAND COSTS</b> |
|  |          |             |   |               |                     |   | \$12,212,600                |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |      |   |                             |
|---|----------|---|------|---|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |      |   |                             |
| 18. Acquisition                         | \$10,000 | x | 15.5 | = | \$155,000                   |
| 19. Relocation                          | \$10,000 | x | 4    | = | \$40,000                    |
|   |          |   |      |   | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |      |   | \$195,000                   |

|                               |          |   |   |   |                               |
|-------------------------------|----------|---|---|---|-------------------------------|
| <b>RELOCATION COSTS</b>       |          |   |   |   |                               |
| 20. Owner Replacement Housing | \$45,000 | x | 2 | = | \$90,000                      |
| 21. Tenant Move Costs         | \$15,000 | x | 0 | = | \$0                           |
| 22. Residential Owner         | \$3,500  | x | 2 | = | \$7,000                       |
| 23. Residential Tenant        | \$2,000  | x | 0 | = | \$0                           |
| 24. Non-residential/Farm      | \$60,000 | x | 2 | = | \$120,000                     |
| 25. (Lines 20 thru 24)        |          |   |   |   | <b>TOTAL RELOCATION COSTS</b> |
|                               |          |   |   |   | \$217,000                     |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | \$13,332,900              |

Reviewer Jane C. Nelson Signed:  Date: January 28, 2015

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels were identified in this segment. Parcel 2 is split between BL1 and PU2 (aka PU-256). Parcels 11, 13, 17, and 29 are split between BL1 and BL2.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
Alternate: BLUE  
Segment: BL2 - STA. 505+00.00 - STA. 680+69.89 BL\_L  
Date: December 16, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
State Project Nos.: 6.401078, 6.401079, and 6.401080  
County: Wake  
HDR#: 192576

|               |       |                      |    |
|---------------|-------|----------------------|----|
| Parcels:      |       | Estimated Relocates: |    |
| Commercial    | 6.5   | Non-residential      | 0  |
| Residential   | 140.5 | Residential          | 95 |
| Vacant        | 48.5  | Total Relocates      | 95 |
| Total Parcels | 195.5 |                      |    |

|                          |                              |                          |                    |
|--------------------------|------------------------------|--------------------------|--------------------|
| <b>R/W SUPPORT COSTS</b> |                              | <b>Amount</b>            |                    |
| 1. Direct Labor Cost     | (Parcels) 195.5 x \$15,000 = |                          | \$2,932,500        |
| 2. Indirect Overhead     | (Parcels) 195.5 x \$2,000 =  |                          | \$391,000          |
| 3. (Lines 1 thru 2)      |                              | <b>TOTAL R/W SUPPORT</b> | <b>\$3,323,500</b> |

|  |                      |                           |                    |
|--|----------------------|---------------------------|--------------------|
| <b>R/W OPS</b>                             |                      | <b>Amount</b>             |                    |
| 4. Appraisal Fees - Negotiations           | 100% x 195.5 = 195.5 | Parcels x \$5,000 =       | \$977,500          |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 195.5 = 98     | Parcels x \$2,500 =       | \$245,000          |
| 6. Title Services                          | 100% x 195.5 = 195.5 | Parcels x \$1,500 =       | \$293,300          |
| 7. Condemnation Costs                      | 50% x 195.5 = 98     | Parcels x \$2,500 =       | \$245,000          |
| 8. Mediators                               | 10% x 98 = 10        | Parcels x \$2,000 =       | \$20,000           |
| 9. Expert Witness (Trial)                  | 3% x 98 = 3          | Parcels x \$2,500 =       | \$7,500            |
| 10. Demolition, Asb. Survey & Abate., etc. |                      | 91 Imprvmet x \$20,000 =  | \$1,820,000        |
| 11. Miscellaneous Contracts                |                      | 1 Per Segment x \$2,000 = | \$2,000            |
| 12. (Lines 4 thru 11)                      |                      | <b>TOTAL R/W OPS</b>      | <b>\$3,610,300</b> |

|  |   |                             |                           |
|--|---|-----------------------------|---------------------------|
| <b>R/W LAND COSTS</b>  |   | <b>Amount</b>               |                           |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$31,969,121 x 125% * Design plan stage = |                             | \$39,961,400              |
| 14. Negotiated Settlements   | (Factor) 50% x 30% (% increase) =         |                             | \$5,994,200 (of Line 13)  |
| 15. Legal Settlements & Awards                                     | (Factor) 50% x 70% (% increase) =         |                             | \$13,986,500 (of Line 13) |
| 16. Other Condemn. Costs   | 98 x \$500 =                              |                             | \$49,000                  |
| 17. (Lines 13 thru 16)   |   | <b>TOTAL R/W LAND COSTS</b> | <b>\$59,991,100</b>       |

|   |                    |                             |                    |
|---|--------------------|-----------------------------|--------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                    |                             |                    |
| 18. Acquisition                         | \$10,000 x 195.5 = | \$1,955,000                 |                    |
| 19. Relocation                          | \$10,000 x 95 =    | \$950,000                   |                    |
|   |                    | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$2,905,000</b> |

|                          |                                     |                               |                    |
|--------------------------|-------------------------------------|-------------------------------|--------------------|
| <b>RELOCATION COSTS</b>  |                                     |                               |                    |
| 20. Owner                | Replacement Housing \$45,000 x 78 = |                               | \$3,510,000        |
| 21. Tenant               | \$15,000 x 17 =                     |                               | \$255,000          |
| 22. Residential Owner    | Move Costs \$3,500 x 78 =           |                               | \$273,000          |
| 23. Residential Tenant   | \$2,000 x 17 =                      |                               | \$34,000           |
| 24. Non-residential/Farm | \$60,000 x 0 =                      |                               | \$0                |
| 25. (Lines 20 thru 24)   |                                     | <b>TOTAL RELOCATION COSTS</b> | <b>\$4,072,000</b> |

|     |  |                           |                     |
|-----|--|---------------------------|---------------------|
| 26. |  |                           |                     |
| 27. |  |                           |                     |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$73,901,900</b> |

Reviewer Jane C. Nelson Signed: *Jane C. Nelson* Date: January 28, 2015

**REMARKS:**  
Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels were identified in this segment. However, there are several parcels that are improved with community wells. The wells will have to be replaced to avoid many additional displacements. The parcels with impacted community wells include Parcels 102, 115, 145, and 148. Parcels 11, 13, 17, and 29 are split between BL1 and BL2. Parcels 219, 220, 221, 226, and 227 are split between BL2 and BL3. There is a lot of new construction within this segment. It should be assumed that the number of residential displacements and right-of-way costs will continue to increase.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: BLUE  
 Segment: BL3 - STA. 680+69.89 - STA. 850+50.00 BL\_L  
 Date: December 16, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                       |    |
|---------------|------|-----------------------|----|
| Parcels:      |      | Estimated Relocatees: |    |
| Commercial    | 0    | Non-residential       | 1  |
| Residential   | 81.5 | Residential           | 52 |
| Vacant        | 22.5 | Total Relocatees      | 53 |
| Total Parcels | 104  |                       |    |

|                          |           |     |   |               |   |                          |
|--------------------------|-----------|-----|---|---------------|---|--------------------------|
| <b>R/W SUPPORT COSTS</b> |           |     |   | <b>Amount</b> |   |                          |
| 1. Direct Labor Cost     | (Parcels) | 104 | x | \$15,000      | = | \$1,560,000              |
| 2. Indirect Overhead     | (Parcels) | 104 | x | \$2,000       | = | \$208,000                |
| 3. (Lines 1 thru 2)      |           |     |   |               |   |                          |
|                          |           |     |   |               |   | <b>TOTAL R/W SUPPORT</b> |
|                          |           |     |   |               |   | <b>\$1,768,000</b>       |

|  |      |   |     |               |     |             |   |          |   |                      |
|--|------|---|-----|---------------|-----|-------------|---|----------|---|----------------------|
| <b>R/W OPS</b>                             |      |   |     | <b>Amount</b> |     |             |   |          |   |                      |
| 4. Appraisal Fees - Negotiations           | 100% | x | 104 | =             | 104 | Parcels     | x | \$5,000  | = | \$520,000            |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 104 | =             | 52  | Parcels     | x | \$2,500  | = | \$130,000            |
| 6. Title Services                          | 100% | x | 104 | =             | 104 | Parcels     | x | \$1,500  | = | \$156,000            |
| 7. Condemnation Costs                      | 50%  | x | 104 | =             | 52  | Parcels     | x | \$2,500  | = | \$130,000            |
| 8. Mediators                               | 10%  | x | 52  | =             | 5   | Parcels     | x | \$2,000  | = | \$10,000             |
| 9. Expert Witness (Trial)                  | 3%   | x | 52  | =             | 2   | Parcels     | x | \$2,500  | = | \$5,000              |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   |     |               | 43  | Imprvmet    | x | \$20,000 | = | \$860,000            |
| 11. Miscellaneous Contracts                |      |   |     |               | 1   | Per Segment | x | \$2,000  | = | \$2,000              |
| 12. (Lines 4 thru 11)                      |      |   |     |               |     |             |   |          |   |                      |
|  |      |   |     |               |     |             |   |          |   | <b>TOTAL R/W OPS</b> |
|  |      |   |     |               |     |             |   |          |   | <b>\$1,813,000</b>   |

|  |                            |   |       |               |                   |   |                             |
|--|----------------------------|---|-------|---------------|-------------------|---|-----------------------------|
| <b>R/W LAND COSTS</b>  |                            |   |       | <b>Amount</b> |                   |   |                             |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$17,257,300               | x | 125%  | *             | Design plan stage | = | \$21,571,600                |
| 14. Negotiated Settlements   | (Factor) align="right">50% | x | 30%   | (% increase)  |                   | = | \$3,235,700 (of Line 13)    |
| 15. Legal Settlements & Awards                                     | (Factor) align="right">50% | x | 70%   | (% increase)  |                   | = | \$7,550,100 (of Line 13)    |
| 16. Other Condemn. Costs   | 52                         | x | \$500 |               |                   | = | \$26,000                    |
| 17. (Lines 13 thru 16)   |                            |   |       |               |                   |   |                             |
|  |                            |   |       |               |                   |   | <b>TOTAL R/W LAND COSTS</b> |
|  |                            |   |       |               |                   |   | <b>\$32,383,400</b>         |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |          |   |     |   |                             |
|---|----------|---|-----|---|-----------------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |          |   |     |   |                             |
| 18. Acquisition                         | \$10,000 | x | 104 | = | \$1,040,000                 |
| 19. Relocation                          | \$10,000 | x | 53  | = | \$530,000                   |
|   |          |   |     |   | <b>TOTAL ACQ/RELO STAFF</b> |
|   |          |   |     |   | <b>\$1,570,000</b>          |

|                            |          |   |    |   |                               |
|----------------------------|----------|---|----|---|-------------------------------|
| <b>RELOCATION COSTS</b>    |          |   |    |   |                               |
| <b>Replacement Housing</b> |          |   |    |   |                               |
| 20. Owner                  | \$45,000 | x | 40 | = | \$1,800,000                   |
| 21. Tenant                 | \$15,000 | x | 12 | = | \$180,000                     |
| <b>Move Costs</b>          |          |   |    |   |                               |
| 22. Residential Owner      | \$3,500  | x | 40 | = | \$140,000                     |
| 23. Residential Tenant     | \$2,000  | x | 12 | = | \$24,000                      |
| 24. Non-residential/Farm   | \$60,000 | x | 1  | = | \$60,000                      |
| 25. (Lines 20 thru 24)     |          |   |    |   |                               |
|                            |          |   |    |   | <b>TOTAL RELOCATION COSTS</b> |
|                            |          |   |    |   | <b>\$2,204,000</b>            |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  |                           |
|     |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | <b>\$39,738,400</b>       |

Reviewer Jane C. Nelson Signed: Jane C. Nelson Date: January 29, 2015

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. No government or utility owned parcels were identified in this segment. Parcels 219, 220, 221, 226, and 227 are split between BL2 and BL3. Parcel 333 is split between BL3 and BLxL. There is a lot of new construction within this segment. It should be assumed that the number of residential displaces and right-of-way costs will continue to increase.

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: BLUE  
 Segment: BLxL - STA. 850+50.00 - STA. 958+13.12 BLxL\_L  
 Date: December 16, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |     |                       |    |
|---------------|-----|-----------------------|----|
| Parcels:      |     | Estimated Relocatees: |    |
| Commercial    | 13  | Non-residential       | 9  |
| Residential   | 78  | Residential           | 32 |
| Vacant        | 35  | Total Relocatees      | 41 |
| Total Parcels | 126 |                       |    |

| R/W SUPPORT COSTS    |           |     |              | Amount                   |
|----------------------|-----------|-----|--------------|--------------------------|
| 1. Direct Labor Cost | (Parcels) | 126 | x \$15,000 = | \$1,890,000              |
| 2. Indirect Overhead | (Parcels) | 126 | x \$2,000 =  | \$252,000                |
| 3. (Lines 1 thru 2)  |           |     |              | <b>TOTAL R/W SUPPORT</b> |
|                      |           |     |              | \$2,142,000              |

| R/W OPS                                    |      |   |     |   | Amount                            |
|--|------|---|-----|---|-----------------------------------|
| 4. Appraisal Fees - Negotiations           | 100% | x | 126 | = | 126 Parcels x \$5,000 = \$630,000 |
| 5. Appraisal Fees - Condemnation/Trial     | 50%  | x | 126 | = | 63 Parcels x \$2,500 = \$157,500  |
| 6. Title Services                          | 100% | x | 126 | = | 126 Parcels x \$1,500 = \$189,000 |
| 7. Condemnation Costs                      | 50%  | x | 126 | = | 63 Parcels x \$2,500 = \$157,500  |
| 8. Mediators                               | 10%  | x | 63  | = | 6 Parcels x \$2,000 = \$12,000    |
| 9. Expert Witness (Trial)                  | 3%   | x | 63  | = | 2 Parcels x \$2,500 = \$5,000     |
| 10. Demolition, Asb. Survey & Abate., etc. |      |   | 36  | = | Imprvmet x \$20,000 = \$720,000   |
| 11. Miscellaneous Contracts                |      |   | 1   | = | Per Segment x \$2,000 = \$2,000   |
| 12. (Lines 4 thru 11)                      |      |   |     |   | <b>TOTAL R/W OPS</b>              |
|  |      |   |     |   | \$1,873,000                       |

| R/W LAND COSTS   |          |              |   |                          | Amount                      |
|--|----------|--------------|---|--------------------------|-----------------------------|
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount |          | \$18,416,870 | x | 125% * Design plan stage | = \$23,021,100              |
| 14. Negotiated Settlements   | (Factor) | 50%          | x | 30% (% increase)         | = \$3,453,200 (of Line 13)  |
| 15. Legal Settlements & Awards                                     | (Factor) | 50%          | x | 70% (% increase)         | = \$8,057,400 (of Line 13)  |
| 16. Other Condemn. Costs   |          | 63           | x | \$500                    | = \$31,500                  |
| 17. (Lines 13 thru 16)   |          |              |   |                          | <b>TOTAL R/W LAND COSTS</b> |
|  |          |              |   |                          | \$34,563,200                |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

| R/W STAFF AND/OR CONSULTANT FEES |  |          |   |                             |
|----------------------------------|--|----------|---|-----------------------------|
| 18. Acquisition                  |  | \$10,000 | x | 126 = \$1,260,000           |
| 19. Relocation                   |  | \$10,000 | x | 41 = \$410,000              |
|                                  |  |          |   | <b>TOTAL ACQ/RELO STAFF</b> |
|                                  |  |          |   | \$1,670,000                 |

| RELOCATION COSTS                    |  |          |   |    | Amount                        |
|-------------------------------------|--|----------|---|----|-------------------------------|
| 20. Owner Replacement Housing       |  | \$45,000 | x | 17 | = \$765,000                   |
| 21. Tenant Replacement Housing      |  | \$15,000 | x | 15 | = \$225,000                   |
| 22. Residential Owner Move Costs    |  | \$3,500  | x | 17 | = \$59,500                    |
| 23. Residential Tenant Move Costs   |  | \$2,000  | x | 15 | = \$30,000                    |
| 24. Non-residential/Farm Move Costs |  | \$60,000 | x | 9  | = \$540,000                   |
| 25. (Lines 20 thru 24)              |  |          |   |    | <b>TOTAL RELOCATION COSTS</b> |
|                                     |  |          |   |    | \$1,619,500                   |

|     |  |  |  |  |                           |
|-----|--|--|--|--|---------------------------|
| 26. |  |  |  |  |                           |
| 27. |  |  |  |  |                           |
| 28. |  |  |  |  | <b>TOTAL R/W ESTIMATE</b> |
|     |  |  |  |  | \$41,867,700              |

Reviewer Jane C. Nelson Signed: Jane C. Nelson Date: January 30, 2015

REMARKS:  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:

|                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/>            | Type A - indicates the most confidence        |
| <input checked="" type="checkbox"/> | Type B - indicates above average confidence   |
| <input type="checkbox"/>            | Type C - indicates below average confidence   |
| <input type="checkbox"/>            | Type D - indicates the least or no confidence |

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. NCDOT owned parcels include Parcel 378. No other government owned parcels were identified in this segment. Parcel 432 is owned by Southern Bell Telephone and is improved as an equipment site. The costs included in this right-of-way estimate for Parcel 432 are for the real estate only. This estimate does not include consideration for the cost of relocating the equipment and lines. Feedback received from experienced design project managers was that the cost and schedule implications were so tremendous, they had to design around these types of facilities to keep the project feasible. It is recommended that direct conversation with the property owner take place to identify the full implications of this acquisition before moving forward with this segment. Parcel 348 is improved with a community well for a new development, which is being severed by the mainline from the community it serves. A new well will be needed north of the corridor to avoid additional residential displacements or additional damages to the remaining development. There are new subdivisions being developed in this segment as well as commercial sites along Benson Road near Ten-Ten Road. It should be assumed that the number of residential and non-residential displacements, as well as the right-of-way costs, will continue to increase. Parcel 333 is split between BL3 and BLxL. Parcels 444, 445, and 446 are split between BLxL and L2BL (aka L-172, L-174, and L-175).

**COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RIGHT OF WAY ESTIMATE - SUMMARY SHEET**

Page : 1 of 3  
 Alternate: BLUE  
 Segment: L2BL - STA. 794+00.00 - STA. 865+00.00 L\_L  
 Date: December 16, 2014

TIP Nos.: R-2721, R-2828, and R-2829  
 State Project Nos.: 6.401078, 6.401079, and 6.401080  
 County: Wake  
 HDR#: 192576

|               |      |                       |    |
|---------------|------|-----------------------|----|
| Parcels:      |      | Estimated Relocatees: |    |
| Commercial    | 0.5  | Non-residential       | 0  |
| Residential   | 68.5 | Residential           | 45 |
| Vacant        | 3    | Total Relocatees      | 45 |
| Total Parcels | 72   |                       |    |

|                          |                           |                          |                    |
|--------------------------|---------------------------|--------------------------|--------------------|
| <b>R/W SUPPORT COSTS</b> |                           | <b>Amount</b>            |                    |
| 1. Direct Labor Cost     | (Parcels) 72 x \$15,000 = |                          | \$1,080,000        |
| 2. Indirect Overhead     | (Parcels) 72 x \$2,000 =  |                          | \$144,000          |
| 3. (Lines 1 thru 2)      |                           | <b>TOTAL R/W SUPPORT</b> | <b>\$1,224,000</b> |

|  |                                    |                           |                    |
|--|------------------------------------|---------------------------|--------------------|
| <b>R/W OPS</b>                             |                                    | <b>Amount</b>             |                    |
| 4. Appraisal Fees - Negotiations           | 100% x 72 = 72 Parcels x \$5,000 = |                           | \$360,000          |
| 5. Appraisal Fees - Condemnation/Trial     | 50% x 72 = 36 Parcels x \$2,500 =  |                           | \$90,000           |
| 6. Title Services                          | 100% x 72 = 72 Parcels x \$1,500 = |                           | \$108,000          |
| 7. Condemnation Costs                      | 50% x 72 = 36 Parcels x \$2,500 =  |                           | \$90,000           |
| 8. Mediators                               | 10% x 36 = 4 Parcels x \$2,000 =   |                           | \$8,000            |
| 9. Expert Witness (Trial)                  | 3% x 36 = 1 Parcels x \$2,500 =    |                           | \$2,500            |
| 10. Demolition, Asb. Survey & Abate., etc. |                                    | 45 Imprvmet x \$20,000 =  | \$900,000          |
| 11. Miscellaneous Contracts                |                                    | 1 Per Segment x \$2,000 = | \$2,000            |
| 12. (Lines 4 thru 11)                      |                                    | <b>TOTAL R/W OPS</b>      | <b>\$1,560,500</b> |

|  |   |                             |                          |
|--|---|-----------------------------|--------------------------|
| <b>R/W LAND COSTS</b>  |   | <b>Amount</b>               |                          |
| 13. Land, Improvements & Severance Damages and Cost to Cure Amount | \$16,247,448 x 125% * Design plan stage = |                             | \$20,309,300             |
| 14. Negotiated Settlements   | (Factor) 50% x 30% (% increase) =         |                             | \$3,046,400 (of Line 13) |
| 15. Legal Settlements & Awards                                     | (Factor) 50% x 70% (% increase) =         |                             | \$7,108,300 (of Line 13) |
| 16. Other Condemn. Costs   | 36 x \$500 =                              |                             | \$18,000                 |
| 17. (Lines 13 thru 16)   |   | <b>TOTAL R/W LAND COSTS</b> | <b>\$30,482,000</b>      |

\* Design contingency for design plan stage:  
 (1) PD&E plans - 125% (2) 30% plans - 120% (3) 60% plans - 115% (4) 90% plans - 110% (5) ROW Plans - 100%

|   |                 |                             |                    |
|---|-----------------|-----------------------------|--------------------|
| <b>R/W STAFF AND/OR CONSULTANT FEES</b> |                 |                             |                    |
| 18. Acquisition                         | \$10,000 x 72 = |                             | \$720,000          |
| 19. Relocation                          | \$10,000 x 45 = |                             | \$450,000          |
|   |                 | <b>TOTAL ACQ/RELO STAFF</b> | <b>\$1,170,000</b> |

|                               |                 |                               |                    |
|-------------------------------|-----------------|-------------------------------|--------------------|
| <b>RELOCATION COSTS</b>       |                 |                               |                    |
| 20. Owner Replacement Housing | \$45,000 x 44 = |                               | \$1,980,000        |
| 21. Tenant Move Costs         | \$15,000 x 1 =  |                               | \$15,000           |
| 22. Residential Owner         | \$3,500 x 44 =  |                               | \$154,000          |
| 23. Residential Tenant        | \$2,000 x 1 =   |                               | \$2,000            |
| 24. Non-residential/Farm      | \$60,000 x 0 =  |                               | \$0                |
| 25. (Lines 20 thru 24)        |                 | <b>TOTAL RELOCATION COSTS</b> | <b>\$2,151,000</b> |

|     |  |                           |                     |
|-----|--|---------------------------|---------------------|
| 26. |  |                           |                     |
| 27. |  |                           |                     |
| 28. |  | <b>TOTAL R/W ESTIMATE</b> | <b>\$36,587,500</b> |

Reviewer Jane C. Nelson Signed: *Jane C. Nelson* Date: January 31, 2015

**REMARKS:**  
 Condemnation - Assume 50% of the total parcels will be condemned; 37% of those condemned will settle prior to mediation; 10% will go through mediation; and 3% of the condemned parcels will go to trial.

The following indicates the reviewer's confidence in the above estimate:  
 Type A - indicates the most confidence  
 Type B - indicates above average confidence  
 Type C - indicates below average confidence  
 Type D - indicates the least or no confidence

The following indicates the purpose for this estimate: Draft Environmental Impact Statement and Corridor Evaluation

Comments: This is a preliminary right of way estimate for the purpose of comparing multiple corridor alignments. All parcels were inspected from the existing right of way. County GIS maps and Google Earth were also utilized to identify additional improvements located within the proposed right of way and/or impacts to the remainders when they were not visible from the existing right of way. Parcel 249 is owned by the City of Raleigh and is improved with a wastewater treatment plant and spray fields. No other government or utility owned parcels were identified in this segment. Parcels 172, 174, and 175 are split between BLxL and L2BL (aka BL-444, BL-445, and BL-446). Parcel 249 is split between L2/L2BL and L3.



## **APPENDIX B**

### **EIS Relocation Reports**

(Segment order matches table in Appendix C)

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |        |           |
|-------------------------|--|--------|---------|-----------|--------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Orange | Segment 1 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |        |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |        |           |

| ESTIMATED DISPLACEES |        |  |       |            | INCOME LEVEL                      |        |          |        |                        |      |          |    |  |
|----------------------|--------|--|-------|------------|-----------------------------------|--------|----------|--------|------------------------|------|----------|----|--|
| Type of Displacees   | Owners | Tenants  | Total | Minorities | 0-15M                             | 15-25M | 25-35M   | 35-50M | 50 UP                  |      |          |    |  |
| Residential          | 57     | 44   | 101   | 0          | 0                                 | 2      | 14       | 25     | 60                     |      |          |    |  |
| Businesses           | 0      | 0  | 0     | 0          | VALUE OF DWELLING                 |        |          |        | DSS DWELLING AVAILABLE |      |          |    |  |
| Farms                | 0      | 0  | 0     | 0          | Owners                            |        | Tenants  |        | For Sale               |      | For Rent |    |  |
| Non-Profit           | 1      | 0  | 1     | 0          | 0-20M                             | 0      | \$ 0-150 | 0      | 0-20M                  | 0    | \$ 0-150 | 0  |  |
| ANSWER ALL QUESTIONS |        |  |       |            | 20-40M                            | 0      | 150-250  | 0      | 20-40M                 | 0    | 150-250  | 0  |  |
| Yes                  | No     | Explain all "YES" answers.   |       |            | 40-70M                            | 0      | 250-400  | 0      | 40-70M                 | 0    | 250-400  | 0  |  |
|                      | UD     | 1. Will special relocation services be necessary?  |       |            | 70-100M                           | 16     | 400-600  | 6      | 70-100M                | 44   | 400-600  | 4  |  |
| X                    |        | 2. Will schools or churches be affected by displacement?   |       |            | 100 UP                            | 41     | 600 UP   | 38     | 100 UP                 | 1112 | 600 UP   | 61 |  |
| X                    |        | 3. Will business services still be available after project?  |       |            | TOTAL                             | 57     |          | 44     |                        | 1156 |          | 65 |  |
|                      | X      | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |       |            | REMARKS (Respond by number)       |        |          |        |                        |      |          |    |  |
|                      | X      | 5. Will relocation cause a housing shortage?   |       |            | See the 15 E Addendum for Remarks |        |          |        |                        |      |          |    |  |
|                      |        | 6. Source for available housing (list).  |       |            |                                   |        |          |        |                        |      |          |    |  |
|                      | UD     | 7. Will additional housing programs be needed?   |       |            |                                   |        |          |        |                        |      |          |    |  |
| X                    |        | 8. Should Last Resort Housing be considered?   |       |            |                                   |        |          |        |                        |      |          |    |  |
|                      | UD     | 9. Are there large, disabled, elderly, etc. families?  |       |            |                                   |        |          |        |                        |      |          |    |  |
|                      | UD     | 10. Will public housing be needed for project?   |       |            |                                   |        |          |        |                        |      |          |    |  |
| X                    |        | 11. Is public housing available?   |       |            |                                   |        |          |        |                        |      |          |    |  |
| X                    |        | 12. Is it felt there will be adequate DSS housing housing available during relocation period?                  |       |            |                                   |        |          |        |                        |      |          |    |  |
|                      | UD     | 13. Will there be a problem of housing within financial means?   |       |            |                                   |        |          |        |                        |      |          |    |  |
|                      | N/A    | 14. Are suitable business sites available (list source).   |       |            |                                   |        |          |        |                        |      |          |    |  |
|                      |        | 15. Number months estimated to complete RELOCATION?  |       |            | 18-24 months                      |        |          |        |                        |      |          |    |  |

|                    |          |                                  |
|--------------------|----------|----------------------------------|
|                    | 12/10/14 |                                  |
| Right of Way Agent | Date     | Relocation Coordinator      Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
ORANGE – SEGMENT 1**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
2. It is assumed that the well and/or septic system are impacted on Parcel 012, which is owned and occupied by Word of Truth Church. The property is improved with a 640SF frame dwelling/church, which would indicate that this is a very small congregation. Further investigation and/or design modifications may eliminate the need to relocate this displacee.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project. However, given the number of residential displacements in this segment it is likely that any or all three of these categories of displacees will be present.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
ORANGE – SEGMENT 1**

11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.
12. This segment will necessitate the relocation of 101 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |        |           |        |           |
|-------------------------|--|--------|--------|-----------|--------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake   | Alternate | Orange | Segment 2 |
| T.I.P. No.:             | R-2721   | R-2828 | R-2829 |           |        |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |        |           |        |           |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |           |            |          |                        |             |          |           |  |
|----------------------|--------|---------|-------|------------|-------------------|-----------|------------|----------|------------------------|-------------|----------|-----------|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M    | 25-35M     | 35-50M   | 50 UP                  |             |          |           |  |
| Residential          | 17     | 5       | 22    | 0          | 0                 | 0         | 0          | 8        | 14                     |             |          |           |  |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |           |            |          | DSS DWELLING AVAILABLE |             |          |           |  |
| Farms                | 0      | 0       | 0     | 0          | Owners            |           | Tenants ** |          | For Sale               |             | For Rent |           |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0         | \$ 0-150   | 0        | 0-20M                  | 0           | \$ 0-150 | 0         |  |
|                      |        |         |       |            | 20-40M            | 0         | 150-250    | 0        | 20-40M                 | 0           | 150-250  | 0         |  |
|                      |        |         |       |            | 40-70M            | 0         | 250-400    | 0        | 40-70M                 | 0           | 250-400  | 0         |  |
|                      |        |         |       |            | 70-100M           | 1         | 400-600    | 0        | 70-100M                | 38          | 400-600  | 2         |  |
|                      |        |         |       |            | 100 UP            | 16        | 600 UP     | 5        | 100 UP                 | 1220        | 600 UP   | 71        |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>17</b> |            | <b>5</b> |                        | <b>1258</b> |          | <b>73</b> |  |

| ANSWER ALL QUESTIONS |     |  |
|----------------------|-----|--|
| Yes                  | No  | Explain all "YES" answers.   |
|                      | UD  | 1. Will special relocation services be necessary?  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |
| X                    |     | 3. Will business services still be available after project?  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |
|                      | X   | 5. Will relocation cause a housing shortage?   |
|                      |     | 6. Source for available housing (list).  |
|                      | UD  | 7. Will additional housing programs be needed?   |
| X                    |     | 8. Should Last Resort Housing be considered?   |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X   | 10. Will public housing be needed for project?   |
| X                    |     | 11. Is public housing available?   |
| X                    |     | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |
|                      | UD  | 13. Will there be a problem of housing within financial means?   |
|                      | N/A | 14. Are suitable business sites available (list source).   |
|                      |     | 15. Number months estimated to complete RELOCATION? <b>12-18 months</b>  |

**REMARKS (Respond by Number)**

See the 15 E Addendum for Remarks

|                             |                  |                                 |               |
|-----------------------------|------------------|---------------------------------|---------------|
| _____<br>Right of Way Agent | 12/10/14<br>Date | _____<br>Relocation Coordinator | _____<br>Date |
|-----------------------------|------------------|---------------------------------|---------------|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
ORANGE – SEGMENT 2**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
ORANGE – SEGMENT 2**

12. This segment will necessitate the relocation of 22 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |        |           |        |           |
|-------------------------|--|--------|--------|-----------|--------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake   | Alternate | Orange | Segment 3 |
| T.I.P. No.:             | R-2721   | R-2828 | R-2829 |           |        |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |        |           |        |           |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |           |            |           |                        |             |          |           |  |
|----------------------|--------|---------|-------|------------|-------------------|-----------|------------|-----------|------------------------|-------------|----------|-----------|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M    | 25-35M     | 35-50M    | 50 UP                  |             |          |           |  |
| Residential          | 41     | 17      | 58    | 0          | 0                 | 0         | 0          | 14        | 44                     |             |          |           |  |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |           |            |           | DSS DWELLING AVAILABLE |             |          |           |  |
| Farms                | 0      | 0       | 0     | 0          | Owners            |           | Tenants ** |           | For Sale               |             | For Rent |           |  |
| Non-Profit           | 2      | 0       | 2     | 0          | 0-20M             | 0         | \$ 0-150   | 0         | 0-20M                  | 0           | \$ 0-150 | 0         |  |
|                      |        |         |       |            | 20-40M            | 0         | 150-250    | 0         | 20-40M                 | 0           | 150-250  | 0         |  |
|                      |        |         |       |            | 40-70M            | 0         | 250-400    | 0         | 40-70M                 | 0           | 250-400  | 0         |  |
|                      |        |         |       |            | 70-100M           | 1         | 400-600    | 0         | 70-100M                | 9           | 400-600  | 1         |  |
|                      |        |         |       |            | 100 UP            | 40        | 600 UP     | 17        | 100 UP                 | 1140        | 600 UP   | 57        |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>41</b> |            | <b>17</b> |                        | <b>1149</b> |          | <b>58</b> |  |

| ANSWER ALL QUESTIONS |    |  | REMARKS (Respond by number)              |  |  |  |  |  |  |  |
|----------------------|----|--|--|--|--|--|--|--|--|--|
| Yes                  | No | Explain all "YES" answers.   |  |  |  |  |  |  |  |  |
|                      | UD | 1. Will special relocation services be necessary?  | <b>See the 15 E Addendum for Remarks</b> |  |  |  |  |  |  |  |
| X                    |    | 2. Will schools or churches be affected by displacement?   |  |  |  |  |  |  |  |  |
|                      | X  | 3. Will business services still be available after project?  |  |  |  |  |  |  |  |  |
| X                    |    | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |  |  |  |  |  |  |  |  |
|                      | X  | 5. Will relocation cause a housing shortage?   |  |  |  |  |  |  |  |  |
|                      |    | 6. Source for available housing (list).  |  |  |  |  |  |  |  |  |
|                      | UD | 7. Will additional housing programs be needed?   |  |  |  |  |  |  |  |  |
| X                    |    | 8. Should Last Resort Housing be considered?   |  |  |  |  |  |  |  |  |
|                      | UD | 9. Are there large, disabled, elderly, etc. families?  |  |  |  |  |  |  |  |  |
|                      | X  | 10. Will public housing be needed for project?   |  |  |  |  |  |  |  |  |
| X                    |    | 11. Is public housing available?   |  |  |  |  |  |  |  |  |
| X                    |    | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |  |  |  |  |  |  |  |  |
|                      | UD | 13. Will there be a problem of housing within financial means?   |  |  |  |  |  |  |  |  |
| X                    |    | 14. Are suitable business sites available (list source).   |  |  |  |  |  |  |  |  |
|                      |    | 15. Number months estimated to complete RELOCATION? <b>18-24 months</b>  |  |  |  |  |  |  |  |  |

|                    |          |                        |
|--------------------|----------|------------------------|
|                    | 12/10/14 |                        |
| Right of Way Agent | Date     | Relocation Coordinator |
|                    |          | Date                   |



**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
ORANGE – SEGMENT 3**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, one of the non-profit displacees is the Garner Volunteer Fire Department, Inc. (Parcel 450). It is likely that the services provided by this station will have to be reestablished elsewhere before this station can be closed. While options may be available to accomplish this, for planning and project scheduling purposes, assume that a new station will have to be built. Early coordination with this displacee will be critical due to the complexity and time required for relocation. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for residential displacees and that alternative housing, such as the build option, will not be a factor.
2. Parcel 445 is owned and occupied by Juniper Level Baptist Church. While the building itself is not impacted, the proposed right-of-way line is at the front steps. There are significant impacts to parking, loss of a monument sign, and impacts to the well and septic system. There may be options to cure the site, but given the extent of the impacts, it is presumed that this property will no longer function for or provide utility to the current owner. This church is estimated to have 200+ members and does appear to be a minority congregation.
3. The Garner Volunteer Fire Department, Inc. owns and occupies Parcel 450. Their services will need to be reestablished elsewhere before this station is closed.
4. The fire department mentioned above is identified as a displaced business for this question in order to bring attention to the need to replace these services within the immediate area. Garner Volunteer Fire and Rescue is a combined department operating out of four stations and appears to have a total of 75+ staff and volunteers.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
ORANGE – SEGMENT 3**

Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.

9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.
12. This segment will necessitate the relocation of 58 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
14. There are vacant sites within the study area that could accommodate both the church and the fire station. However, both of these entities will have a limited radius in which to relocate. Potential sites were identified by field inspection and through loopnet.com.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |                 |           |        |           |
|-------------------------|--|--------|-----------------|-----------|--------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake & Johnston | Alternate | Orange | Segment 4 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829         |           |        |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |                 |           |        |           |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |          |            |          |                        |             |          |           |  |
|----------------------|--------|---------|-------|------------|-------------------|----------|------------|----------|------------------------|-------------|----------|-----------|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M   | 25-35M     | 35-50M   | 50 UP                  |             |          |           |  |
| Residential          | 5      | 2       | 7     | 0          | 0                 | 0        | 0          | 1        | 6                      |             |          |           |  |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |          |            |          | DSS DWELLING AVAILABLE |             |          |           |  |
| Farms                | 0      | 0       | 0     | 0          | Owners            |          | Tenants ** |          | For Sale               |             | For Rent |           |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0        | \$ 0-150   | 0        | 0-20M                  | 0           | \$ 0-150 | 0         |  |
|                      |        |         |       |            | 20-40M            | 0        | 150-250    | 0        | 20-40M                 | 0           | 150-250  | 0         |  |
|                      |        |         |       |            | 40-70M            | 0        | 250-400    | 0        | 40-70M                 | 0           | 250-400  | 0         |  |
|                      |        |         |       |            | 70-100M           | 2        | 400-600    | 0        | 70-100M                | 10          | 400-600  | 1         |  |
|                      |        |         |       |            | 100 UP            | 3        | 600 UP     | 2        | 100 UP                 | 1140        | 600 UP   | 57        |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>5</b> |            | <b>2</b> |                        | <b>1150</b> |          | <b>58</b> |  |

| ANSWER ALL QUESTIONS |     |  | REMARKS (Respond by number)  |  |  |  |  |  |  |  |
|----------------------|-----|--|--|--|--|--|--|--|--|--|
| Yes                  | No  | Explain all "YES" answers.   |  |  |  |  |  |  |  |  |
|                      | UD  | 1. Will special relocation services be necessary?  | <p style="font-size: 1.2em; margin: 0;"><b>See the 15 E Addendum for Remarks</b></p> |  |  |  |  |  |  |  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |  |  |  |  |  |  |  |  |
| X                    |     | 3. Will business services still be available after project?  |  |  |  |  |  |  |  |  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.               |  |  |  |  |  |  |  |  |
|                      | X   | 5. Will relocation cause a housing shortage?   |  |  |  |  |  |  |  |  |
|                      |     | 6. Source for available housing (list).  |  |  |  |  |  |  |  |  |
|                      | UD  | 7. Will additional housing programs be needed?   |  |  |  |  |  |  |  |  |
| X                    |     | 8. Should Last Resort Housing be considered?   |  |  |  |  |  |  |  |  |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?  |  |  |  |  |  |  |  |  |
|                      | X   | 10. Will public housing be needed for project?   |  |  |  |  |  |  |  |  |
| X                    |     | 11. Is public housing available?   |  |  |  |  |  |  |  |  |
| X                    |     | 12. Is it felt there will be adequate DSS housing available during relocation period?  |  |  |  |  |  |  |  |  |
|                      | UD  | 13. Will there be a problem of housing within financial means?   |  |  |  |  |  |  |  |  |
|                      | N/A | 14. Are suitable business sites available (list source).   |  |  |  |  |  |  |  |  |
|                      |     | 15. Number months estimated to complete RELOCATION? <span style="border: 1px solid black; padding: 2px;">12-18 months</span> |  |  |  |  |  |  |  |  |

|   |  |
|---|--|
| <p style="text-align: center;">Date <u>12/10/14</u></p> | <p style="text-align: center;">Relocation Coordinator _____ Date _____</p> |
| Right of Way Agent                                      |  |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
ORANGE – SEGMENT 4**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
ORANGE – SEGMENT 4**

12. This segment will necessitate the relocation of 7 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |        |           |     |           |
|-------------------------|--|--------|--------|-----------|-----|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake   | Alternate | Red | Segment 1 |
| T.I.P. No.:             | R-2721   | R-2828 | R-2829 |           |     |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |        |           |     |           |

| ESTIMATED DISPLACED         |        |                                   |   |            | INCOME LEVEL                             |          |            |           |                        |            |          |           |  |
|-----------------------------|--------|-----------------------------------|---|------------|--|----------|------------|-----------|------------------------|------------|----------|-----------|--|
| Type of Displacees          | Owners | Tenants                           | Total   | Minorities | 0-15M                                    | 15-25M   | 25-35M     | 35-50M    | 50 UP                  |            |          |           |  |
| Residential                 | 9      | 10                                | 19  | 0          | 0  | 0        | 0          | 8         | 11                     |            |          |           |  |
| Businesses                  | 1      | 2                                 | 3   | 0          | VALUE OF DWELLING                        |          |            |           | DSS DWELLING AVAILABLE |            |          |           |  |
| Farms                       | 0      | 0                                 | 0   | 0          | Owners                                   |          | Tenants ** |           | For Sale               |            | For Rent |           |  |
| Non-Profit                  | 0      | 0                                 | 0   | 0          | 0-20M                                    | 0        | \$ 0-150   | 0         | 0-20M                  | 0          | \$ 0-150 | 0         |  |
| <b>ANSWER ALL QUESTIONS</b> |        |                                   |   |            | 20-40M                                   | 0        | 150-250    | 0         | 20-40M                 | 0          | 150-250  | 0         |  |
| Yes                         | No     | <i>Explain all "YES" answers.</i> |   |            | 40-70M                                   | 0        | 250-400    | 0         | 40-70M                 | 27         | 250-400  | 0         |  |
|                             | UD     | 1.                                | Will special relocation services be necessary?  |            | 70-100M                                  | 0        | 400-600    | 0         | 70-100M                | 330        | 400-600  | 26        |  |
|                             | X      | 2.                                | Will schools or churches be affected by displacement?   |            | 100 UP                                   | 9        | 600 UP     | 10        | 100 UP                 | 297        | 600 UP   | 23        |  |
| X                           |        | 3.                                | Will business services still be available after project?  |            | <b>TOTAL</b>                             | <b>9</b> |            | <b>10</b> |                        | <b>654</b> |          | <b>49</b> |  |
| X                           |        | 4.                                | Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |            | <b>REMARKS (Respond by Number)</b>       |          |            |           |                        |            |          |           |  |
|                             | X      | 5.                                | Will relocation cause a housing shortage?   |            | <b>See the 15 E Addendum for Remarks</b> |          |            |           |                        |            |          |           |  |
|                             |        | 6.                                | Source for available housing (list).  |            |  |          |            |           |                        |            |          |           |  |
|                             | X      | 7.                                | Will additional housing programs be needed?   |            |  |          |            |           |                        |            |          |           |  |
| X                           |        | 8.                                | Should Last Resort Housing be considered?   |            |  |          |            |           |                        |            |          |           |  |
|                             | UD     | 9.                                | Are there large, disabled, elderly, etc. families?  |            |  |          |            |           |                        |            |          |           |  |
|                             | X      | 10.                               | Will public housing be needed for project?  |            |  |          |            |           |                        |            |          |           |  |
| X                           |        | 11.                               | Is public housing available?  |            |  |          |            |           |                        |            |          |           |  |
| X                           |        | 12.                               | Is it felt there will be adequate DSS housing available during relocation period?                           |            |  |          |            |           |                        |            |          |           |  |
|                             | UD     | 13.                               | Will there be a problem of housing within financial means?  |            |  |          |            |           |                        |            |          |           |  |
| X                           |        | 14.                               | Are suitable business sites available (list source).  |            |  |          |            |           |                        |            |          |           |  |
|                             |        | 15.                               | Number months estimated to complete RELOCATION?   |            | <b>12-24 months</b>                      |          |            |           |                        |            |          |           |  |

|                             |                  |  |                                 |               |
|-----------------------------|------------------|--|---------------------------------|---------------|
| _____<br>Right of Way Agent | 12/10/14<br>Date |  | _____<br>Relocation Coordinator | _____<br>Date |
|-----------------------------|------------------|--|---------------------------------|---------------|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 1**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
3. There are three businesses that may be impacted by this segment; a nursery, a gas station/convenience store, and a cell tower. Sufficient services will remain if the nursery and gas station/convenience store are unable to relocate within the immediate area. The cell tower is a more complicated displacement. This could have an impact on many businesses and government services in the area if the cell tower is not replaced within the immediate vicinity.
4. The business services being displaced are a new Sheetz gas station/convenience store (Parcel 34) and what appears to be a nursery (Parcel 14). Sheetz provides multiple services including a convenience store, restaurant, gas station, and ATM services. This Sheetz store is located at the NW corner of Fayetteville Road (US 401) and Ten-Ten Road. This is a 24/7 operation and the number of employees is estimated to be 15-20. This location may be salvaged if a new driveway connection to Fayetteville Road can be made at the southern property line adjacent to the Walgreens store. However, there also appears to be sites available that could accommodate a gas station/convenience store should they be required to relocate.

On Parcel 14 there is the presence of nursery activity; however, there is no verifiable business name. This may indicate that the nursery supports a landscaping business rather than being a retail outlet. It appears to be a family operation with probably only a few employees. The nursery may have a more difficult time staying in the immediate area. There are large, vacant tracts, but their availability and suitability for a nursery are more limited. There are also plenty of nursery resources available in the area. At least 10 nurseries were identified within a ten mile radius of the subject, including large retailers such as Lowe's, which is located 5.5 miles north on Fayetteville Road.

The cell tower (Parcel 26) will be a difficult and expensive displacement. Not only will the structure itself be impacted, but there will likely be multiple "tenants" who utilize the tower. It is not uncommon for a new tower to be constructed and service reestablished prior to removing the existing structure in order to avoid disruption of the services being provided. This could have a significant impact on the cost as well as the schedule for the project. An interview with the displacee is recommended before pursuing this alternative due to the unknowns involved, the costs associated with this type of move, and the potential impacts to the project schedule.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 1**

6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.
12. This segment will necessitate the relocation of 19 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.



**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 1**

13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
  
14. As noted in the field, there are vacant business sites available within the vicinity of this segment and along Fayetteville Road that could accommodate a gas station/convenience store. Additional commercial resources can also be found through LoopNet.com. However, as previously discussed, it will be more difficult for the nursery and the cell tower to find suitable replacement sites in the immediate area to meet their specific criteria.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |     |           |
|-------------------------|--|--------|---------|-----------|-----|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Red | Segment 2 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |     |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |     |           |

| ESTIMATED DISPLACEDS |        |         |       |            | INCOME LEVEL           |            |          |            |           |
|----------------------|--------|---------|-------|------------|------------------------|------------|----------|------------|-----------|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M                  | 15-25M     | 25-35M   | 35-50M     | 50 UP     |
| Residential          | 8      | 5       | 13    | 0          | 0                      | 0          | 0        | 6          | 7         |
| Businesses           | 0      | 3       | 3     | 0          | VALUE OF DWELLING      |            |          |            |           |
| Farms                | 0      | 0       | 0     | 0          | DSS DWELLING AVAILABLE |            |          |            |           |
| Non-Profit           | 0      | 0       | 0     | 0          | Owners                 | Tenants ** | For Sale | For Rent   |           |
|                      |        |         |       |            | 0-20M                  | \$ 0-150   | 0-20M    | \$ 0-150   | 0         |
|                      |        |         |       |            | 20-40M                 | 150-250    | 20-40M   | 150-250    | 0         |
|                      |        |         |       |            | 40-70M                 | 250-400    | 40-70M   | 27         | 250-400   |
|                      |        |         |       |            | 70-100M                | 400-600    | 70-100M  | 330        | 400-600   |
|                      |        |         |       |            | 100 UP                 | 600 UP     | 100 UP   | 297        | 600 UP    |
|                      |        |         |       |            | <b>TOTAL</b>           | <b>8</b>   | <b>5</b> | <b>654</b> | <b>49</b> |

| ANSWER ALL QUESTIONS |    |   |
|----------------------|----|---|
| Yes                  | No | Explain all "YES" answers.  |
|                      | UD | 1. Will special relocation services be necessary?   |
|                      | X  | 2. Will schools or churches be affected by displacement?  |
| X                    |    | 3. Will business services still be available after project?   |
| X                    |    | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.                |
|                      | X  | 5. Will relocation cause a housing shortage?  |
|                      |    | 6. Source for available housing (list).   |
|                      | X  | 7. Will additional housing programs be needed?  |
| X                    |    | 8. Should Last Resort Housing be considered?  |
|                      | UD | 9. Are there large, disabled, elderly, etc. families?   |
|                      | X  | 10. Will public housing be needed for project?  |
| X                    |    | 11. Is public housing available?  |
| X                    |    | 12. Is it felt there will be adequate DSS housing housing available during relocation period?                                 |
|                      | UD | 13. Will there be a problem of housing within financial means?  |
| X                    |    | 14. Are suitable business sites available (list source).  |
|                      |    | 15. Number months estimated to complete RELOCATION? <span style="border: 1px solid black; padding: 2px;">12- 18 months</span> |

**REMARKS (Respond by Number)**

See the 15 E Addendum for Remarks

|                    |          |                        |
|--------------------|----------|------------------------|
|                    | 12/10/14 |                        |
| Right of Way Agent | Date     | Relocation Coordinator |
|                    |          | Date                   |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 2**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
3. There are three business displacements on this segment; a gun/knife store, trailer rentals and sales, and an auto repair shop. The business services will not remain the same unless the affected owners and tenants are able to relocate within the project corridor. Two of the businesses appear to be owned by the same individual.
4. The businesses being displaced by this segment are Ralph's Gun & Knife store, Go Slow Tow Trailer Rental and Sales, and Bill's Auto repair shop. All three businesses are located on Parcel 40. It appears that Ralph's Gun & Knife and Go Slow Tow Trailer Rental and Sales are owned by the same entity. Their combined merchandise includes pig cookers, 55-gallon barrels, firearms, holsters, ammunition, jackhammers, swords, DVDs, trailers, trailer accessories, fax machines, credit card processors, and cooking supplies. It is estimated that these two businesses combined employ 2-3 people. Bill's Auto is a small, independent auto repair shop with two service bays. This business probably maintains just a couple of employees. A more in-depth inspection with the ability to obtain business surveys is needed to determine the correct employee status.

These businesses, while smaller and more specialized than other services in the area, rely heavily on the exposure they receive from their current location to support their business. Finding a similar situation that would allow them to maintain their current clientele within the immediate area could be problematic for all three business displacees. Both the gun/knife store and the auto repair shop will likely have restrictions associated with their location. If the gun/knife store and trailer business are in fact owned by one entity they will probably want to relocate to one location. Retail space, exposure, and outside storage areas will be a concern for these displacees.

6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 2**

8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.
12. This segment will necessitate the relocation of 13 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
14. The gun/knife store and trailer sales and rental businesses typically would not be too difficult to relocate and a few suitable replacements sites were noted in the vicinity of this segment. These two businesses specialize in certain equipment and services. Their current clientele will likely follow if they do not move too far from the subject location. However, the exposure they receive from their current location contributes significantly to their survival as a retail business. Potential obstacles for these two businesses will be finding a site that can accommodate both businesses, assuming they will relocate together, and location restrictions due to the merchandise they carry. Outside storage areas will also be a factor.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 2**

The auto repair shop will be challenged to find a suitable replacement site within the timeframe of a right-of-way project. This appears to be an older, established repair shop, which means they will likely encounter new codes and zoning restrictions during their move. Independent repair shops also tend to have loyal clientele, but with so many substitute services available in the immediate area, it will be difficult for them to maintain their current level of business if they have to move out of the area. The exposure they receive from their location is also a contributing factor to the survival of their business.

As noted in the field, there are vacant business sites available within the vicinity of this segment and along Fayetteville Road that could possibly accommodate all three of these businesses. Additional commercial resources can also be found through LoopNet.com. For the repair shop, the resources will likely be very limited. The gun/knife store and trailer sales and rentals will have more options; however, there may also be restrictions associated with their new location due to the products they sell.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |     |           |
|-------------------------|--|--------|---------|-----------|-----|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Red | Segment 3 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |     |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |     |           |

| ESTIMATED DISPLACEDS |        |         |       |            | INCOME LEVEL           |            |           |            |           |
|----------------------|--------|---------|-------|------------|------------------------|------------|-----------|------------|-----------|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M                  | 15-25M     | 25-35M    | 35-50M     | 50 UP     |
| Residential          | 218    | 24      | 242   | 0          | 0                      | 1          | 2         | 60         | 179       |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING      |            |           |            |           |
| Farms                | 0      | 0       | 0     | 0          | DSS DWELLING AVAILABLE |            |           |            |           |
| Non-Profit           | 1      | 0       | 1     | 0          | Owners                 | Tenants ** | For Sale  | For Rent   |           |
|                      |        |         |       |            | 0-20M                  | \$ 0-150   | 0-20M     | \$ 0-150   | 0         |
|                      |        |         |       |            | 20-40M                 | 150-250    | 20-40M    | 150-250    | 0         |
|                      |        |         |       |            | 40-70M                 | 250-400    | 40-70M    | 27         | 250-400   |
|                      |        |         |       |            | 70-100M                | 400-600    | 70-100M   | 330        | 400-600   |
|                      |        |         |       |            | 100 UP                 | 600 UP     | 100 UP    | 297        | 600 UP    |
|                      |        |         |       |            | <b>TOTAL</b>           | <b>218</b> | <b>24</b> | <b>654</b> | <b>49</b> |

| ANSWER ALL QUESTIONS |    |   |
|----------------------|----|---|
| Yes                  | No | Explain all "YES" answers.  |
|                      | UD | 1. Will special relocation services be necessary?   |
|                      | X  | 2. Will schools or churches be affected by displacement?  |
| X                    |    | 3. Will business services still be available after project?   |
| X                    |    | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.                          |
|                      | X  | 5. Will relocation cause a housing shortage?  |
|                      |    | 6. Source for available housing (list).   |
|                      | X  | 7. Will additional housing programs be needed?  |
| X                    |    | 8. Should Last Resort Housing be considered?  |
|                      | UD | 9. Are there large, disabled, elderly, etc. families?   |
|                      | X  | 10. Will public housing be needed for project?  |
| X                    |    | 11. Is public housing available?  |
| X                    |    | 12. Is it felt there will be adequate DSS housing housing available during relocation period?   |
|                      | UD | 13. Will there be a problem of housing within financial means?  |
|                      | X  | 14. Are suitable business sites available (list source).  |
|                      |    | 15. Number months estimated to complete RELOCATION? <span style="float: right; border: 1px solid black; padding: 2px;">36 months</span> |

**REMARKS (Respond by Number)**

See the 15 E Addendum for Remarks

|                    |          |                        |      |
|--------------------|----------|------------------------|------|
|                    | 12/10/14 |                        |      |
| Right of Way Agent | Date     | Relocation Coordinator | Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 3**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
4. There is one non-profit homeowner's association (Parcel 316) that is impacted by this segment. The site contains a new recreation center with a pool that serves the neighborhood. This lot is equivalent to approximately four home site lots. It does not appear that another site is available to reestablish this neighborhood feature and it will impact an additional 3-4 residences to acquire enough room to rebuild this facility. The loss of this facility will have an impact on the value of the remaining properties in the neighborhood.

There is a cell tower located on Parcel 227. However, it appears that there will be room to accommodate a driveway connection to Thompson Road to maintain access to this site. The property also abuts Timber Drive if an alternative driveway location is required. For the purposes of this report, it is assumed that access will be provided and the cell tower will not be impacted.

Parcel 351 is owned by the City of Garner and contains a sewer pump station. This parcel has not been included as a relocation parcel. Depending on how utilities are reestablished along the corridor, this pump station may or may not be needed in the future. For the purposes of this report, it is assumed that the sewer pump station will be addressed during the utility relocation process.

6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 3**

8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.
12. This segment will necessitate the relocation of 242 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment; however, additional housing resources in surrounding communities may be necessary to fully accommodate all displacees. Due to the number of single family homes being impacted, it is likely that new home construction will be needed for some of these displacees. A portion of those who are displaced will move out of the area or into a different living situation. The remaining residential displacees should be able to find suitable replacement housing within a 5-15 mile radius of their current location.. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.

The number of residential displacements identified here is quickly changing. New housing is currently being developed within the segment boundaries. Additional displacements will be impacted as the new homes are sold. Five residential developments will lose 20+ homes from their subdivisions. These types of impacts can have a significant trickle down effect for the surrounding community and local municipalities. Considerations may include a reduced property tax base and loss of other municipal revenues as well as impacts to school, voting, and public service districts such as police and fire protection. The loss of this many residences in the area will also have a significant impact on the surrounding business community, including non-profit organizations such as churches and fraternal organizations, since many of



**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 3**

these businesses/organizations are established to support residential neighborhoods. These are just a few of the potential impacts associated with this volume of residential displacements located within a limited area. Consideration should also be given to the impacts of the other segments within the corridor.

13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
14. The one non-residential displacement is a recreational facility for a homeowner's association. There does not appear to be any suitable replacement sites available to reestablish this facility.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |        |           |     |           |
|-------------------------|--|--------|--------|-----------|-----|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake   | Alternate | Red | Segment 4 |
| T.I.P. No.:             | R-2721   | R-2828 | R-2829 |           |     |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |        |           |     |           |

| ESTIMATED DISPLACED |        |         |       |            | INCOME LEVEL           |            |          |            |           |
|---------------------|--------|---------|-------|------------|------------------------|------------|----------|------------|-----------|
| Type of Displacees  | Owners | Tenants | Total | Minorities | 0-15M                  | 15-25M     | 25-35M   | 35-50M     | 50 UP     |
| Residential         | 3      | 3       | 6     | 0          | 0                      | 0          | 0        | 2          | 4         |
| Businesses          | 1      | 0       | 1     | 0          | VALUE OF DWELLING      |            |          |            |           |
| Farms               | 0      | 0       | 0     | 0          | DSS DWELLING AVAILABLE |            |          |            |           |
| Non-Profit          | 0      | 0       | 0     | 0          | Owners                 | Tenants ** | For Sale | For Rent   |           |
|                     |        |         |       |            | 0-20M                  | \$ 0-150   | 0-20M    | \$ 0-150   | 0         |
|                     |        |         |       |            | 20-40M                 | 150-250    | 20-40M   | 150-250    | 0         |
|                     |        |         |       |            | 40-70M                 | 250-400    | 40-70M   | 250-400    | 0         |
|                     |        |         |       |            | 70-100M                | 400-600    | 70-100M  | 400-600    | 26        |
|                     |        |         |       |            | 100 UP                 | 600 UP     | 100 UP   | 600 UP     | 23        |
|                     |        |         |       |            | <b>TOTAL</b>           | <b>3</b>   | <b>3</b> | <b>654</b> | <b>49</b> |

| ANSWER ALL QUESTIONS |    |  |
|----------------------|----|--|
| Yes                  | No | Explain all "YES" answers.   |
|                      | UD | 1. Will special relocation services be necessary?  |
|                      | X  | 2. Will schools or churches be affected by displacement?   |
| X                    |    | 3. Will business services still be available after project?  |
| X                    |    | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.                             |
|                      | X  | 5. Will relocation cause a housing shortage?   |
|                      |    | 6. Source for available housing (list).  |
|                      | X  | 7. Will additional housing programs be needed?   |
| X                    |    | 8. Should Last Resort Housing be considered?   |
|                      | UD | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X  | 10. Will public housing be needed for project?   |
| X                    |    | 11. Is public housing available?   |
| X                    |    | 12. Is it felt there will be adequate DSS housing available during relocation period?  |
|                      | UD | 13. Will there be a problem of housing within financial means?   |
| X                    |    | 14. Are suitable business sites available (list source).   |
|                      |    | 15. Number months estimated to complete RELOCATION? <span style="float: right; border: 1px solid black; padding: 2px;">12-18 months</span> |

**REMARKS (Respond by Number)**

**See the 15 E Addendum for Remarks**

|                    |                  |  |                        |      |
|--------------------|------------------|--|------------------------|------|
| Right of Way Agent | 12/10/14<br>Date |  | Relocation Coordinator | Date |
|--------------------|------------------|--|------------------------|------|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 4**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
3. There is one business being impacted by this segment; Penske Truck Rental. Available business services will remain the same even if this displacee relocates to another area.
4. The one business being displaced is Penske Truck Rental (Parcel 514), which is located in the Greenfield Business Park in the southeast quadrant of the I-40 and US 70 interchange. This location provides both personal and business rentals, including semi-tractors and trailers. They maintain regular business hours Monday-Saturday. It is estimated that this business supports 5-10 employees.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 4**

11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.
12. This segment will necessitate the relocation of 6 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
14. Penske Truck Rental (Parcel 514) is located in a new facility within the Greenfield Business Park. There are vacant lots within the business park that would allow the displacee to rebuild in their immediate area. Additional commercial resources can also be found through LoopNet.com. It is unlikely that this displacee will be able to relocate to an existing facility within their service area that will meet their needs. This needs to be considered in the project schedule.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |        |           |     |           |
|-------------------------|--|--------|--------|-----------|-----|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake   | Alternate | Red | Segment 5 |
| T.I.P. No.:             | R-2721   | R-2828 | R-2829 |           |     |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |        |           |     |           |

| ESTIMATED DISPLACED         |        |  |       |            | INCOME LEVEL                             |          |            |          |                        |            |          |           |  |
|-----------------------------|--------|--|-------|------------|--|----------|------------|----------|------------------------|------------|----------|-----------|--|
| Type of Displacees          | Owners | Tenants  | Total | Minorities | 0-15M                                    | 15-25M   | 25-35M     | 35-50M   | 50 UP                  |            |          |           |  |
| Residential                 | 1      | 2  | 3     | 0          | 0  | 0        | 0          | 1        | 2                      |            |          |           |  |
| Businesses                  | 0      | 2  | 2     | 0          | VALUE OF DWELLING                        |          |            |          | DSS DWELLING AVAILABLE |            |          |           |  |
| Farms                       | 0      | 0  | 0     | 0          | Owners                                   |          | Tenants ** |          | For Sale               |            | For Rent |           |  |
| Non-Profit                  | 0      | 0  | 0     | 0          | 0-20M                                    | 0        | \$ 0-150   | 0        | 0-20M                  | 0          | \$ 0-150 | 0         |  |
| <b>ANSWER ALL QUESTIONS</b> |        |  |       |            | 20-40M                                   | 0        | 150-250    | 0        | 20-40M                 | 0          | 150-250  | 0         |  |
| Yes                         | No     | <i>Explain all "YES" answers.</i>  |       |            | 40-70M                                   | 0        | 250-400    | 0        | 40-70M                 | 27         | 250-400  | 0         |  |
| X                           |        | 1. Will special relocation services be necessary?  |       |            | 70-100M                                  | 0        | 400-600    | 0        | 70-100M                | 330        | 400-600  | 26        |  |
|                             | X      | 2. Will schools or churches be affected by displacement?   |       |            | 100 UP                                   | 2        | 600 UP     | 1        | 100 UP                 | 297        | 600 UP   | 23        |  |
| X                           |        | 3. Will business services still be available after project?  |       |            | <b>TOTAL</b>                             | <b>2</b> |            | <b>1</b> |                        | <b>654</b> |          | <b>49</b> |  |
| X                           |        | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |       |            | <b>REMARKS (Respond by Number)</b>       |          |            |          |                        |            |          |           |  |
|                             | X      | 5. Will relocation cause a housing shortage?   |       |            | <b>See the 15 E Addendum for Remarks</b> |          |            |          |                        |            |          |           |  |
|                             | X      | 6. Source for available housing (list).  |       |            |  |          |            |          |                        |            |          |           |  |
|                             | X      | 7. Will additional housing programs be needed?   |       |            |  |          |            |          |                        |            |          |           |  |
| X                           |        | 8. Should Last Resort Housing be considered?   |       |            |  |          |            |          |                        |            |          |           |  |
|                             | UD     | 9. Are there large, disabled, elderly, etc. families?  |       |            |  |          |            |          |                        |            |          |           |  |
|                             | X      | 10. Will public housing be needed for project?   |       |            |  |          |            |          |                        |            |          |           |  |
| X                           |        | 11. Is public housing available?   |       |            |  |          |            |          |                        |            |          |           |  |
| X                           |        | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |       |            |  |          |            |          |                        |            |          |           |  |
|                             | UD     | 13. Will there be a problem of housing within financial means?   |       |            |  |          |            |          |                        |            |          |           |  |
| X                           |        | 14. Are suitable business sites available (list source).   |       |            |  |          |            |          |                        |            |          |           |  |
|                             |        | 15. Number months estimated to complete RELOCATION?  |       |            | <b>18-24 months</b>                      |          |            |          |                        |            |          |           |  |

|                             |                           |  |                                 |               |
|-----------------------------|---------------------------|--|---------------------------------|---------------|
| _____<br>Right of Way Agent | 12/10/14<br>_____<br>Date |  | _____<br>Relocation Coordinator | _____<br>Date |
|-----------------------------|---------------------------|--|---------------------------------|---------------|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 5**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, there is a medical facility that will be impacted by this segment. This facility will likely need specialized services for moving and reestablishing the medical equipment as well as for the transportation of pharmaceuticals. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
3. There are two businesses being impacted by this segment; Strategic Behavioral Center and Byrd's Auto Service. Strategic Behavioral Center is a specialized treatment center that provides services that are not easily replaced. The available services for this segment would not remain the same if they are unable to reestablish their facility within the immediate area. There are other auto service establishments in close proximity to this segment; therefore, these services will not be diminished.
4. Strategic Behavioral Center (Parcel 531) is a hospital which is a part of Strategic Behavioral Health's (SBH) national network of treatment and education programs. Strategic Behavioral Center is a new facility that opened in 2012 with 72 residential beds for children and adolescents and 20 acute beds. This is a facility treating adults and children in need of mental health and substance abuse care. The facility may employ over 50 staff physicians, nurses, administrative, housekeeping, security, and health care specialists based on the size of the facility. This parcel is located in the Greenfield Business Park and it is presumed that the facility could rebuild on another available parcel within the park. However, there are several concerns associated with this relocation. Their options are very limited and logically they would need to rebuild and fully furnish a new facility before moving out of the existing site. Even under the best circumstances, this move will be very disruptive for the patients and staff. The move may have to be completed in stages in order to transition small groups at a time. Caring for the patients before, during, and after the move is critical. In addition, there are special requirements for transporting pharmaceuticals. Some of the equipment may be able to be relocated but the medical equipment would likely require specialized movers with follow-up service/calibration of the equipment. This is a very complex, expensive, and time consuming relocation that could have a significant impact on the cost and schedule for this segment.

Byrd's Auto Service (Parcel 559) has provided comprehensive auto repair services in the Raleigh area since 1993, including general services for cars and trucks, undercar services, brakes, tires, engine & transmission, heating and cooling services, electrical services, and towing. They appear to have 8-10 full-time staff. Byrd's is located on E. Garner Road and there does appear to be vacant sites available in the area that could provide the same utility and exposure as their current location. One concern may be

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 5**

zoning restrictions due to the type of services being provided, including automotive repair and towing. Finding an existing structure that can accommodate the business would be more difficult and could require moving a greater distance or out of the immediate area.

6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 5**

12. This segment will necessitate the relocation of 3 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
14. There are vacant business sites available within the Greenfield Business Park should the medical facility wish to rebuild in the immediate area. There are also sites available in the vicinity of Byrd's Auto Service unless zoning restrictions become an issue. Alternative locations are available along the US 70 corridor and additional commercial resources can also be found through LoopNet.com.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.



# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |        |           |     |           |
|-------------------------|--|--------|--------|-----------|-----|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake   | Alternate | Red | Segment 6 |
| T.I.P. No.:             | R-2721   | R-2828 | R-2829 |           |     |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |        |           |     |           |

| ESTIMATED DISPLACED         |        |                                   |   |            | INCOME LEVEL                             |          |            |          |                        |            |          |           |  |
|-----------------------------|--------|-----------------------------------|---|------------|--|----------|------------|----------|------------------------|------------|----------|-----------|--|
| Type of Displacees          | Owners | Tenants                           | Total   | Minorities | 0-15M                                    | 15-25M   | 25-35M     | 35-50M   | 50 UP                  |            |          |           |  |
| Residential                 | 4      | 6                                 | 10  | 0          | 0  | 0        | 1          | 2        | 7                      |            |          |           |  |
| Businesses                  | 0      | 0                                 | 0   | 0          | VALUE OF DWELLING                        |          |            |          | DSS DWELLING AVAILABLE |            |          |           |  |
| Farms                       | 0      | 0                                 | 0   | 0          | Owners                                   |          | Tenants ** |          | For Sale               |            | For Rent |           |  |
| Non-Profit                  | 0      | 0                                 | 0   | 0          | 0-20M                                    | 0        | \$ 0-150   | 0        | 0-20M                  | 0          | \$ 0-150 | 0         |  |
| <b>ANSWER ALL QUESTIONS</b> |        |                                   |   |            | 20-40M                                   | 0        | 150-250    | 0        | 20-40M                 | 0          | 150-250  | 0         |  |
| Yes                         | No     | <i>Explain all "YES" answers.</i> |   |            | 40-70M                                   | 0        | 250-400    | 0        | 40-70M                 | 27         | 250-400  | 0         |  |
|                             | UD     | 1.                                | Will special relocation services be necessary?  |            | 70-100M                                  | 1        | 400-600    | 1        | 70-100M                | 330        | 400-600  | 26        |  |
|                             | X      | 2.                                | Will schools or churches be affected by displacement?   |            | 100 UP                                   | 3        | 600 UP     | 5        | 100 UP                 | 297        | 600 UP   | 23        |  |
| X                           |        | 3.                                | Will business services still be available after project?  |            | <b>TOTAL</b>                             | <b>4</b> |            | <b>6</b> |                        | <b>654</b> |          | <b>49</b> |  |
|                             | X      | 4.                                | Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |            | <b>REMARKS (Respond by Number)</b>       |          |            |          |                        |            |          |           |  |
|                             | X      | 5.                                | Will relocation cause a housing shortage?   |            | <b>See the 15 E Addendum for Remarks</b> |          |            |          |                        |            |          |           |  |
|                             |        | 6.                                | Source for available housing (list).  |            |  |          |            |          |                        |            |          |           |  |
|                             | X      | 7.                                | Will additional housing programs be needed?   |            |  |          |            |          |                        |            |          |           |  |
| X                           |        | 8.                                | Should Last Resort Housing be considered?   |            |  |          |            |          |                        |            |          |           |  |
|                             | UD     | 9.                                | Are there large, disabled, elderly, etc. families?  |            |  |          |            |          |                        |            |          |           |  |
|                             | X      | 10.                               | Will public housing be needed for project?  |            |  |          |            |          |                        |            |          |           |  |
| X                           |        | 11.                               | Is public housing available?  |            |  |          |            |          |                        |            |          |           |  |
| X                           |        | 12.                               | Is it felt there will be adequate DSS housing available during relocation period?                           |            |  |          |            |          |                        |            |          |           |  |
|                             | UD     | 13.                               | Will there be a problem of housing within financial means?  |            |  |          |            |          |                        |            |          |           |  |
|                             | N/A    | 14.                               | Are suitable business sites available (list source).  |            |  |          |            |          |                        |            |          |           |  |
|                             |        | 15.                               | Number months estimated to complete RELOCATION?   |            | <b>9-12 months</b>                       |          |            |          |                        |            |          |           |  |

|                    |                  |   |
|--------------------|------------------|---|
|                    | 12/10/14<br>Date | Relocation Coordinator _____ Date _____ |
| Right of Way Agent |                  |   |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 6**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 6**

12. This segment will necessitate the relocation of 10 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |        |           |     |           |
|-------------------------|--|--------|--------|-----------|-----|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake   | Alternate | Red | Segment 7 |
| T.I.P. No.:             | R-2721   | R-2828 | R-2829 |           |     |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |        |           |     |           |

| ESTIMATED DISPLACED |        |         |       |            | INCOME LEVEL           |            |          |            |           |
|---------------------|--------|---------|-------|------------|------------------------|------------|----------|------------|-----------|
| Type of Displacees  | Owners | Tenants | Total | Minorities | 0-15M                  | 15-25M     | 25-35M   | 35-50M     | 50 UP     |
| Residential         | 4      | 6       | 10    | 0          | 0                      | 0          | 1        | 2          | 7         |
| Businesses          | 0      | 0       | 0     | 0          | VALUE OF DWELLING      |            |          |            |           |
| Farms               | 0      | 0       | 0     | 0          | DSS DWELLING AVAILABLE |            |          |            |           |
| Non-Profit          | 0      | 0       | 0     | 0          | Owners                 | Tenants ** | For Sale | For Rent   |           |
|                     |        |         |       |            | 0-20M                  | \$ 0-150   | 0-20M    | \$ 0-150   | 0         |
|                     |        |         |       |            | 20-40M                 | 150-250    | 20-40M   | 150-250    | 0         |
|                     |        |         |       |            | 40-70M                 | 250-400    | 40-70M   | 250-400    | 0         |
|                     |        |         |       |            | 70-100M                | 400-600    | 70-100M  | 400-600    | 26        |
|                     |        |         |       |            | 100 UP                 | 600 UP     | 100 UP   | 600 UP     | 23        |
|                     |        |         |       |            | <b>TOTAL</b>           | <b>4</b>   | <b>6</b> | <b>654</b> | <b>49</b> |

| ANSWER ALL QUESTIONS |     |   |
|----------------------|-----|---|
| Yes                  | No  | Explain all "YES" answers.  |
|                      | UD  | 1. Will special relocation services be necessary?   |
|                      | X   | 2. Will schools or churches be affected by displacement?  |
| X                    |     | 3. Will business services still be available after project?   |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.                            |
|                      | X   | 5. Will relocation cause a housing shortage?  |
|                      |     | 6. Source for available housing (list).   |
|                      | X   | 7. Will additional housing programs be needed?  |
| X                    |     | 8. Should Last Resort Housing be considered?  |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?   |
|                      | X   | 10. Will public housing be needed for project?  |
| X                    |     | 11. Is public housing available?  |
| X                    |     | 12. Is it felt there will be adequate DSS housing available during relocation period?   |
|                      | UD  | 13. Will there be a problem of housing within financial means?  |
|                      | N/A | 14. Are suitable business sites available (list source).  |
|                      |     | 15. Number months estimated to complete RELOCATION? <span style="float: right; border: 1px solid black; padding: 2px;">9-12 months</span> |

**REMARKS (Respond by Number)**

**See the 15 E Addendum for Remarks**

|                    |                  |  |
|--------------------|------------------|--|
| Right of Way Agent | 12/10/14<br>Date | Relocation Coordinator _____<br>Date _____ |
|--------------------|------------------|--|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 7**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
RED – SEGMENT 7**

12. This segment will necessitate the relocation of 10 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |       |             |
|-------------------------|--|--------|---------|-----------|-------|-------------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Lilac | Segment O3L |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |       |             |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |       |             |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |           |          |           |                        |             |          |           |  |
|----------------------|--------|---------|-------|------------|-------------------|-----------|----------|-----------|------------------------|-------------|----------|-----------|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M    | 25-35M   | 35-50M    | 50 UP                  |             |          |           |  |
| Residential          | 12     | 10      | 22    | 0          | 0                 | 0         | 0        | 5         | 17                     |             |          |           |  |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |           |          |           | DSS DWELLING AVAILABLE |             |          |           |  |
| Farms                | 0      | 0       | 0     | 0          | Owners            |           | Tenants  |           | For Sale               |             | For Rent |           |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0         | \$ 0-150 | 0         | 0-20M                  | 0           | \$ 0-150 | 0         |  |
|                      |        |         |       |            | 20-40M            | 0         | 150-250  | 0         | 20-40M                 | 0           | 150-250  | 0         |  |
|                      |        |         |       |            | 40-70M            | 0         | 250-400  | 0         | 40-70M                 | 0           | 250-400  | 0         |  |
|                      |        |         |       |            | 70-100M           | 0         | 400-600  | 0         | 70-100M                | 9           | 400-600  | 1         |  |
|                      |        |         |       |            | 100 UP            | 12        | 600 UP   | 10        | 100 UP                 | 1140        | 600 UP   | 57        |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>12</b> |          | <b>10</b> |                        | <b>1149</b> |          | <b>58</b> |  |

| ANSWER ALL QUESTIONS |     |  |
|----------------------|-----|--|
| Yes                  | No  | Explain all "YES" answers.   |
|                      | UD  | 1. Will special relocation services be necessary?  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |
| X                    |     | 3. Will business services still be available after project?  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |
|                      | X   | 5. Will relocation cause a housing shortage?   |
|                      |     | 6. Source for available housing (list).  |
|                      | X   | 7. Will additional housing programs be needed?   |
| X                    |     | 8. Should Last Resort Housing be considered?   |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X   | 10. Will public housing be needed for project?   |
| X                    |     | 11. Is public housing available?   |
| X                    |     | 12. Is it felt there will be adequate DSS housing housing available during relocation period?                  |
|                      | UD  | 13. Will there be a problem of housing within financial means?   |
|                      | N/A | 14. Are suitable business sites available (list source).   |
|                      |     | 15. Number months estimated to complete RELOCATION? <b>12-18 months</b>  |

**REMARKS (Respond by number)**

|   |                        |   |
|---|------------------------|---|
| <p style="text-align: center;">Date <u>12/14/14</u></p> |                        | <p style="text-align: center;">Date _____</p> |
| Right of Way Agent                                      | Relocation Coordinator | Date  |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT O3L**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.



**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT O3L**

12. This segment will necessitate the relocation of 22 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |       |             |
|-------------------------|--|--------|---------|-----------|-------|-------------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Lilac | Segment OxL |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |       |             |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |       |             |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |           |          |          |                        |             |          |           |
|----------------------|--------|---------|-------|------------|-------------------|-----------|----------|----------|------------------------|-------------|----------|-----------|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M    | 25-35M   | 35-50M   | 50 UP                  |             |          |           |
| Residential          | 57     | 4       | 61    | 0          | 0                 | 0         | 6        | 12       | 43                     |             |          |           |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |           |          |          | DSS DWELLING AVAILABLE |             |          |           |
| Farms                | 0      | 0       | 0     | 0          | Owners            |           | Tenants  |          | For Sale               |             | For Rent |           |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0         | \$ 0-150 | 0        | 0-20M                  | 0           | \$ 0-150 | 0         |
|                      |        |         |       |            | 20-40M            | 0         | 150-250  | 0        | 20-40M                 | 0           | 150-250  | 0         |
|                      |        |         |       |            | 40-70M            | 0         | 250-400  | 0        | 40-70M                 | 0           | 250-400  | 0         |
|                      |        |         |       |            | 70-100M           | 1         | 400-600  | 0        | 70-100M                | 9           | 400-600  | 1         |
|                      |        |         |       |            | 100 UP            | 56        | 600 UP   | 4        | 100 UP                 | 1140        | 600 UP   | 57        |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>57</b> |          | <b>4</b> |                        | <b>1149</b> |          | <b>58</b> |

| ANSWER ALL QUESTIONS |     |  |
|----------------------|-----|--|
| Yes                  | No  | Explain all "YES" answers.   |
|                      | UD  | 1. Will special relocation services be necessary?  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |
| X                    |     | 3. Will business services still be available after project?  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |
|                      | X   | 5. Will relocation cause a housing shortage?   |
|                      |     | 6. Source for available housing (list).  |
|                      | X   | 7. Will additional housing programs be needed?   |
| X                    |     | 8. Should Last Resort Housing be considered?   |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X   | 10. Will public housing be needed for project?   |
| X                    |     | 11. Is public housing available?   |
| X                    |     | 12. Is it felt there will be adequate DSS housing housing available during relocation period?                  |
|                      | UD  | 13. Will there be a problem of housing within financial means?   |
|                      | N/A | 14. Are suitable business sites available (list source).   |
|                      |     | 15. Number months estimated to complete RELOCATION? <b>18-24 months</b>  |

**REMARKS (Respond by number)**

|                    |                  |                        |      |
|--------------------|------------------|------------------------|------|
|                    | 12/14/14<br>Date |                        | Date |
| Right of Way Agent |                  | Relocation Coordinator |      |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT OXL**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT OxL**

12. This segment will necessitate the relocation of 61 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |        |           |       |           |
|-------------------------|--|--------|--------|-----------|-------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake   | Alternate | Lilac | Segment 2 |
| T.I.P. No.:             | R-2721   | R-2828 | R-2829 |           |       |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |        |           |       |           |

| ESTIMATED DISPLACEES |        |   |       |            | INCOME LEVEL      |        |          |        |                        |      |          |    |  |
|----------------------|--------|---|-------|------------|-------------------|--------|----------|--------|------------------------|------|----------|----|--|
| Type of Displacees   | Owners | Tenants   | Total | Minorities | 0-15M             | 15-25M | 25-35M   | 35-50M | 50 UP                  |      |          |    |  |
| Residential          | 68     | 10  | 78    | 0          | 0                 | 0      | 0        | 8      | 70                     |      |          |    |  |
| Businesses           | 1      | 8   | 9     | 0          | VALUE OF DWELLING |        |          |        | DSS DWELLING AVAILABLE |      |          |    |  |
| Farms                | 0      | 0   | 0     | 0          | Owners            |        | Tenants  |        | For Sale               |      | For Rent |    |  |
| Non-Profit           | 0      | 0   | 0     | 0          | 0-20M             | 0      | \$ 0-150 | 0      | 0-20M                  | 0    | \$ 0-150 | 0  |  |
| ANSWER ALL QUESTIONS |        |   |       |            | 20-40M            | 0      | 150-250  | 0      | 20-40M                 | 0    | 150-250  | 0  |  |
| Yes                  | No     | <i>Explain all "YES" answers.</i>                           |       |            | 40-70M            | 0      | 250-400  | 0      | 40-70M                 | 0    | 250-400  | 0  |  |
|                      | UD     | 1. Will special relocation services be necessary?           |       |            | 70-100M           | 5      | 400-600  | 0      | 70-100M                | 9    | 400-600  | 1  |  |
|                      | X      | 2. Will schools or churches be affected by displacement?    |       |            | 100 UP            | 63     | 600 UP   | 10     | 100 UP                 | 1140 | 600 UP   | 57 |  |
|                      | X      | 3. Will business services still be available after project? |       |            | TOTAL             | 68     |          | 10     |                        | 1149 |          | 58 |  |

**REMARKS (Respond by number)**

|                             |                           |                                 |               |
|-----------------------------|---------------------------|---------------------------------|---------------|
| _____<br>Right of Way Agent | 12/14/14<br>_____<br>Date | _____<br>Relocation Coordinator | _____<br>Date |
|-----------------------------|---------------------------|---------------------------------|---------------|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT 2**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
  
3. There are nine businesses being displaced in this segment which are clustered at or near the intersection of Ten-Ten Road and Benson Road (NC 50). This will eliminate almost all of the services available along Benson Road from Timber Drive ~3.5 miles north to NC 42 ~3.5 miles south.
  
4. Five of the businesses being displaced are located on Parcel 144, which is improved with a small strip center, auto repair shop, and mini self-storage units. The businesses on this site all appear to be local “mom and pop” type of entities including:
  - Best Buy Grocery and Grill – 6-8 employees
  - Reality Workout Gym – 2-4 employees
  - Chanellos (restaurant) – 6-8 employees
  - Hills Auto Service – 2-3 employees
  - Fuel Depot – 4-6 employees
  - Turner Farms Mini Storage – 2-3 employees
    - Note: Turner Farms Mini Storage will involve 200+ personal property displacements. They have not been included as individual displacees for the purposes of this report; however, a cost has been added to the acquisition of this parcel to address the expenses associated with this type of displacement.

These businesses are locally owned and operated. Their clientele is primarily derived from the residential neighborhoods located along Benson Road. The ability to reestablish all of these businesses in the immediate area, and within the timeframe of a right-of-way project, will be difficult due to the limited business sites currently available.

The other businesses being displaced include a BP Service Station located on Parcel 132, Tart’s Grocery on Parcel 128, and a new Dollar General store located on Parcel 147. Tart’s Grocery appears to actually be a very small, local bar based on information found on the internet. It is unlikely that this business will be able to be reestablished in the immediate area, unless this very old and possibly historic building can be moved onto the remaining property. Like the businesses identified above, it will be difficult to reestablish these remaining businesses in the immediate area due to the limited business sites currently available. The BP station and Dollar General will likely have a better chance than the local entities. As national chains, they have more resources available to them and probably have experience with road projects impacting their businesses.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT 2**

- Tart’s Grocery (bar) – 1-2 employees
- BP Service Station – 8-10 employees
- Dollar General – 8-10 employees

It is unknown if any of these businesses are minority owned based on off-site field review of the subject businesses. Personal interviews of the displacees during the Needs Assessment Survey phase of the project will determine minority status.

6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT 2**

12. This segment will necessitate the relocation of 78 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
14. There are plenty of vacant sites along Benson Road; however, this is still a rural community and most of the vacant land is used for farming. Commercially developed sites along Benson Road are very limited. Very few, if any, of the displaced businesses will have an opportunity to relocate into an existing building in the immediate area. Commercial zoning is typically clustered at intersections in rural areas and there are only a few intersections along this stretch of road. Zoning/land use codes could have an impact on reestablishing the businesses on Benson Road. This will be more problematic for the local “mom and pop” businesses as they rely heavily on the surrounding neighborhoods for their clientele; and the services being offered are easily replaced within a five mile radius. Dollar General and the BP station will have more options to move to other nearby market areas. They are limited primarily by their own boundaries for competing locations. Potential sites were identified in the field and through loopnet.com, but as discussed above, it will be very difficult to reestablish these businesses along Benson Road within the timeframe of a right-of-way project.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner’s mailing address as listed in the County’s tax rolls.



# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |                 |           |
|-------------------------|--|--------|---------|-----------------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate Lilac | Segment 3 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |                 |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |                 |           |

| ESTIMATED DISPLACEDS |        |         |       |            | INCOME LEVEL      |         |          |        |                        |   |          |   |
|----------------------|--------|---------|-------|------------|-------------------|---------|----------|--------|------------------------|---|----------|---|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M  | 25-35M   | 35-50M | 50 UP                  |   |          |   |
| Residential          | 9      | 8       | 17    | 0          | 0                 | 0       | 2        | 5      | 10                     |   |          |   |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |         |          |        | DSS DWELLING AVAILABLE |   |          |   |
| Farms                | 0      | 0       | 0     | 0          | Owners            | Tenants | For Sale |        | For Rent               |   |          |   |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0       | \$ 0-150 | 0      | 0-20M                  | 0 | \$ 0-150 | 0 |

| ANSWER ALL QUESTIONS |    |                            |  |  |  |  |  |  |  |  |  |         |   |         |   |         |      |         |    |
|----------------------|----|----------------------------|--|--|--|--|--|--|--|--|--|---------|---|---------|---|---------|------|---------|----|
| Yes                  | No | Explain all "YES" answers. |  |  |  |  |  |  |  |  |  |         |   |         |   |         |      |         |    |
|                      | UD | 1.                         | Will special relocation services be necessary?           |  |  |  |  |  |  |  |  | 70-100M | 1 | 400-600 | 1 | 70-100M | 9    | 400-600 | 1  |
|                      | X  | 2.                         | Will schools or churches be affected by displacement?    |  |  |  |  |  |  |  |  | 100 UP  | 8 | 600 UP  | 7 | 100 UP  | 1140 | 600 UP  | 57 |
| X                    |    | 3.                         | Will business services still be available after project? |  |  |  |  |  |  |  |  | TOTAL   | 9 |         | 8 |         | 1149 |         | 58 |

**REMARKS (Respond by number)**

|                             |                           |  |                                 |               |
|-----------------------------|---------------------------|--|---------------------------------|---------------|
| _____<br>Right of Way Agent | 12/14/14<br>_____<br>Date |  | _____<br>Relocation Coordinator | _____<br>Date |
|-----------------------------|---------------------------|--|---------------------------------|---------------|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT 3**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT 3**

12. This segment will necessitate the relocation of 17 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |       |           |
|-------------------------|--|--------|---------|-----------|-------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Lilac | Segment 4 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |       |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |       |           |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |           |          |          |                        |             |          |           |  |
|----------------------|--------|---------|-------|------------|-------------------|-----------|----------|----------|------------------------|-------------|----------|-----------|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M    | 25-35M   | 35-50M   | 50 UP                  |             |          |           |  |
| Residential          | 78     | 9       | 87    | 0          | 0                 | 0         | 10       | 25       | 52                     |             |          |           |  |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |           |          |          | DSS DWELLING AVAILABLE |             |          |           |  |
| Farms                | 0      | 0       | 0     | 0          | Owners            |           | Tenants  |          | For Sale               |             | For Rent |           |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0         | \$ 0-150 | 0        | 0-20M                  | 0           | \$ 0-150 | 0         |  |
|                      |        |         |       |            | 20-40M            | 0         | 150-250  | 0        | 20-40M                 | 0           | 150-250  | 0         |  |
|                      |        |         |       |            | 40-70M            | 0         | 250-400  | 0        | 40-70M                 | 0           | 250-400  | 0         |  |
|                      |        |         |       |            | 70-100M           | 12        | 400-600  | 0        | 70-100M                | 9           | 400-600  | 1         |  |
|                      |        |         |       |            | 100 UP            | 66        | 600 UP   | 9        | 100 UP                 | 1140        | 600 UP   | 57        |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>78</b> |          | <b>9</b> |                        | <b>1149</b> |          | <b>58</b> |  |

| ANSWER ALL QUESTIONS |     |  |
|----------------------|-----|--|
| Yes                  | No  | Explain all "YES" answers.   |
|                      | UD  | 1. Will special relocation services be necessary?  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |
| X                    |     | 3. Will business services still be available after project?  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |
|                      | X   | 5. Will relocation cause a housing shortage?   |
|                      |     | 6. Source for available housing (list).  |
|                      | X   | 7. Will additional housing programs be needed?   |
| X                    |     | 8. Should Last Resort Housing be considered?   |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X   | 10. Will public housing be needed for project?   |
| X                    |     | 11. Is public housing available?   |
| X                    |     | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |
|                      | UD  | 13. Will there be a problem of housing within financial means?   |
|                      | N/A | 14. Are suitable business sites available (list source).   |
|                      |     | 15. Number months estimated to complete RELOCATION? <b>18-24 months</b>  |

| REMARKS (Respond by number) |  |
|-----------------------------|--|
|                             |  |

|                             |                  |  |                                 |               |
|-----------------------------|------------------|--|---------------------------------|---------------|
| _____<br>Right of Way Agent | 12/14/14<br>Date |  | _____<br>Relocation Coordinator | _____<br>Date |
|-----------------------------|------------------|--|---------------------------------|---------------|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT 4**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT 4**

12. This segment will necessitate the relocation of 87 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |        |           |       |           |
|-------------------------|--|--------|--------|-----------|-------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake   | Alternate | Lilac | Segment 5 |
| T.I.P. No.:             | R-2721   | R-2828 | R-2829 |           |       |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |        |           |       |           |

| ESTIMATED DISPLACEDS |        |         |       |            | INCOME LEVEL                                  |          |            |          |                        |          |
|----------------------|--------|---------|-------|------------|---|----------|------------|----------|------------------------|----------|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M   | 15-25M   | 25-35M     | 35-50M   | 50 UP                  |          |
| Residential          | 0      | 0       | 0     | 0          | 0   | 0        | 0          | 0        | 0                      |          |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING      DSS DWELLING AVAILABLE |          |            |          |                        |          |
| Farms                | 0      | 0       | 0     | 0          | Owners  |          | Tenants ** |          | For Sale      For Rent |          |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M   | 0        | \$ 0-150   | 0        | 0-20M                  | 0        |
|                      |        |         |       |            | 20-40M  | 0        | 150-250    | 0        | 20-40M                 | 0        |
|                      |        |         |       |            | 40-70M  | 0        | 250-400    | 0        | 40-70M                 | 0        |
|                      |        |         |       |            | 70-100M                                       | 0        | 400-600    | 0        | 70-100M                | 0        |
|                      |        |         |       |            | 100 UP  | 0        | 600 UP     | 0        | 100 UP                 | 0        |
|                      |        |         |       |            | <b>TOTAL</b>                                  | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b>               | <b>0</b> |

| ANSWER ALL QUESTIONS |     | Explain all "YES" answers.   |
|----------------------|-----|--|
| Yes                  | No  |  |
|                      | N/A | 1. Will special relocation services be necessary?  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |
| X                    |     | 3. Will business services still be available after project?  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |
|                      | X   | 5. Will relocation cause a housing shortage?   |
|                      |     | 6. Source for available housing (list).  |
|                      | X   | 7. Will additional housing programs be needed?   |
|                      | N/A | 8. Should Last Resort Housing be considered?   |
|                      | N/A | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X   | 10. Will public housing be needed for project?   |
|                      | N/A | 11. Is public housing available?   |
|                      | N/A | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |
|                      | N/A | 13. Will there be a problem of housing within financial means?   |
|                      | N/A | 14. Are suitable business sites available (list source).   |
|                      |     | 15. Number months estimated to complete RELOCATION? <b>N/A</b>   |

|                                       |  |  |  |  |  |  |  |  |  |
|---------------------------------------|--|--|--|--|--|--|--|--|--|
| <b>REMARKS (Respond by Number)</b>    |  |  |  |  |  |  |  |  |  |
| <b>NO RELOCATION FOR THIS SEGMENT</b> |  |  |  |  |  |  |  |  |  |

|                    |                  |                        |      |
|--------------------|------------------|------------------------|------|
|                    | 12/14/14<br>Date |                        |      |
| Right of Way Agent |                  | Relocation Coordinator | Date |

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |       |           |
|-------------------------|--|--------|---------|-----------|-------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Lilac | Segment 6 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |       |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |       |           |

| ESTIMATED DISPLACEES |        |  |       |            | INCOME LEVEL                          |        |          |        |                        |   |          |   |  |
|----------------------|--------|--|-------|------------|---------------------------------------|--------|----------|--------|------------------------|---|----------|---|--|
| Type of Displacees   | Owners | Tenants  | Total | Minorities | 0-15M                                 | 15-25M | 25-35M   | 35-50M | 50 UP                  |   |          |   |  |
| Residential          | 0      | 0  | 0     | 0          | 0                                     | 0      | 0        | 0      | 0                      |   |          |   |  |
| Businesses           | 0      | 0  | 0     | 0          | VALUE OF DWELLING                     |        |          |        | DSS DWELLING AVAILABLE |   |          |   |  |
| Farms                | 0      | 0  | 0     | 0          | Owners                                |        | Tenants  |        | For Sale               |   | For Rent |   |  |
| Non-Profit           | 0      | 0  | 0     | 0          | 0-20M                                 | 0      | \$ 0-150 | 0      | 0-20M                  | 0 | \$ 0-150 | 0 |  |
| ANSWER ALL QUESTIONS |        |  |       |            | 20-40M                                | 0      | 150-250  | 0      | 20-40M                 | 0 | 150-250  | 0 |  |
| Yes                  | No     | Explain all "YES" answers.   |       |            | 40-70M                                | 0      | 250-400  | 0      | 40-70M                 | 0 | 250-400  | 0 |  |
|                      | N/A    | 1. Will special relocation services be necessary?  |       |            | 70-100M                               | 0      | 400-600  | 0      | 70-100M                | 0 | 400-600  | 0 |  |
|                      | X      | 2. Will schools or churches be affected by displacement?   |       |            | 100 UP                                | 0      | 600 UP   | 0      | 100 UP                 | 0 | 600 UP   | 0 |  |
| X                    |        | 3. Will business services still be available after project?  |       |            | TOTAL                                 | 0      |          | 0      |                        | 0 |          | 0 |  |
|                      | X      | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |       |            | REMARKS (Respond by number)           |        |          |        |                        |   |          |   |  |
|                      | X      | 5. Will relocation cause a housing shortage?   |       |            | <b>NO RELOCATION FOR THIS SEGMENT</b> |        |          |        |                        |   |          |   |  |
|                      | X      | 6. Source for available housing (list).  |       |            |                                       |        |          |        |                        |   |          |   |  |
|                      | X      | 7. Will additional housing programs be needed?   |       |            |                                       |        |          |        |                        |   |          |   |  |
|                      | N/A    | 8. Should Last Resort Housing be considered?   |       |            |                                       |        |          |        |                        |   |          |   |  |
|                      | N/A    | 9. Are there large, disabled, elderly, etc. families?  |       |            |                                       |        |          |        |                        |   |          |   |  |
|                      | X      | 10. Will public housing be needed for project?   |       |            |                                       |        |          |        |                        |   |          |   |  |
|                      | N/A    | 11. Is public housing available?   |       |            |                                       |        |          |        |                        |   |          |   |  |
|                      | N/A    | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |       |            |                                       |        |          |        |                        |   |          |   |  |
|                      | N/A    | 13. Will there be a problem of housing within financial means?   |       |            |                                       |        |          |        |                        |   |          |   |  |
|                      | N/A    | 14. Are suitable business sites available (list source).   |       |            |                                       |        |          |        |                        |   |          |   |  |
|                      |        | 15. Number months estimated to complete RELOCATION?  |       |            |                                       |        |          |        |                        |   |          |   |  |
|                      |        | <b>N/A</b>   |       |            |                                       |        |          |        |                        |   |          |   |  |

|                    |                  |  |                        |      |
|--------------------|------------------|--|------------------------|------|
|                    | 12/14/14<br>Date |  | Relocation Coordinator | Date |
| Right of Way Agent |                  |  |                        |      |



# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |        |           |       |             |
|-------------------------|--|--------|--------|-----------|-------|-------------|
| WBS ELEMENT:            |  | COUNTY | Wake   | Alternate | Lilac | Segment G2L |
| T.I.P. No.:             | R-2721   | R-2828 | R-2829 |           |       |             |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |        |           |       |             |

| ESTIMATED DISPLACEES |        |  |       |            | INCOME LEVEL                      |        |          |        |                        |     |          |    |  |
|----------------------|--------|--|-------|------------|-----------------------------------|--------|----------|--------|------------------------|-----|----------|----|--|
| Type of Displacees   | Owners | Tenants  | Total | Minorities | 0-15M                             | 15-25M | 25-35M   | 35-50M | 50 UP                  |     |          |    |  |
| Residential          | 20     | 5  | 25    | 0          | 0                                 | 0      | 4        | 16     | 5                      |     |          |    |  |
| Businesses           | 1      | 1  | 2     | 0          | VALUE OF DWELLING                 |        |          |        | DSS DWELLING AVAILABLE |     |          |    |  |
| Farms                | 0      | 0  | 0     | 0          | Owners                            |        | Tenants  |        | For Sale               |     | For Rent |    |  |
| Non-Profit           | 0      | 0  | 0     | 0          | 0-20M                             | 0      | \$ 0-150 | 0      | 0-20M                  | 0   | \$ 0-150 | 0  |  |
| ANSWER ALL QUESTIONS |        |  |       |            | 20-40M                            | 0      | 150-250  | 0      | 20-40M                 | 0   | 150-250  | 0  |  |
| Yes                  | No     | Explain all "YES" answers.   |       |            | 40-70M                            | 0      | 250-400  | 0      | 40-70M                 | 0   | 250-400  | 0  |  |
|                      | UD     | 1. Will special relocation services be necessary?  |       |            | 70-100M                           | 3      | 400-600  | 2      | 70-100M                | 0   | 400-600  | 0  |  |
|                      | X      | 2. Will schools or churches be affected by displacement?   |       |            | 100 UP                            | 17     | 600 UP   | 3      | 100 UP                 | 507 | 600 UP   | 28 |  |
| X                    |        | 3. Will business services still be available after project?  |       |            | TOTAL                             | 20     |          | 5      |                        | 507 |          | 28 |  |
| X                    |        | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |       |            | REMARKS (Respond by number)       |        |          |        |                        |     |          |    |  |
|                      | X      | 5. Will relocation cause a housing shortage?   |       |            | See the 15 E Addendum for Remarks |        |          |        |                        |     |          |    |  |
|                      |        | 6. Source for available housing (list).  |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      | X      | 7. Will additional housing programs be needed?   |       |            |                                   |        |          |        |                        |     |          |    |  |
| X                    |        | 8. Should Last Resort Housing be considered?   |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      | UD     | 9. Are there large, disabled, elderly, etc. families?  |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      | X      | 10. Will public housing be needed for project?   |       |            |                                   |        |          |        |                        |     |          |    |  |
| X                    |        | 11. Is public housing available?   |       |            |                                   |        |          |        |                        |     |          |    |  |
| X                    |        | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      | UD     | 13. Will there be a problem of housing within financial means?   |       |            |                                   |        |          |        |                        |     |          |    |  |
| X                    |        | 14. Are suitable business sites available (list source).   |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      |        | 15. Number months estimated to complete RELOCATION?  |       |            | 12-18 months                      |        |          |        |                        |     |          |    |  |

|                    |                  |                        |      |
|--------------------|------------------|------------------------|------|
|                    | 12/14/14<br>Date |                        |      |
| Right of Way Agent |                  | Relocation Coordinator | Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT G2L**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
3. There are two businesses being displaced in this segment; however, these services are still available through other vendors in close proximity to the subject businesses (less than five miles).
4. American Metal & Parts, Inc. (Parcel G-047) is a scrap metal/recycling and auto parts enterprise. They enjoy a prominent location on US Highway 70, which may be a little difficult to duplicate due to zoning requirements. This third generation, family-owned and operated business has been at this location for 40+ years. They are estimated to have 5-6 employees.

Lee's Collision (Parcel G-058), as well as the property owner's residence, both occupy this site. This is small "mom & pop" automotive repair/collision shop that has been at this location since 1967. As with the metal recycling, relocation of this business may be somewhat difficult due to zoning requirements. This business also enjoys a prominent location on US Highway 70 which may be difficult for this small business owner to duplicate due to the development trends along this corridor. This business is estimated to employ 2-3 employees.

6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT G2L**

9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.
12. This segment will necessitate the relocation of 25 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
14. There are vacant sites within the study area that could accommodate these three businesses. The difficulty will be zoning and replacing the exposure that all three entities enjoy being located on US Highway 70. Potential sites were identified by field inspection and through loopnet.com.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |                 |           |       |             |
|-------------------------|--|--------|-----------------|-----------|-------|-------------|
| WBS ELEMENT:            |  | COUNTY | Wake & Johnston | Alternate | Lilac | Segment B1L |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829         |           |       |             |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |                 |           |       |             |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |          |          |          |                        |            |          |           |  |
|----------------------|--------|---------|-------|------------|-------------------|----------|----------|----------|------------------------|------------|----------|-----------|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M   | 25-35M   | 35-50M   | 50 UP                  |            |          |           |  |
| Residential          | 6      | 4       | 10    | 0          | 0                 | 0        | 0        | 3        | 7                      |            |          |           |  |
| Businesses           | 0      | 2       | 2     | 0          | VALUE OF DWELLING |          |          |          | DSS DWELLING AVAILABLE |            |          |           |  |
| Farms                | 0      | 1       | 1     | 0          | Owners            |          | Tenants  |          | For Sale               |            | For Rent |           |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0        | \$ 0-150 | 0        | 0-20M                  | 0          | \$ 0-150 | 0         |  |
|                      |        |         |       |            | 20-40M            | 0        | 150-250  | 0        | 20-40M                 | 0          | 150-250  | 0         |  |
|                      |        |         |       |            | 40-70M            | 0        | 250-400  | 0        | 40-70M                 | 2          | 250-400  | 0         |  |
|                      |        |         |       |            | 70-100M           | 0        | 400-600  | 0        | 70-100M                | 15         | 400-600  | 0         |  |
|                      |        |         |       |            | 100 UP            | 6        | 600 UP   | 4        | 100 UP                 | 321        | 600 UP   | 18        |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>6</b> |          | <b>4</b> |                        | <b>338</b> |          | <b>18</b> |  |

| ANSWER ALL QUESTIONS |    |  |
|----------------------|----|--|
| Yes                  | No | Explain all "YES" answers.   |
|                      | UD | 1. Will special relocation services be necessary?  |
|                      | X  | 2. Will schools or churches be affected by displacement?   |
| X                    |    | 3. Will business services still be available after project?  |
| X                    |    | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |
|                      | X  | 5. Will relocation cause a housing shortage?   |
|                      | X  | 6. Source for available housing (list).  |
|                      | X  | 7. Will additional housing programs be needed?   |
| X                    |    | 8. Should Last Resort Housing be considered?   |
|                      | UD | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X  | 10. Will public housing be needed for project?   |
| X                    |    | 11. Is public housing available?   |
| X                    |    | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |
|                      | UD | 13. Will there be a problem of housing within financial means?   |
| X                    |    | 14. Are suitable business sites available (list source).   |
|                      |    | 15. Number months estimated to complete RELOCATION? <b>12-18 months</b>  |

**REMARKS (Respond by number)**

**See the 15 E Addendum for Remarks**

|                    |                  |                        |      |
|--------------------|------------------|------------------------|------|
|                    | 12/14/14<br>Date |                        |      |
| Right of Way Agent |                  | Relocation Coordinator | Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT B1L**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
3. Two used car dealerships located on US 70 will likely be displaced due to loss of parking and display areas. New and used car dealerships will still be available within the study area. The data research indicates that there are nine dealerships located on US 70 Business Highway in Clayton, North Carolina, which will be available for services.
4. There are four business tenants on Parcel 38. Based on the proposed plans, two of the businesses will likely be affected by the project and may be eligible for relocation. Cloud 9 Auto Sales and Car Arena are two used car dealerships located on Parcel 38. The acquisition will affect the frontage of both dealerships as a strip take. The businesses both utilize the frontage as display area for approximately 13 automobiles each. The office structures on the site are not affected by the proposed acquisition. Based on the size of the businesses, they both appear to have 3-5 employees. Should the property owner be unable to reconfigure the current site for display, it may be necessary to offer relocation assistance to these two used car dealerships.

There are two hog houses in the area of acquisition on Parcel 24, which is owned by the NC Department of Agriculture. They also own Parcel 28, which is adjacent and contiguous to Parcel 24. It is likely the displacee will be able to relocate the livestock to another facility, but that will depend on the operation involved at this site. A more extensive inspection at a later stage in the project will be needed to determine the extent of relocation advisory assistance required for this parcel.

6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
LILAC – SEGMENT B1L**

Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.

9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.
12. This segment will necessitate the relocation of 10 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
14. There are vacant sites within the study area that could accommodate these two businesses. Potential sites were identified by field inspection and through loopnet.com.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |       |           |
|-------------------------|--|--------|---------|-----------|-------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Green | Segment 1 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |       |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |       |           |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |          |            |          |                        |          |          |          |  |  |
|----------------------|--------|---------|-------|------------|-------------------|----------|------------|----------|------------------------|----------|----------|----------|--|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M   | 25-35M     | 35-50M   | 50 UP                  |          |          |          |  |  |
| Residential          | 0      | 0       | 0     | 0          | 0                 | 0        | 0          | 0        | 0                      |          |          |          |  |  |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |          |            |          | DSS DWELLING AVAILABLE |          |          |          |  |  |
| Farms                | 0      | 0       | 0     | 0          | Owners            |          | Tenants ** |          | For Sale               |          | For Rent |          |  |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0        | \$ 0-150   | 0        | 0-20M                  | 0        | \$ 0-150 | 0        |  |  |
|                      |        |         |       |            | 20-40M            | 0        | 150-250    | 0        | 20-40M                 | 0        | 150-250  | 0        |  |  |
|                      |        |         |       |            | 40-70M            | 0        | 250-400    | 0        | 40-70M                 | 0        | 250-400  | 0        |  |  |
|                      |        |         |       |            | 70-100M           | 0        | 400-600    | 0        | 70-100M                | 0        | 400-600  | 0        |  |  |
|                      |        |         |       |            | 100 UP            | 0        | 600 UP     | 0        | 100 UP                 | 0        | 600 UP   | 0        |  |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b>               | <b>0</b> | <b>0</b> | <b>0</b> |  |  |

| ANSWER ALL QUESTIONS |     |  | REMARKS (Respond by number)           |  |  |  |  |  |  |  |
|----------------------|-----|--|---------------------------------------|--|--|--|--|--|--|--|
| Yes                  | No  | Explain all "YES" answers.   | <b>NO RELOCATION FOR THIS SEGMENT</b> |  |  |  |  |  |  |  |
|                      | X   | 1. Will special relocation services be necessary?  |                                       |  |  |  |  |  |  |  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |                                       |  |  |  |  |  |  |  |
| X                    |     | 3. Will business services still be available after project?  |                                       |  |  |  |  |  |  |  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |                                       |  |  |  |  |  |  |  |
|                      | X   | 5. Will relocation cause a housing shortage?   |                                       |  |  |  |  |  |  |  |
|                      |     | 6. Source for available housing (list).  |                                       |  |  |  |  |  |  |  |
|                      | X   | 7. Will additional housing programs be needed?   |                                       |  |  |  |  |  |  |  |
|                      | N/A | 8. Should Last Resort Housing be considered?   |                                       |  |  |  |  |  |  |  |
|                      | N/A | 9. Are there large, disabled, elderly, etc. families?  |                                       |  |  |  |  |  |  |  |
|                      | N/A | 10. Will public housing be needed for project?   |                                       |  |  |  |  |  |  |  |
|                      | N/A | 11. Is public housing available?   |                                       |  |  |  |  |  |  |  |
|                      | N/A | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |                                       |  |  |  |  |  |  |  |
|                      | N/A | 13. Will there be a problem of housing within financial means?   |                                       |  |  |  |  |  |  |  |
|                      | N/A | 14. Are suitable business sites available (list source).   |                                       |  |  |  |  |  |  |  |
|                      |     | 15. Number months estimated to complete<br><b>RELOCATION?</b> <b>N/A</b>                                       |                                       |  |  |  |  |  |  |  |

|   |  |   |
|---|--|---|
| <p style="text-align: center;">Date      12/10/14</p> |  | <p style="text-align: center;">Relocation Coordinator      Date</p> |
| Right of Way Agent                                    |  |   |

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |       |           |
|-------------------------|--|--------|---------|-----------|-------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Green | Segment 2 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |       |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |       |           |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |           |            |          |                        |            |          |           |  |
|----------------------|--------|---------|-------|------------|-------------------|-----------|------------|----------|------------------------|------------|----------|-----------|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M    | 25-35M     | 35-50M   | 50 UP                  |            |          |           |  |
| Residential          | 20     | 8       | 28    | 0          | 0                 | 0         | 2          | 3        | 23                     |            |          |           |  |
| Businesses           | 1      | 2       | 3     | 0          | VALUE OF DWELLING |           |            |          | DSS DWELLING AVAILABLE |            |          |           |  |
| Farms                | 0      | 0       | 0     | 0          | Owners            |           | Tenants ** |          | For Sale               |            | For Rent |           |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0         | \$ 0-150   | 0        | 0-20M                  | 0          | \$ 0-150 | 0         |  |
|                      |        |         |       |            | 20-40M            | 0         | 150-250    | 0        | 20-40M                 | 0          | 150-250  | 0         |  |
|                      |        |         |       |            | 40-70M            | 0         | 250-400    | 0        | 40-70M                 | 0          | 250-400  | 0         |  |
|                      |        |         |       |            | 70-100M           | 0         | 400-600    | 3        | 70-100M                | 0          | 400-600  | 0         |  |
|                      |        |         |       |            | 100 UP            | 20        | 600 UP     | 5        | 100 UP                 | 507        | 600 UP   | 28        |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>20</b> |            | <b>8</b> |                        | <b>507</b> |          | <b>28</b> |  |

| ANSWER ALL QUESTIONS |    |  |
|----------------------|----|--|
| Yes                  | No | Explain all "YES" answers.   |
|                      | UD | 1. Will special relocation services be necessary?  |
|                      | X  | 2. Will schools or churches be affected by displacement?   |
| X                    |    | 3. Will business services still be available after project?  |
| X                    |    | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |
|                      | X  | 5. Will relocation cause a housing shortage?   |
|                      |    | 6. Source for available housing (list).  |
|                      | UD | 7. Will additional housing programs be needed?   |
| X                    |    | 8. Should Last Resort Housing be considered?   |
|                      | UD | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X  | 10. Will public housing be needed for project?   |
| X                    |    | 11. Is public housing available?   |
| X                    |    | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |
|                      | UD | 13. Will there be a problem of housing within financial means?   |
| X                    |    | 14. Are suitable business sites available (list source).   |
|                      |    | 15. Number months estimated to complete RELOCATION? <b>12-18 months</b>  |

**REMARKS (Respond by number)**

**See the 15 E Addendum for Remarks**

|                    |                  |  |                        |      |
|--------------------|------------------|--|------------------------|------|
|                    | 12/10/14<br>Date |  | Relocation Coordinator | Date |
| Right of Way Agent |                  |  |                        |      |



**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
GREEN – SEGMENT 2**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
3. There are three businesses being displaced in this segment; however, these services are still available through other vendors in close proximity to the subject businesses (less than five miles).
4. American Metal & Parts, Inc. (Parcel 047) is a scrap metal/recycling and auto parts enterprise. They enjoy a prominent location on US Highway 70, which may be a little difficult to duplicate due to zoning requirements. This third generation, family-owned and operated business has been at this location for 40+ years. They are estimated to have 5-6 employees.

Greenfield Housing Center (Parcel 054) is a sales center for modular homes. There are 11 units currently constructed on the site. Relocation services for this displacee may include moving the 11 structures as personal property/business inventory. This is a small enterprise estimated to support 2-4 employees at the sales center; however, there may be additional employees associated with the construction of the homes.

Lee's Collision (Parcel 058), as well as the property owner's residence, both occupy this site. This is small "mom & pop" automotive repair/collision shop that has been at this location since 1967. As with the metal recycling, relocation of this business may be somewhat difficult due to zoning requirements. This business also enjoys a prominent location on US Highway 70 which may be difficult for this small business owner to duplicate due to the development trends along this corridor. This business is estimated to employ 2-3 employees.

6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
GREEN – SEGMENT 2**

8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.
12. This segment will necessitate the relocation of 28 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
14. There are vacant sites within the study area that could accommodate these three businesses. The difficulty will be zoning and replacing the exposure that all three entities enjoy being located on US Highway 70. Potential sites were identified by field inspection and through loopnet.com.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |       |           |
|-------------------------|--|--------|---------|-----------|-------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Green | Segment 3 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |       |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |       |           |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |           |            |          |                        |            |          |           |  |
|----------------------|--------|---------|-------|------------|-------------------|-----------|------------|----------|------------------------|------------|----------|-----------|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M    | 25-35M     | 35-50M   | 50 UP                  |            |          |           |  |
| Residential          | 10     | 1       | 11    | 0          | 0                 | 0         | 0          | 3        | 8                      |            |          |           |  |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |           |            |          | DSS DWELLING AVAILABLE |            |          |           |  |
| Farms                | 0      | 0       | 0     | 0          | Owners            |           | Tenants ** |          | For Sale               |            | For Rent |           |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0         | \$ 0-150   | 0        | 0-20M                  | 0          | \$ 0-150 | 0         |  |
|                      |        |         |       |            | 20-40M            | 0         | 150-250    | 0        | 20-40M                 | 0          | 150-250  | 0         |  |
|                      |        |         |       |            | 40-70M            | 0         | 250-400    | 0        | 40-70M                 | 0          | 250-400  | 0         |  |
|                      |        |         |       |            | 70-100M           | 0         | 400-600    | 0        | 70-100M                | 0          | 400-600  | 0         |  |
|                      |        |         |       |            | 100 UP            | 10        | 600 UP     | 1        | 100 UP                 | 507        | 600 UP   | 28        |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>10</b> |            | <b>1</b> |                        | <b>507</b> |          | <b>28</b> |  |

| ANSWER ALL QUESTIONS |     |  |
|----------------------|-----|--|
| Yes                  | No  | Explain all "YES" answers.   |
|                      | UD  | 1. Will special relocation services be necessary?  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |
| X                    |     | 3. Will business services still be available after project?  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |
|                      | X   | 5. Will relocation cause a housing shortage?   |
|                      | X   | 6. Source for available housing (list).  |
|                      | X   | 7. Will additional housing programs be needed?   |
| X                    |     | 8. Should Last Resort Housing be considered?   |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X   | 10. Will public housing be needed for project?   |
| X                    |     | 11. Is public housing available?   |
| X                    |     | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |
|                      | UD  | 13. Will there be a problem of housing within financial means?   |
|                      | N/A | 14. Are suitable business sites available (list source).   |
|                      |     | 15. Number months estimated to complete RELOCATION? <b>9-12 months</b>   |

**REMARKS (Respond by number)**

**See the 15 E Addendum for Remarks**

|                    |          |  |                        |      |
|--------------------|----------|--|------------------------|------|
|                    | 12/10/14 |  |                        |      |
| Right of Way Agent | Date     |  | Relocation Coordinator | Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
GREEN – SEGMENT 3**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project. However, given the number of residential displacements in this segment it is likely that any or all three of these categories of displacees will be present.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
GREEN – SEGMENT 3**

12. This segment will necessitate the relocation of 11 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |       |           |
|-------------------------|--|--------|---------|-----------|-------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Green | Segment 4 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |       |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |       |           |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |          |            |          |                        |            |          |           |  |
|----------------------|--------|---------|-------|------------|-------------------|----------|------------|----------|------------------------|------------|----------|-----------|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M   | 25-35M     | 35-50M   | 50 UP                  |            |          |           |  |
| Residential          | 0      | 1       | 1     | 0          | 0                 | 0        | 1          | 0        | 0                      |            |          |           |  |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |          |            |          | DSS DWELLING AVAILABLE |            |          |           |  |
| Farms                | 0      | 0       | 0     | 0          | Owners            |          | Tenants ** |          | For Sale               |            | For Rent |           |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0        | \$ 0-150   | 0        | 0-20M                  | 0          | \$ 0-150 | 0         |  |
|                      |        |         |       |            | 20-40M            | 0        | 150-250    | 0        | 20-40M                 | 0          | 150-250  | 0         |  |
|                      |        |         |       |            | 40-70M            | 0        | 250-400    | 0        | 40-70M                 | 0          | 250-400  | 0         |  |
|                      |        |         |       |            | 70-100M           | 0        | 400-600    | 1        | 70-100M                | 0          | 400-600  | 0         |  |
|                      |        |         |       |            | 100 UP            | 0        | 600 UP     | 0        | 100 UP                 | 507        | 600 UP   | 28        |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>0</b> |            | <b>1</b> |                        | <b>507</b> |          | <b>28</b> |  |

| ANSWER ALL QUESTIONS |     |  |
|----------------------|-----|--|
| Yes                  | No  | Explain all "YES" answers.   |
|                      | UD  | 1. Will special relocation services be necessary?  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |
| X                    |     | 3. Will business services still be available after project?  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |
|                      | X   | 5. Will relocation cause a housing shortage?   |
|                      | X   | 6. Source for available housing (list).  |
|                      | X   | 7. Will additional housing programs be needed?   |
| X                    |     | 8. Should Last Resort Housing be considered?   |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X   | 10. Will public housing be needed for project?   |
| X                    |     | 11. Is public housing available?   |
| X                    |     | 12. Is it felt there will be adequate DSS housing housing available during relocation period?                  |
|                      | UD  | 13. Will there be a problem of housing within financial means?   |
|                      | N/A | 14. Are suitable business sites available (list source).   |
|                      |     | 15. Number months estimated to complete RELOCATION? <b>6-9 months</b>  |

**REMARKS (Respond by number)**

**See the 15 E Addendum for Remarks**

|                    |          |  |                        |      |
|--------------------|----------|--|------------------------|------|
|                    | 12/10/14 |  |                        |      |
| Right of Way Agent | Date     |  | Relocation Coordinator | Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
GREEN – SEGMENT 4**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project. However, given the number of residential displacements in this segment it is likely that any or all three of these categories of displacees will be present.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
GREEN – SEGMENT 4**

12. This segment will necessitate the relocation of 1 residential property. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.



# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |       |           |
|-------------------------|--|--------|---------|-----------|-------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Green | Segment 5 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |       |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |       |           |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |          |            |          |                        |            |          |           |  |
|----------------------|--------|---------|-------|------------|-------------------|----------|------------|----------|------------------------|------------|----------|-----------|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M   | 25-35M     | 35-50M   | 50 UP                  |            |          |           |  |
| Residential          | 9      | 4       | 13    | 0          | 0                 | 0        | 1          | 3        | 9                      |            |          |           |  |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |          |            |          | DSS DWELLING AVAILABLE |            |          |           |  |
| Farms                | 0      | 0       | 0     | 0          | Owners            |          | Tenants ** |          | For Sale               |            | For Rent |           |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0        | \$ 0-150   | 0        | 0-20M                  | 0          | \$ 0-150 | 0         |  |
|                      |        |         |       |            | 20-40M            | 0        | 150-250    | 0        | 20-40M                 | 0          | 150-250  | 0         |  |
|                      |        |         |       |            | 40-70M            | 0        | 250-400    | 0        | 40-70M                 | 0          | 250-400  | 0         |  |
|                      |        |         |       |            | 70-100M           | 1        | 400-600    | 1        | 70-100M                | 0          | 400-600  | 0         |  |
|                      |        |         |       |            | 100 UP            | 8        | 600 UP     | 3        | 100 UP                 | 507        | 600 UP   | 28        |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>9</b> |            | <b>4</b> |                        | <b>507</b> |          | <b>28</b> |  |

| ANSWER ALL QUESTIONS |     |  | REMARKS (Respond by number)              |  |  |  |  |  |  |  |
|----------------------|-----|--|--|--|--|--|--|--|--|--|
| Yes                  | No  | Explain all "YES" answers.   |  |  |  |  |  |  |  |  |
|                      | UD  | 1. Will special relocation services be necessary?  | <b>See the 15 E Addendum for Remarks</b> |  |  |  |  |  |  |  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |  |  |  |  |  |  |  |  |
| X                    |     | 3. Will business services still be available after project?  |  |  |  |  |  |  |  |  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |  |  |  |  |  |  |  |  |
|                      | X   | 5. Will relocation cause a housing shortage?   |  |  |  |  |  |  |  |  |
|                      |     | 6. Source for available housing (list).  |  |  |  |  |  |  |  |  |
|                      | X   | 7. Will additional housing programs be needed?   |  |  |  |  |  |  |  |  |
| X                    |     | 8. Should Last Resort Housing be considered?   |  |  |  |  |  |  |  |  |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?  |  |  |  |  |  |  |  |  |
|                      | X   | 10. Will public housing be needed for project?   |  |  |  |  |  |  |  |  |
| X                    |     | 11. Is public housing available?   |  |  |  |  |  |  |  |  |
| X                    |     | 12. Is it felt there will be adequate DSS housing housing available during relocation period?                  |  |  |  |  |  |  |  |  |
|                      | UD  | 13. Will there be a problem of housing within financial means?   |  |  |  |  |  |  |  |  |
|                      | N/A | 14. Are suitable business sites available (list source).   |  |  |  |  |  |  |  |  |
|                      |     | 15. Number months estimated to complete RELOCATION? <b>9-12 months</b>   |  |  |  |  |  |  |  |  |

|                             |                  |  |                                 |               |
|-----------------------------|------------------|--|---------------------------------|---------------|
| _____<br>Right of Way Agent | 12/10/14<br>Date |  | _____<br>Relocation Coordinator | _____<br>Date |
|-----------------------------|------------------|--|---------------------------------|---------------|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
GREEN – SEGMENT 5**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project. However, given the number of residential displacements in this segment it is likely that any or all three of these categories of displacees will be present.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
GREEN – SEGMENT 5**

12. This segment will necessitate the relocation of 13 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |       |           |
|-------------------------|--|--------|---------|-----------|-------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Green | Segment 6 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |       |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |       |           |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL             |          |                   |           |                               |            |                 |           |  |
|----------------------|--------|---------|-------|------------|--------------------------|----------|-------------------|-----------|-------------------------------|------------|-----------------|-----------|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M                    | 15-25M   | 25-35M            | 35-50M    | 50 UP                         |            |                 |           |  |
| Residential          | 2      | 13      | 15    | 0          | 0                        | 0        | 2                 | 9         | 4                             |            |                 |           |  |
| Businesses           | 0      | 3       | 3     | 0          | <b>VALUE OF DWELLING</b> |          |                   |           | <b>DSS DWELLING AVAILABLE</b> |            |                 |           |  |
| Farms                | 0      | 0       | 0     | 0          | <b>Owners</b>            |          | <b>Tenants **</b> |           | <b>For Sale</b>               |            | <b>For Rent</b> |           |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M                    | 0        | \$ 0-150          | 0         | 0-20M                         | 0          | \$ 0-150        | 0         |  |
|                      |        |         |       |            | 20-40M                   | 0        | 150-250           | 0         | 20-40M                        | 0          | 150-250         | 0         |  |
|                      |        |         |       |            | 40-70M                   | 0        | 250-400           | 0         | 40-70M                        | 0          | 250-400         | 0         |  |
|                      |        |         |       |            | 70-100M                  | 0        | 400-600           | 2         | 70-100M                       | 0          | 400-600         | 0         |  |
|                      |        |         |       |            | 100 UP                   | 2        | 600 UP            | 11        | 100 UP                        | 507        | 600 UP          | 28        |  |
|                      |        |         |       |            | <b>TOTAL</b>             | <b>2</b> |                   | <b>13</b> |                               | <b>507</b> |                 | <b>28</b> |  |

| ANSWER ALL QUESTIONS |    |  |
|----------------------|----|--|
| Yes                  | No | Explain all "YES" answers.   |
|                      | UD | 1. Will special relocation services be necessary?  |
|                      | X  | 2. Will schools or churches be affected by displacement?   |
| X                    |    | 3. Will business services still be available after project?  |
| X                    |    | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |
|                      | X  | 5. Will relocation cause a housing shortage?   |
|                      |    | 6. Source for available housing (list).  |
| X                    |    | 7. Will additional housing programs be needed?   |
| X                    |    | 8. Should Last Resort Housing be considered?   |
|                      | UD | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X  | 10. Will public housing be needed for project?   |
| X                    |    | 11. Is public housing available?   |
| X                    |    | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |
|                      | UD | 13. Will there be a problem of housing within financial means?   |
| X                    |    | 14. Are suitable business sites available (list source).   |
|                      |    | 15. Number months estimated to complete RELOCATION? <b>18-24 months</b>  |

**REMARKS (Respond by number)**

**See the 15 E Addendum for Remarks**

|                             |                           |                                 |               |
|-----------------------------|---------------------------|---------------------------------|---------------|
| _____<br>Right of Way Agent | 12/10/14<br>_____<br>Date | _____<br>Relocation Coordinator | _____<br>Date |
|-----------------------------|---------------------------|---------------------------------|---------------|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
GREEN – SEGMENT 6**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
3. There are three businesses being displaced in this segment; however, these services are still available through other vendors in close proximity to the subject businesses (less than five miles).
4. Alan's Towing & Recovery (Parcel 114) appears to have a fleet of towing trucks to accommodate almost any type of haul. They are a 24/7 operation and are estimated to have 8-10 employees, including drivers. Salvaged vehicles that will need to be relocated are also stored on the site.

Paul's Grill & Grocery (Parcel 115) provides multiple services including groceries, a grill, butcher, gas station, hardware, bait, and propane. Assuming they are a 24/7 operation and given the multiple services, they are estimated to have 10-15 employees.

An Exxon gas station/convenience store (Parcel 126) provides typical C-store services. They are open daily from 5 a.m. – Midnight and are estimated to have 8-10 employees.

6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
GREEN – SEGMENT 6**

10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.
12. This segment will necessitate the relocation of 15 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
14. There are vacant sites within the study area that could accommodate these three businesses. Zoning could be a complicating factor for Alan's Towing & Recovery in locating a replacement site. Potential sites were identified by field inspection and through loopnet.com.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |       |           |
|-------------------------|--|--------|---------|-----------|-------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Green | Segment 7 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |       |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |       |           |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |          |            |           |                        |            |          |           |  |
|----------------------|--------|---------|-------|------------|-------------------|----------|------------|-----------|------------------------|------------|----------|-----------|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M   | 25-35M     | 35-50M    | 50 UP                  |            |          |           |  |
| Residential          | 2      | 11      | 13    | 0          | 0                 | 3        | 8          | 2         | 0                      |            |          |           |  |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |          |            |           | DSS DWELLING AVAILABLE |            |          |           |  |
| Farms                | 0      | 0       | 0     | 0          | Owners            |          | Tenants ** |           | For Sale               |            | For Rent |           |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0        | \$ 0-150   | 0         | 0-20M                  | 0          | \$ 0-150 | 0         |  |
|                      |        |         |       |            | 20-40M            | 0        | 150-250    | 0         | 20-40M                 | 0          | 150-250  | 0         |  |
|                      |        |         |       |            | 40-70M            | 2        | 250-400    | 0         | 40-70M                 | 0          | 250-400  | 0         |  |
|                      |        |         |       |            | 70-100M           | 0        | 400-600    | 8         | 70-100M                | 0          | 400-600  | 0         |  |
|                      |        |         |       |            | 100 UP            | 0        | 600 UP     | 3         | 100 UP                 | 507        | 600 UP   | 28        |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>2</b> |            | <b>11</b> |                        | <b>507</b> |          | <b>28</b> |  |

| ANSWER ALL QUESTIONS |     |  | REMARKS (Respond by number)       |  |  |  |  |  |  |  |
|----------------------|-----|--|-----------------------------------|--|--|--|--|--|--|--|
| Yes                  | No  | Explain all "YES" answers.   | See the 15 E Addendum for Remarks |  |  |  |  |  |  |  |
|                      | UD  | 1. Will special relocation services be necessary?  |                                   |  |  |  |  |  |  |  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |                                   |  |  |  |  |  |  |  |
| X                    |     | 3. Will business services still be available after project?  |                                   |  |  |  |  |  |  |  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |                                   |  |  |  |  |  |  |  |
|                      | X   | 5. Will relocation cause a housing shortage?   |                                   |  |  |  |  |  |  |  |
|                      |     | 6. Source for available housing (list).  |                                   |  |  |  |  |  |  |  |
|                      | X   | 7. Will additional housing programs be needed?   |                                   |  |  |  |  |  |  |  |
| X                    |     | 8. Should Last Resort Housing be considered?   |                                   |  |  |  |  |  |  |  |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?  |                                   |  |  |  |  |  |  |  |
|                      | X   | 10. Will public housing be needed for project?   |                                   |  |  |  |  |  |  |  |
| X                    |     | 11. Is public housing available?   |                                   |  |  |  |  |  |  |  |
| X                    |     | 12. Is it felt there will be adequate DSS housing housing available during relocation period?                  |                                   |  |  |  |  |  |  |  |
|                      | UD  | 13. Will there be a problem of housing within financial means?   |                                   |  |  |  |  |  |  |  |
|                      | N/A | 14. Are suitable business sites available (list source).   |                                   |  |  |  |  |  |  |  |
|                      |     | 15. Number months estimated to complete RELOCATION? <b>9-12 months</b>   |                                   |  |  |  |  |  |  |  |

|                    |          |  |                        |      |
|--------------------|----------|--|------------------------|------|
|                    | 12/10/14 |  |                        |      |
| Right of Way Agent | Date     |  | Relocation Coordinator | Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
GREEN – SEGMENT 7**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project. However, given the number of residential displacements in this segment it is likely that any or all three of these categories of displacees will be present.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.



**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
GREEN – SEGMENT 7**

12. This segment will necessitate the relocation of 13 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |      |           |
|-------------------------|--|--------|---------|-----------|------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | MINT | Segment 1 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |      |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |      |           |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |          |            |          |                        |            |          |           |  |
|----------------------|--------|---------|-------|------------|-------------------|----------|------------|----------|------------------------|------------|----------|-----------|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M   | 25-35M     | 35-50M   | 50 UP                  |            |          |           |  |
| Residential          | 0      | 1       | 1     | 0          | 0                 | 0        | 1          | 0        | 0                      |            |          |           |  |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |          |            |          | DSS DWELLING AVAILABLE |            |          |           |  |
| Farms                | 0      | 1       | 1     | 0          | Owners            |          | Tenants ** |          | For Sale               |            | For Rent |           |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0        | \$ 0-150   | 0        | 0-20M                  | 0          | \$ 0-150 | 0         |  |
|                      |        |         |       |            | 20-40M            | 0        | 150-250    | 0        | 20-40M                 | 0          | 150-250  | 0         |  |
|                      |        |         |       |            | 40-70M            | 0        | 250-400    | 0        | 40-70M                 | 14         | 250-400  | 0         |  |
|                      |        |         |       |            | 70-100M           | 0        | 400-600    | 1        | 70-100M                | 20         | 400-600  | 0         |  |
|                      |        |         |       |            | 100 UP            | 0        | 600 UP     | 0        | 100 UP                 | 280        | 600 UP   | 24        |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>0</b> |            | <b>1</b> |                        | <b>314</b> |          | <b>24</b> |  |

| ANSWER ALL QUESTIONS |     |  | REMARKS (Respond by number)  |  |  |  |  |  |  |  |
|----------------------|-----|--|--|--|--|--|--|--|--|--|
| Yes                  | No  | Explain all "YES" answers.   |  |  |  |  |  |  |  |  |
|                      | UD  | 1. Will special relocation services be necessary?  | <p style="font-size: 1.2em; margin: 0;"><b>See the 15 E Addendum for Remarks</b></p> |  |  |  |  |  |  |  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |  |  |  |  |  |  |  |  |
| X                    |     | 3. Will business services still be available after project?  |  |  |  |  |  |  |  |  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |  |  |  |  |  |  |  |  |
|                      | X   | 5. Will relocation cause a housing shortage?   |  |  |  |  |  |  |  |  |
|                      |     | 6. Source for available housing (list).  |  |  |  |  |  |  |  |  |
|                      | X   | 7. Will additional housing programs be needed?   |  |  |  |  |  |  |  |  |
| X                    |     | 8. Should Last Resort Housing be considered?   |  |  |  |  |  |  |  |  |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?  |  |  |  |  |  |  |  |  |
|                      | X   | 10. Will public housing be needed for project?   |  |  |  |  |  |  |  |  |
| X                    |     | 11. Is public housing available?   |  |  |  |  |  |  |  |  |
| X                    |     | 12. Is it felt there will be adequate DSS housing housing available during relocation period?                  |  |  |  |  |  |  |  |  |
|                      | UD  | 13. Will there be a problem of housing within financial means?   |  |  |  |  |  |  |  |  |
|                      | N/A | 14. Are suitable business sites available (list source).   |  |  |  |  |  |  |  |  |
|                      |     | 15. Number months estimated to complete RELOCATION? <b>12-18 months</b>  |  |  |  |  |  |  |  |  |

|                    |          |  |                        |      |
|--------------------|----------|--|------------------------|------|
|                    | 12/05/14 |  |                        |      |
| Right of Way Agent | Date     |  | Relocation Coordinator | Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
MINT – SEGMENT 1**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project. However, given the number of residential displacements in this segment it is likely that any or all three of these categories of displacees will be present.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
MINT – SEGMENT 1**

12. This segment will necessitate the relocation of one residence and one farm. The home appears to be tenant occupied and for the purposes of this report, it is assumed that the tenant is also leasing the farm. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. There are many farms in the area; however, locating another residence with a farm that is for lease will be difficult. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |      |           |
|-------------------------|--|--------|---------|-----------|------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | MINT | Segment 2 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |      |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |      |           |

| ESTIMATED DISPLACEES |        |  |       |            | INCOME LEVEL                      |        |            |        |                        |     |          |    |  |
|----------------------|--------|--|-------|------------|-----------------------------------|--------|------------|--------|------------------------|-----|----------|----|--|
| Type of Displacees   | Owners | Tenants  | Total | Minorities | 0-15M                             | 15-25M | 25-35M     | 35-50M | 50 UP                  |     |          |    |  |
| Residential          | 7      | 8  | 15    | 0          | 0                                 | 0      | 1          | 6      | 8                      |     |          |    |  |
| Businesses           | 0      | 0  | 0     | 0          | VALUE OF DWELLING                 |        |            |        | DSS DWELLING AVAILABLE |     |          |    |  |
| Farms                | 0      | 0  | 0     | 0          | Owners                            |        | Tenants ** |        | For Sale               |     | For Rent |    |  |
| Non-Profit           | 0      | 0  | 0     | 0          | 0-20M                             | 0      | \$ 0-150   | 0      | 0-20M                  | 0   | \$ 0-150 | 0  |  |
| ANSWER ALL QUESTIONS |        |  |       |            | 20-40M                            | 0      | 150-250    | 0      | 20-40M                 | 0   | 150-250  | 0  |  |
| Yes                  | No     | Explain all "YES" answers.   |       |            | 40-70M                            | 0      | 250-400    | 0      | 40-70M                 | 2   | 250-400  | 0  |  |
|                      | UD     | 1. Will special relocation services be necessary?  |       |            | 70-100M                           | 0      | 400-600    | 1      | 70-100M                | 17  | 400-600  | 0  |  |
|                      | X      | 2. Will schools or churches be affected by displacement?   |       |            | 100 UP                            | 7      | 600 UP     | 7      | 100 UP                 | 287 | 600 UP   | 20 |  |
| X                    |        | 3. Will business services still be available after project?  |       |            | TOTAL                             | 7      |            | 8      |                        | 306 |          | 20 |  |
|                      | X      | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |       |            | REMARKS (Respond by number)       |        |            |        |                        |     |          |    |  |
|                      | X      | 5. Will relocation cause a housing shortage?   |       |            | See the 15 E Addendum for Remarks |        |            |        |                        |     |          |    |  |
|                      | X      | 6. Source for available housing (list).  |       |            |                                   |        |            |        |                        |     |          |    |  |
|                      | X      | 7. Will additional housing programs be needed?   |       |            |                                   |        |            |        |                        |     |          |    |  |
| X                    |        | 8. Should Last Resort Housing be considered?   |       |            |                                   |        |            |        |                        |     |          |    |  |
|                      | UD     | 9. Are there large, disabled, elderly, etc. families?  |       |            |                                   |        |            |        |                        |     |          |    |  |
|                      | X      | 10. Will public housing be needed for project?   |       |            |                                   |        |            |        |                        |     |          |    |  |
| X                    |        | 11. Is public housing available?   |       |            |                                   |        |            |        |                        |     |          |    |  |
| X                    |        | 12. Is it felt there will be adequate DSS housing housing available during relocation period?                  |       |            |                                   |        |            |        |                        |     |          |    |  |
|                      | UD     | 13. Will there be a problem of housing within financial means?   |       |            |                                   |        |            |        |                        |     |          |    |  |
|                      | N/A    | 14. Are suitable business sites available (list source).   |       |            |                                   |        |            |        |                        |     |          |    |  |
|                      |        | 15. Number months estimated to complete RELOCATION?  |       |            | 9-12 months                       |        |            |        |                        |     |          |    |  |

|                    |          |                        |      |
|--------------------|----------|------------------------|------|
|                    | 12/05/14 |                        |      |
| Right of Way Agent | Date     | Relocation Coordinator | Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
MINT – SEGMENT 2**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project. However, given the number of residential displacements in this segment it is likely that any or all three of these categories of displacees will be present.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
MINT – SEGMENT 2**

12. This segment will necessitate the relocation of 15 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |                 |           |       |            |
|-------------------------|--|--------|-----------------|-----------|-------|------------|
| WBS ELEMENT:            |  | COUNTY | Wake & Johnston | Alternate | Brown | Segment B1 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829         |           |       |            |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |                 |           |       |            |

| ESTIMATED DISPLACEDS |        |  |       |            | INCOME LEVEL                      |        |          |        |                        |     |          |    |  |
|----------------------|--------|--|-------|------------|-----------------------------------|--------|----------|--------|------------------------|-----|----------|----|--|
| Type of Displacees   | Owners | Tenants  | Total | Minorities | 0-15M                             | 15-25M | 25-35M   | 35-50M | 50 UP                  |     |          |    |  |
| Residential          | 7      | 4  | 11    | 0          | 0                                 | 0      | 1        | 4      | 6                      |     |          |    |  |
| Businesses           | 0      | 2  | 2     | 0          | VALUE OF DWELLING                 |        |          |        | DSS DWELLING AVAILABLE |     |          |    |  |
| Farms                | 0      | 1  | 1     | 0          | Owners                            |        | Tenants  |        | For Sale               |     | For Rent |    |  |
| Non-Profit           | 0      | 0  | 0     | 0          | 0-20M                             | 0      | \$ 0-150 | 0      | 0-20M                  | 0   | \$ 0-150 | 0  |  |
| ANSWER ALL QUESTIONS |        |  |       |            | 20-40M                            | 0      | 150-250  | 0      | 20-40M                 | 0   | 150-250  | 0  |  |
| Yes                  | No     | Explain all "YES" answers.   |       |            | 40-70M                            | 0      | 250-400  | 0      | 40-70M                 | 2   | 250-400  | 0  |  |
|                      | UD     | 1. Will special relocation services be necessary?  |       |            | 70-100M                           | 0      | 400-600  | 1      | 70-100M                | 15  | 400-600  | 0  |  |
|                      | X      | 2. Will schools or churches be affected by displacement?   |       |            | 100 UP                            | 7      | 600 UP   | 3      | 100 UP                 | 321 | 600 UP   | 18 |  |
| X                    |        | 3. Will business services still be available after project?  |       |            | TOTAL                             | 7      |          | 4      |                        | 338 |          | 18 |  |
| X                    |        | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |       |            | REMARKS (Respond by number)       |        |          |        |                        |     |          |    |  |
|                      | X      | 5. Will relocation cause a housing shortage?   |       |            | See the 15 E Addendum for Remarks |        |          |        |                        |     |          |    |  |
|                      | X      | 6. Source for available housing (list).  |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      | X      | 7. Will additional housing programs be needed?   |       |            |                                   |        |          |        |                        |     |          |    |  |
| X                    |        | 8. Should Last Resort Housing be considered?   |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      | UD     | 9. Are there large, disabled, elderly, etc. families?  |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      | X      | 10. Will public housing be needed for project?   |       |            |                                   |        |          |        |                        |     |          |    |  |
| X                    |        | 11. Is public housing available?   |       |            |                                   |        |          |        |                        |     |          |    |  |
| X                    |        | 12. Is it felt there will be adequate DSS housing housing available during relocation period?                  |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      | UD     | 13. Will there be a problem of housing within financial means?   |       |            |                                   |        |          |        |                        |     |          |    |  |
| X                    |        | 14. Are suitable business sites available (list source).   |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      |        | 15. Number months estimated to complete RELOCATION?  |       |            | 12-18 months                      |        |          |        |                        |     |          |    |  |

|                             |                           |  |                                 |               |
|-----------------------------|---------------------------|--|---------------------------------|---------------|
| _____<br>Right of Way Agent | 12/10/14<br>_____<br>Date |  | _____<br>Relocation Coordinator | _____<br>Date |
|-----------------------------|---------------------------|--|---------------------------------|---------------|



**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BROWN – SEGMENT 1**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
3. Two used car dealerships located on US 70 will likely be displaced due to loss of parking and display areas. New and used car dealerships will still be available within the Brown DSA and study area. The data research indicates that there are nine dealerships located on US 70 Business Highway in Clayton, North Carolina, which will be available for services.

There is a storage warehouse with individual bays located on Parcel 27. Based on the field inspection there appear to be four or five bays affected by the acquisition, which may necessitate tenant personal property relocations. The owner of the facility could be a potential business displacement; however, the ROW cost estimate considered a cost to cure to repair the site and maintain the on-going business. For the purposes of this study, personal property only moves have not been identified or counted toward the number of displacements. Therefore, no relocation is identified for this parcel at this time.

4. There are four business tenants on Parcel 38. Based on the proposed plans, two of the businesses will likely be affected by the project and may be eligible for relocation. Cloud 9 Auto Sales and Car Arena are two used car dealerships located on Parcel 38. The acquisition will affect the frontage of both dealerships as a strip take. The businesses both utilize the frontage as display area for approximately 13 automobiles each. The office structures on the site are not affected by the proposed acquisition. Based on the size of the businesses, they both appear to have 3-5 employees. Should the property owner be unable to reconfigure the current site for display, it may be necessary to offer relocation assistance to these two used car dealerships.

There are two hog houses in the area of acquisition on Parcel 24, which is owned by the NC Department of Agriculture. They also own Parcel 28, which is adjacent and contiguous to Parcel 24. It is likely the displacee will be able to relocate the livestock to another facility, but that will depend on the operation involved at this site. A more extensive inspection at a later stage in the project will be needed to determine the extent of relocation advisory assistance required for this parcel.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BROWN – SEGMENT 1**

6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.
12. This segment will necessitate the relocation of 11 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BROWN – SEGMENT 1**

13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
14. There are vacant sites within the study area that could accommodate these three businesses. Zoning could be a complicating factor for Alan's Towing & Recovery in locating a replacement site. Potential sites were identified by field inspection and through loopnet.com.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |       |           |
|-------------------------|--|--------|---------|-----------|-------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Brown | Segment 2 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |       |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |       |           |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |          |          |          |                        |           |          |    |  |
|----------------------|--------|---------|-------|------------|-------------------|----------|----------|----------|------------------------|-----------|----------|----|--|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M   | 25-35M   | 35-50M   | 50 UP                  |           |          |    |  |
| Residential          | 1      | 0       | 1     | 0          | 0                 | 0        | 0        | 1        | 0                      |           |          |    |  |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |          |          |          | DSS DWELLING AVAILABLE |           |          |    |  |
| Farms                | 0      | 0       | 0     | 0          | Owners            |          | Tenants  |          | For Sale               |           | For Rent |    |  |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0        | \$ 0-150 | 0        | 0-20M                  | 0         | \$ 0-150 | 0  |  |
|                      |        |         |       |            | 20-40M            | 0        | 150-250  | 0        | 20-40M                 | 0         | 150-250  | 0  |  |
|                      |        |         |       |            | 40-70M            | 0        | 250-400  | 0        | 40-70M                 | 0         | 250-400  | 0  |  |
|                      |        |         |       |            | 70-100M           | 0        | 400-600  | 0        | 70-100M                | 15        | 400-600  | 0  |  |
|                      |        |         |       |            | 100 UP            | 1        | 600 UP   | 0        | 100 UP                 | 318       | 600 UP   | 22 |  |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>1</b> | <b>0</b> | <b>0</b> | <b>333</b>             | <b>22</b> |          |    |  |

| ANSWER ALL QUESTIONS |     |  |
|----------------------|-----|--|
| Yes                  | No  | Explain all "YES" answers.   |
|                      | X   | 1. Will special relocation services be necessary?  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |
| X                    |     | 3. Will business services still be available after project?  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |
|                      | X   | 5. Will relocation cause a housing shortage?   |
|                      |     | 6. Source for available housing (list).  |
|                      | X   | 7. Will additional housing programs be needed?   |
| X                    |     | 8. Should Last Resort Housing be considered?   |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X   | 10. Will public housing be needed for project?   |
| X                    |     | 11. Is public housing available?   |
| X                    |     | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |
|                      | UD  | 13. Will there be a problem of housing within financial means?   |
|                      | N/A | 14. Are suitable business sites available (list source).   |
|                      |     | 15. Number months estimated to complete RELOCATION? <b>6-12 months</b>   |

**REMARKS (Respond by number)**

**See the 15 E Addendum for Remarks**

|   |   |   |
|---|---|---|
| <p style="text-align: center;">Right of Way Agent</p> | <p style="text-align: center;">12/10/14</p> <p style="text-align: center;">Date</p> | <p style="text-align: center;">Relocation Coordinator</p> <p style="text-align: center;">Date</p> |
|---|---|---|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BROWN – SEGMENT 2**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project. However, given the number of residential displacements in this segment it is likely that any or all three of these categories of displacees will be present.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BROWN – SEGMENT 2**

12. This segment will necessitate the relocation of 1 residential property. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |       |           |
|-------------------------|--|--------|---------|-----------|-------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Brown | Segment 3 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |       |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |       |           |

| ESTIMATED DISPLACEES |        |  |       |            | INCOME LEVEL                             |          |          |          |                        |            |          |           |  |
|----------------------|--------|--|-------|------------|--|----------|----------|----------|------------------------|------------|----------|-----------|--|
| Type of Displacees   | Owners | Tenants  | Total | Minorities | 0-15M                                    | 15-25M   | 25-35M   | 35-50M   | 50 UP                  |            |          |           |  |
| Residential          | 3      | 3  | 6     | 0          | 0  | 0        | 0        | 3        | 3                      |            |          |           |  |
| Businesses           | 0      | 0  | 0     | 0          | VALUE OF DWELLING                        |          |          |          | DSS DWELLING AVAILABLE |            |          |           |  |
| Farms                | 0      | 0  | 0     | 0          | Owners                                   |          | Tenants  |          | For Sale               |            | For Rent |           |  |
| Non-Profit           | 0      | 0  | 0     | 0          | 0-20M                                    | 0        | \$ 0-150 | 0        | 0-20M                  | 0          | \$ 0-150 | 0         |  |
| ANSWER ALL QUESTIONS |        |  |       |            | 20-40M                                   | 0        | 150-250  | 0        | 20-40M                 | 0          | 150-250  | 0         |  |
| Yes                  | No     | Explain all "YES" answers.   |       |            | 40-70M                                   | 0        | 250-400  | 0        | 40-70M                 | 2          | 250-400  | 0         |  |
|                      | X      | 1. Will special relocation services be necessary?  |       |            | 70-100M                                  | 1        | 400-600  | 0        | 70-100M                | 15         | 400-600  | 0         |  |
|                      | X      | 2. Will schools or churches be affected by displacement?   |       |            | 100 UP                                   | 2        | 600 UP   | 3        | 100 UP                 | 321        | 600 UP   | 18        |  |
| X                    |        | 3. Will business services still be available after project?  |       |            | <b>TOTAL</b>                             | <b>3</b> |          | <b>3</b> |                        | <b>338</b> |          | <b>18</b> |  |
|                      | X      | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |       |            | <b>REMARKS (Respond by number)</b>       |          |          |          |                        |            |          |           |  |
|                      | X      | 5. Will relocation cause a housing shortage?   |       |            | <b>See the 15 E Addendum for Remarks</b> |          |          |          |                        |            |          |           |  |
|                      | X      | 6. Source for available housing (list).  |       |            |  |          |          |          |                        |            |          |           |  |
|                      | X      | 7. Will additional housing programs be needed?   |       |            |  |          |          |          |                        |            |          |           |  |
| X                    |        | 8. Should Last Resort Housing be considered?   |       |            |  |          |          |          |                        |            |          |           |  |
|                      | UD     | 9. Are there large, disabled, elderly, etc. families?  |       |            |  |          |          |          |                        |            |          |           |  |
|                      | X      | 10. Will public housing be needed for project?   |       |            |  |          |          |          |                        |            |          |           |  |
| X                    |        | 11. Is public housing available?   |       |            |  |          |          |          |                        |            |          |           |  |
| X                    |        | 12. Is it felt there will be adequate DSS housing housing available during relocation period?                  |       |            |  |          |          |          |                        |            |          |           |  |
|                      | UD     | 13. Will there be a problem of housing within financial means?   |       |            |  |          |          |          |                        |            |          |           |  |
|                      | N/A    | 14. Are suitable business sites available (list source).   |       |            |  |          |          |          |                        |            |          |           |  |
|                      |        | 15. Number months estimated to complete RELOCATION?  |       |            | <b>6-12 months</b>                       |          |          |          |                        |            |          |           |  |

|                    |          |                        |      |
|--------------------|----------|------------------------|------|
|                    | 12/10/14 |                        |      |
| Right of Way Agent | Date     | Relocation Coordinator | Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BROWN – SEGMENT 3**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project. However, given the number of residential displacements in this segment it is likely that any or all three of these categories of displacees will be present.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.



**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BROWN – SEGMENT 3**

12. This segment will necessitate the relocation of 6 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |     |           |
|-------------------------|--|--------|---------|-----------|-----|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Tan | Segment 1 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |     |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |     |           |

| ESTIMATED DISPLACED         |        |                                   |   |            | INCOME LEVEL                             |           |          |          |                        |            |          |           |  |
|-----------------------------|--------|-----------------------------------|---|------------|--|-----------|----------|----------|------------------------|------------|----------|-----------|--|
| Type of Displacees          | Owners | Tenants                           | Total   | Minorities | 0-15M                                    | 15-25M    | 25-35M   | 35-50M   | 50 UP                  |            |          |           |  |
| Residential                 | 21     | 8                                 | 29  | 0          | 0  | 0         | 2        | 15       | 12                     |            |          |           |  |
| Businesses                  | 0      | 0                                 | 0   | 0          | VALUE OF DWELLING                        |           |          |          | DSS DWELLING AVAILABLE |            |          |           |  |
| Farms                       | 0      | 0                                 | 0   | 0          | Owners                                   |           | Tenants  |          | For Sale               |            | For Rent |           |  |
| Non-Profit                  | 0      | 0                                 | 0   | 0          | 0-20M                                    | 0         | \$ 0-150 | 0        | 0-20M                  | 0          | \$ 0-150 | 0         |  |
| <b>ANSWER ALL QUESTIONS</b> |        |                                   |   |            | 20-40M                                   | 0         | 150-250  | 0        | 20-40M                 | 0          | 150-250  | 0         |  |
| Yes                         | No     | <i>Explain all "YES" answers.</i> |   |            | 40-70M                                   | 0         | 250-400  | 0        | 40-70M                 | 0          | 250-400  | 0         |  |
|                             | UD     | 1.                                | Will special relocation services be necessary?  |            | 70-100M                                  | 1         | 400-600  | 2        | 70-100M                | 6          | 400-600  | 0         |  |
|                             | X      | 2.                                | Will schools or churches be affected by displacement?   |            | 100 UP                                   | 20        | 600 UP   | 6        | 100 UP                 | 252        | 600-up   | 56        |  |
| X                           |        | 3.                                | Will business services still be available after project?  |            | <b>TOTAL</b>                             | <b>21</b> |          | <b>8</b> |                        | <b>258</b> |          | <b>56</b> |  |
|                             | X      | 4.                                | Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |            | <b>REMARKS (Respond by number)</b>       |           |          |          |                        |            |          |           |  |
|                             | X      | 5.                                | Will relocation cause a housing shortage?   |            | <b>See the 15 E Addendum for Remarks</b> |           |          |          |                        |            |          |           |  |
|                             | UD     | 6.                                | Source for available housing (list).  |            |  |           |          |          |                        |            |          |           |  |
| X                           |        | 7.                                | Will additional housing programs be needed?   |            |  |           |          |          |                        |            |          |           |  |
|                             | UD     | 8.                                | Should Last Resort Housing be considered?   |            |  |           |          |          |                        |            |          |           |  |
|                             | X      | 9.                                | Are there large, disabled, elderly, etc. families?  |            |  |           |          |          |                        |            |          |           |  |
| X                           |        | 10.                               | Will public housing be needed for project?  |            |  |           |          |          |                        |            |          |           |  |
| X                           |        | 11.                               | Is public housing available?  |            |  |           |          |          |                        |            |          |           |  |
| X                           |        | 12.                               | Is it felt there will be adequate DSS housing housing available during relocation period?                   |            |  |           |          |          |                        |            |          |           |  |
|                             | UD     | 13.                               | Will there be a problem of housing within financial means?  |            |  |           |          |          |                        |            |          |           |  |
|                             | N/A    | 14.                               | Are suitable business sites available (list source).  |            |  |           |          |          |                        |            |          |           |  |
|                             |        | 15.                               | Number months estimated to complete RELOCATION?   |            |  |           |          |          |                        |            |          |           |  |
|                             |        |                                   | <b>12-18 months</b>   |            |  |           |          |          |                        |            |          |           |  |

|                    |          |                        |      |
|--------------------|----------|------------------------|------|
|                    | 12/05/14 |                        |      |
| Right of Way Agent | Date     | Relocation Coordinator | Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
TAN – SEGMENT 1**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project. However, given the number of residential displacements in this segment it is likely that any or all three of these categories of displacees will be present.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
TAN – SEGMENT 1**

12. This segment will necessitate the relocation of 29 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |        |           |      |           |
|-------------------------|--|--------|--------|-----------|------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake   | Alternate | Teal | Segment 1 |
| T.I.P. No.:             | R-2721   | R-2828 | R-2829 |           |      |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |        |           |      |           |

| ESTIMATED DISPLACEES |        |  |       |            | INCOME LEVEL                      |        |          |        |                        |     |          |    |  |
|----------------------|--------|--|-------|------------|-----------------------------------|--------|----------|--------|------------------------|-----|----------|----|--|
| Type of Displacees   | Owners | Tenants  | Total | Minorities | 0-15M                             | 15-25M | 25-35M   | 35-50M | 50 UP                  |     |          |    |  |
| Residential          | 12     | 1  | 13    | 0          | 0                                 | 0      | 1        | 12     | 0                      |     |          |    |  |
| Businesses           | 0      | 0  | 0     | 0          | VALUE OF DWELLING                 |        |          |        | DSS DWELLING AVAILABLE |     |          |    |  |
| Farms                | 0      | 0  | 0     | 0          | Owners                            |        | Tenants  |        | For Sale               |     | For Rent |    |  |
| Non-Profit           | 0      | 0  | 0     | 0          | 0-20M                             | 0      | \$ 0-150 | 0      | 0-20M                  | 0   | \$ 0-150 | 0  |  |
| ANSWER ALL QUESTIONS |        |  |       |            | 20-40M                            | 0      | 150-250  | 0      | 20-40M                 | 52  | 150-250  | 0  |  |
| Yes                  | No     | Explain all "YES" answers.   |       |            | 40-70M                            | 0      | 250-400  | 0      | 40-70M                 | 7   | 250-400  | 0  |  |
|                      | UD     | 1. Will special relocation services be necessary?  |       |            | 70-100M                           | 0      | 400-600  | 0      | 70-100M                | 30  | 400-600  | 48 |  |
|                      | X      | 2. Will schools or churches be affected by displacement?   |       |            | 100 UP                            | 12     | 600 UP   | 1      | 100 UP                 | 251 | 600 UP   | 43 |  |
| X                    |        | 3. Will business services still be available after project?  |       |            | TOTAL                             | 12     |          | 1      |                        | 340 |          | 91 |  |
|                      | X      | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |       |            | REMARKS (Respond by number)       |        |          |        |                        |     |          |    |  |
|                      | X      | 5. Will relocation cause a housing shortage?   |       |            | See the 15 E Addendum for Remarks |        |          |        |                        |     |          |    |  |
|                      | X      | 6. Source for available housing (list).  |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      | X      | 7. Will additional housing programs be needed?   |       |            |                                   |        |          |        |                        |     |          |    |  |
| X                    |        | 8. Should Last Resort Housing be considered?   |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      | UD     | 9. Are there large, disabled, elderly, etc. families?  |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      | X      | 10. Will public housing be needed for project?   |       |            |                                   |        |          |        |                        |     |          |    |  |
| X                    |        | 11. Is public housing available?   |       |            |                                   |        |          |        |                        |     |          |    |  |
| X                    |        | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      | UD     | 13. Will there be a problem of housing within financial means?   |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      | N/A    | 14. Are suitable business sites available (list source).   |       |            |                                   |        |          |        |                        |     |          |    |  |
|                      |        | 15. Number months estimated to complete RELOCATION?  |       |            | 9-12 months                       |        |          |        |                        |     |          |    |  |

|  |   |
|--|---|
| <p style="text-align: center;">12/05/14<br/>Date</p> | <p style="text-align: center;">Relocation Coordinator      Date</p> |
| Right of Way Agent                                   |   |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
TEAL – SEGMENT 1**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project. However, given the number of residential displacements in this segment it is likely that any or all three of these categories of displacees will be present.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
TEAL – SEGMENT 1**

12. This segment will necessitate the relocation of 13 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |        |         |      |
|-------------------------|--|--------|---------|-----------|--------|---------|------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Purple | Segment | O1PU |
| T.I.P. No.:             | R-2721                                     | R-2828 | R -2829 |           |        |         |      |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Extension |        |         |           |        |         |      |

| ESTIMATED DISPLACED |        |         |       |            | INCOME LEVEL      |           |            |           |                        |            |          |           |
|---------------------|--------|---------|-------|------------|-------------------|-----------|------------|-----------|------------------------|------------|----------|-----------|
| Type of Displacees  | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M    | 25-35M     | 35-50M    | 50 UP                  |            |          |           |
| Residential         | 29     | 15      | 44    | 0          | 0                 | 0         | 4          | 16        | 24                     |            |          |           |
| Businesses          | 0      | 0       | 0     | 0          | VALUE OF DWELLING |           |            |           | DSS DWELLING AVAILABLE |            |          |           |
| Farms               | 0      | 0       | 0     | 0          | Owners            |           | Tenants ** |           | For Sale               |            | For Rent |           |
| Non-Profit          | 1      | 0       | 1     | 0          | 0-20M             | 0         | \$ 0-150   | 0         | 0-20M                  | 0          | \$ 0-150 | 0         |
|                     |        |         |       |            | 20-40M            | 0         | 150-250    | 0         | 20-40M                 | 0          | 150-250  | 0         |
|                     |        |         |       |            | 40-70M            | 0         | 250-400    | 0         | 40-70M                 | 0          | 250-400  | 0         |
|                     |        |         |       |            | 70-100M           | 7         | 400-600    | 2         | 70-100M                | 0          | 400-600  | 0         |
|                     |        |         |       |            | 100 UP            | 22        | 600 UP     | 13        | 100 UP                 | 834        | 600 UP   | 21        |
|                     |        |         |       |            | <b>TOTAL</b>      | <b>29</b> |            | <b>15</b> |                        | <b>834</b> |          | <b>21</b> |

| ANSWER ALL QUESTIONS |     | <i>Explain all "YES" answers.</i> |  |
|----------------------|-----|-----------------------------------|--|
| Yes                  | No  |                                   |  |
|                      | UD  | 1.                                | Will special relocation services be necessary?   |
| X                    |     | 2.                                | Will schools or churches be affected by displacement?  |
| X                    |     | 3.                                | Will business services still be available after project?   |
|                      | X   | 4.                                | Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.              |
|                      | X   | 5.                                | Will relocation cause a housing shortage?  |
|                      | X   | 6.                                | Source for available housing (list).   |
|                      | X   | 7.                                | Will additional housing programs be needed?  |
| X                    |     | 8.                                | Should Last Resort Housing be considered?  |
|                      | UD  | 9.                                | Are there large, disabled, elderly, etc. families?   |
|                      | X   | 10.                               | Will public housing be needed for project?   |
| X                    |     | 11.                               | Is public housing available?   |
| X                    |     | 12.                               | Is it felt there will be adequate DSS housing housing available during relocation period?                                |
|                      | UD  | 13.                               | Will there be a problem of housing within financial means?   |
|                      | N/A | 14.                               | Are suitable business sites available (list source).   |
|                      |     | 15.                               | Number months estimated to complete RELOCATION? <span style="border: 1px solid black; padding: 2px;">18-24 months</span> |

**REMARKS (Respond by Number)**

See the 15 E Addendum for Remarks

|                             |                           |  |                                 |               |
|-----------------------------|---------------------------|--|---------------------------------|---------------|
| _____<br>Right of Way Agent | 12/10/14<br>_____<br>Date |  | _____<br>Relocation Coordinator | _____<br>Date |
|-----------------------------|---------------------------|--|---------------------------------|---------------|



**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
PURPLE – SEGMENT O1PU**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
2. It is assumed that the well and/or septic system are impacted on Parcel O-012, which is owned and occupied by Word of Truth Church. The property is improved with a 640SF frame dwelling/church, which would indicate that this is a very small congregation. Further investigation and/or design modifications may eliminate the need to relocate this displacee.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
PURPLE – SEGMENT O1PU**

Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

12. This segment will necessitate the relocation of 44 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |        |           |
|-------------------------|--|--------|---------|-----------|--------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Purple | Segment 1 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |        |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |        |           |

| ESTIMATED DISPLACED |        |         |       |            | INCOME LEVEL      |           |            |                        |                        |           |
|---------------------|--------|---------|-------|------------|-------------------|-----------|------------|------------------------|------------------------|-----------|
| Type of Displacees  | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M    | 25-35M     | 35-50M                 | 50 UP                  |           |
| Residential         | 18     | 5       | 23    | 0          | 0                 | 0         | 0          | 0                      | 23                     |           |
| Businesses          | 0      | 0       | 0     | 0          | VALUE OF DWELLING |           |            | DSS DWELLING AVAILABLE |                        |           |
| Farms               | 0      | 0       | 0     | 0          | Owners            |           | Tenants ** |                        | For Sale      For Rent |           |
| Non-Profit          | 0      | 0       | 0     | 0          | 0-20M             | 0         | \$ 0-150   | 0                      | 0-20M                  | 0         |
|                     |        |         |       |            | 20-40M            | 0         | 150-250    | 0                      | 20-40M                 | 0         |
|                     |        |         |       |            | 40-70M            | 0         | 250-400    | 0                      | 40-70M                 | 0         |
|                     |        |         |       |            | 70-100M           | 0         | 400-600    | 0                      | 70-100M                | 4         |
|                     |        |         |       |            | 100 UP            | 18        | 600 UP     | 5                      | 100 UP                 | 394       |
|                     |        |         |       |            | <b>TOTAL</b>      | <b>18</b> | <b>5</b>   | <b>398</b>             | <b>21</b>              | <b>21</b> |

| ANSWER ALL QUESTIONS |     |  |
|----------------------|-----|--|
| Yes                  | No  | <i>Explain all "YES" answers.</i>  |
|                      | UD  | 1. Will special relocation services be necessary?  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |
| X                    |     | 3. Will business services still be available after project?  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |
|                      | X   | 5. Will relocation cause a housing shortage?   |
|                      | X   | 6. Source for available housing (list).  |
|                      | X   | 7. Will additional housing programs be needed?   |
| X                    |     | 8. Should Last Resort Housing be considered?   |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X   | 10. Will public housing be needed for project?   |
| X                    |     | 11. Is public housing available?   |
| X                    |     | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |
|                      | UD  | 13. Will there be a problem of housing within financial means?   |
|                      | N/A | 14. Are suitable business sites available (list source).   |
|                      |     | 15. Number months estimated to complete RELOCATION? <b>12-18 months</b>  |

**REMARKS (Respond by Number)**  
**See the 15 E Addendum for Remarks**

|                    |          |                                  |
|--------------------|----------|----------------------------------|
|                    | 12/10/14 |                                  |
| Right of Way Agent | Date     | Relocation Coordinator      Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
PURPLE – SEGMENT PU1**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
PURPLE – SEGMENT PU1**

12. This segment will necessitate the relocation of 23 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |        |           |
|-------------------------|--|--------|---------|-----------|--------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | Purple | Segment 2 |
| T.I.P. No.:             | R-2721                                     | R-2828 | R -2829 |           |        |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Extension |        |         |           |        |           |

| ESTIMATED DISPLACED |        |         |       |            | INCOME LEVEL      |           |            |          |                        |            |          |           |
|---------------------|--------|---------|-------|------------|-------------------|-----------|------------|----------|------------------------|------------|----------|-----------|
| Type of Displacees  | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M    | 25-35M     | 35-50M   | 50 UP                  |            |          |           |
| Residential         | 70     | 3       | 73    | 0          | 0                 | 0         | 0          | 0        | 73                     |            |          |           |
| Businesses          | 0      | 0       | 0     | 0          | VALUE OF DWELLING |           |            |          | DSS DWELLING AVAILABLE |            |          |           |
| Farms               | 0      | 0       | 0     | 0          | Owners            |           | Tenants ** |          | For Sale               |            | For Rent |           |
| Non-Profit          | 0      | 0       | 0     | 0          | 0-20M             | 0         | \$ 0-150   | 0        | 0-20M                  | 0          | \$ 0-150 | 0         |
|                     |        |         |       |            | 20-40M            | 0         | 150-250    | 0        | 20-40M                 | 0          | 150-250  | 0         |
|                     |        |         |       |            | 40-70M            | 0         | 250-400    | 0        | 40-70M                 | 0          | 250-400  | 0         |
|                     |        |         |       |            | 70-100M           | 0         | 400-600    | 0        | 70-100M                | 4          | 400-600  | 0         |
|                     |        |         |       |            | 100 UP            | 70        | 600 UP     | 3        | 100 UP                 | 394        | 600 UP   | 21        |
|                     |        |         |       |            | <b>TOTAL</b>      | <b>70</b> |            | <b>3</b> |                        | <b>398</b> |          | <b>21</b> |

| ANSWER ALL QUESTIONS |     | <i>Explain all "YES" answers.</i> |  |
|----------------------|-----|-----------------------------------|--|
| Yes                  | No  |                                   |  |
|                      | UD  | 1.                                | Will special relocation services be necessary?   |
|                      | X   | 2.                                | Will schools or churches be affected by displacement?  |
| X                    |     | 3.                                | Will business services still be available after project?   |
|                      | X   | 4.                                | Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.              |
|                      | X   | 5.                                | Will relocation cause a housing shortage?  |
|                      | X   | 6.                                | Source for available housing (list).   |
|                      | X   | 7.                                | Will additional housing programs be needed?  |
| X                    |     | 8.                                | Should Last Resort Housing be considered?  |
|                      | UD  | 9.                                | Are there large, disabled, elderly, etc. families?   |
|                      | X   | 10.                               | Will public housing be needed for project?   |
| X                    |     | 11.                               | Is public housing available?   |
| X                    |     | 12.                               | Is it felt there will be adequate DSS housing housing available during relocation period?                                |
|                      | UD  | 13.                               | Will there be a problem of housing within financial means?   |
|                      | N/A | 14.                               | Are suitable business sites available (list source).   |
|                      |     | 15.                               | Number months estimated to complete RELOCATION? <span style="border: 1px solid black; padding: 2px;">18-24 months</span> |

**REMARKS (Respond by Number)**

See the 15 E Addendum for Remarks

|                             |                           |                                 |               |
|-----------------------------|---------------------------|---------------------------------|---------------|
| _____<br>Right of Way Agent | 12/10/14<br>_____<br>Date | _____<br>Relocation Coordinator | _____<br>Date |
|-----------------------------|---------------------------|---------------------------------|---------------|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
PURPLE – SEGMENT PU2**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
PURPLE – SEGMENT PU2**

12. This segment will necessitate the relocation of 73 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.



# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |        |           |      |           |
|-------------------------|--|--------|--------|-----------|------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake   | Alternate | BLUE | Segment 1 |
| T.I.P. No.:             | R-2721   | R-2828 | R-2829 |           |      |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |        |           |      |           |

| ESTIMATED DISPLACED |        |         |       |            | INCOME LEVEL           |            |          |            |           |
|---------------------|--------|---------|-------|------------|------------------------|------------|----------|------------|-----------|
| Type of Displacees  | Owners | Tenants | Total | Minorities | 0-15M                  | 15-25M     | 25-35M   | 35-50M     | 50 UP     |
| Residential         | 2      | 0       | 2     | 0          | 0                      | 0          | 0        | 0          | 2         |
| Businesses          | 0      | 1       | 1     | 0          | VALUE OF DWELLING      |            |          |            |           |
| Farms               | 1      | 0       | 1     | 0          | DSS DWELLING AVAILABLE |            |          |            |           |
| Non-Profit          | 0      | 0       | 0     | 0          | Owners                 | Tenants ** | For Sale | For Rent   |           |
|                     |        |         |       |            | 0-20M                  | \$ 0-150   | 0-20M    | \$ 0-150   | 0         |
|                     |        |         |       |            | 20-40M                 | 150-250    | 20-40M   | 150-250    | 0         |
|                     |        |         |       |            | 40-70M                 | 250-400    | 40-70M   | 250-400    | 0         |
|                     |        |         |       |            | 70-100M                | 400-600    | 70-100M  | 400-600    | 16        |
|                     |        |         |       |            | 100 UP                 | 600 UP     | 100 UP   | 600 UP     | 13        |
|                     |        |         |       |            | <b>TOTAL</b>           | <b>2</b>   | <b>0</b> | <b>349</b> | <b>29</b> |

| ANSWER ALL QUESTIONS |    |  |
|----------------------|----|--|
| Yes                  | No | Explain all "YES" answers.   |
|                      | UD | 1. Will special relocation services be necessary?  |
|                      | X  | 2. Will schools or churches be affected by displacement?   |
| X                    |    | 3. Will business services still be available after project?  |
| X                    |    | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.                             |
|                      | X  | 5. Will relocation cause a housing shortage?   |
|                      |    | 6. Source for available housing (list).  |
|                      | X  | 7. Will additional housing programs be needed?   |
|                      | X  | 8. Should Last Resort Housing be considered?   |
|                      | UD | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X  | 10. Will public housing be needed for project?   |
| X                    |    | 11. Is public housing available?   |
| X                    |    | 12. Is it felt there will be adequate DSS housing available during relocation period?  |
|                      | UD | 13. Will there be a problem of housing within financial means?   |
| X                    |    | 14. Are suitable business sites available (list source).   |
|                      |    | 15. Number months estimated to complete RELOCATION? <span style="float: right; border: 1px solid black; padding: 2px;">12-18 months</span> |

**REMARKS (Respond by Number)**

See the 15 E Addendum for Remarks

|                    |          |                        |      |
|--------------------|----------|------------------------|------|
|                    | 12/16/14 |                        |      |
| Right of Way Agent | Date     | Relocation Coordinator | Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BLUE – SEGMENT 1**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
3. There is one business being displaced in this segment; however, these services are still available through other vendors in close proximity to the subject businesses (less than one mile).
4. Inline Auto Sales is a used car dealership located on Parcel 008, with frontage along Fayetteville Road (US 401) just outside the town of Fuquay-Varina. This medium-sized dealership is open seven days a week and is estimated to support 6-8 employees. Two rows of parking and display area will be impacted and the proposed right-of-way line is near the front of the building. This is a large site and the remainder will still be adequate in size; however, it may no longer be suitable for the existing business which may make them eligible for relocation benefits.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BLUE – SEGMENT 1**

11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.
12. This segment will necessitate the relocation of one farm and two residences. One of the residences is on a separate parcel adjacent to the farm. It is assumed that the owner of the home is also operating the farm and they would most likely need to relocate together. There are large acreage tracts in the area currently used for farming, but locating an existing home/farm replacement will be very difficult. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
14. There are vacant sites and commercially developed sites within the study area that could accommodate the used car business. Potential sites were identified by field inspection and through loopnet.com.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |        |           |      |           |
|-------------------------|--|--------|--------|-----------|------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake   | Alternate | BLUE | Segment 2 |
| T.I.P. No.:             | R-2721   | R-2828 | R-2829 |           |      |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |        |           |      |           |

| ESTIMATED DISPLACED |        |         |       |            | INCOME LEVEL           |            |           |            |           |
|---------------------|--------|---------|-------|------------|------------------------|------------|-----------|------------|-----------|
| Type of Displacees  | Owners | Tenants | Total | Minorities | 0-15M                  | 15-25M     | 25-35M    | 35-50M     | 50 UP     |
| Residential         | 78     | 17      | 95    | 0          | 0                      | 0          | 0         | 8          | 87        |
| Businesses          | 0      | 0       | 0     | 0          | VALUE OF DWELLING      |            |           |            |           |
| Farms               | 0      | 0       | 0     | 0          | DSS DWELLING AVAILABLE |            |           |            |           |
| Non-Profit          | 0      | 0       | 0     | 0          | Owners                 | Tenants ** | For Sale  | For Rent   |           |
|                     |        |         |       |            | 0-20M                  | \$ 0-150   | 0-20M     | \$ 0-150   | 0         |
|                     |        |         |       |            | 20-40M                 | 150-250    | 20-40M    | 150-250    | 0         |
|                     |        |         |       |            | 40-70M                 | 250-400    | 40-70M    | 250-400    | 0         |
|                     |        |         |       |            | 70-100M                | 400-600    | 70-100M   | 400-600    | 16        |
|                     |        |         |       |            | 100 UP                 | 600 UP     | 100 UP    | 600 UP     | 13        |
|                     |        |         |       |            | <b>TOTAL</b>           | <b>78</b>  | <b>17</b> | <b>349</b> | <b>29</b> |

| ANSWER ALL QUESTIONS |     | Explain all "YES" answers.   |
|----------------------|-----|--|
| Yes                  | No  |  |
|                      | UD  | 1. Will special relocation services be necessary?  |
|                      | X   | 2. Will schools or churches be affected by displacement?   |
| X                    |     | 3. Will business services still be available after project?  |
|                      | X   | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc. |
|                      | X   | 5. Will relocation cause a housing shortage?   |
|                      |     | 6. Source for available housing (list).  |
|                      | X   | 7. Will additional housing programs be needed?   |
| X                    |     | 8. Should Last Resort Housing be considered?   |
|                      | UD  | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X   | 10. Will public housing be needed for project?   |
| X                    |     | 11. Is public housing available?   |
| X                    |     | 12. Is it felt there will be adequate DSS housing available during relocation period?                          |
|                      | UD  | 13. Will there be a problem of housing within financial means?   |
|                      | N/A | 14. Are suitable business sites available (list source).   |
|                      |     | 15. Number months estimated to complete RELOCATION? <b>18-24 months</b>  |

**REMARKS (Respond by Number)**

See the 15 E Addendum for Remarks

|                    |                  |                        |      |
|--------------------|------------------|------------------------|------|
| Right of Way Agent | 12/16/14<br>Date | Relocation Coordinator | Date |
|--------------------|------------------|------------------------|------|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BLUE – SEGMENT BL2**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BLUE – SEGMENT BL2**

12. This segment will necessitate the relocation of 95 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

**North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM**

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |      |           |
|-------------------------|--|--------|---------|-----------|------|-----------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | BLUE | Segment 3 |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |      |           |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |      |           |

| ESTIMATED DISPLACEDS |        |         |       |            | INCOME LEVEL           |            |           |            |           |
|----------------------|--------|---------|-------|------------|------------------------|------------|-----------|------------|-----------|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M                  | 15-25M     | 25-35M    | 35-50M     | 50 UP     |
| Residential          | 40     | 12      | 52    | 0          | 0                      | 0          | 0         | 10         | 42        |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING      |            |           |            |           |
| Farms                | 0      | 1       | 1     | 0          | DSS DWELLING AVAILABLE |            |           |            |           |
| Non-Profit           | 0      | 0       | 0     | 0          | Owners                 | Tenants ** | For Sale  | For Rent   |           |
|                      |        |         |       |            | 0-20M                  | \$ 0-150   | 0-20M     | \$ 0-150   | 0         |
|                      |        |         |       |            | 20-40M                 | 150-250    | 20-40M    | 150-250    | 0         |
|                      |        |         |       |            | 40-70M                 | 250-400    | 40-70M    | 250-400    | 0         |
|                      |        |         |       |            | 70-100M                | 400-600    | 70-100M   | 400-600    | 16        |
|                      |        |         |       |            | 100 UP                 | 600 UP     | 100 UP    | 600 UP     | 13        |
|                      |        |         |       |            | <b>TOTAL</b>           | <b>40</b>  | <b>12</b> | <b>349</b> | <b>29</b> |

| ANSWER ALL QUESTIONS |    |  |
|----------------------|----|--|
| Yes                  | No | Explain all "YES" answers.   |
|                      | UD | 1. Will special relocation services be necessary?  |
|                      | X  | 2. Will schools or churches be affected by displacement?   |
| X                    |    | 3. Will business services still be available after project?  |
| X                    |    | 4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.               |
|                      | X  | 5. Will relocation cause a housing shortage?   |
|                      |    | 6. Source for available housing (list).  |
|                      | X  | 7. Will additional housing programs be needed?   |
| X                    |    | 8. Should Last Resort Housing be considered?   |
|                      | UD | 9. Are there large, disabled, elderly, etc. families?  |
|                      | X  | 10. Will public housing be needed for project?   |
| X                    |    | 11. Is public housing available?   |
| X                    |    | 12. Is it felt there will be adequate DSS housing available during relocation period?  |
|                      | UD | 13. Will there be a problem of housing within financial means?   |
|                      | UD | 14. Are suitable business sites available (list source).   |
|                      |    | 15. Number months estimated to complete RELOCATION? <span style="border: 1px solid black; padding: 2px;">18-24 months</span> |

**REMARKS (Respond by Number)**

See the 15 E Addendum for Remarks

|                    |                  |  |                        |      |
|--------------------|------------------|--|------------------------|------|
| Right of Way Agent | 12/16/14<br>Date |  | Relocation Coordinator | Date |
|--------------------|------------------|--|------------------------|------|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BLUE – SEGMENT BL3**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.



**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BLUE – SEGMENT BL3**

12. This segment will necessitate the relocation of 52 residential properties and one farm. Parcel 333 is a potential displaced farm operation along with two residences. The property is owned by a revocable trust, so it is possible that this is an owner-occupied residence and farm. There are large acreage tracts used for farming in the area, but replacing a home/farm operation will be very difficult. However, this site will have a large remainder and most likely the buildings being impacted will be reestablished on the remaining property. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.

# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |      |         |      |
|-------------------------|--|--------|---------|-----------|------|---------|------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | BLUE | Segment | BLxL |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |      |         |      |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |      |         |      |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL           |            |           |            |           |           |
|----------------------|--------|---------|-------|------------|------------------------|------------|-----------|------------|-----------|-----------|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M                  | 15-25M     | 25-35M    | 35-50M     | 50 UP     |           |
| Residential          | 17     | 15      | 32    | 0          | 0                      | 0          | 0         | 6          | 26        |           |
| Businesses           | 1      | 8       | 9     | 0          | VALUE OF DWELLING      |            |           |            |           |           |
| Farms                | 0      | 0       | 0     | 0          | DSS DWELLING AVAILABLE |            |           |            |           |           |
| Non-Profit           | 0      | 0       | 0     | 0          | Owners                 | Tenants ** | For Sale  | For Rent   |           |           |
|                      |        |         |       |            | 0-20M                  | 0          | \$ 0-150  | 0          | 0-20M     | 0         |
|                      |        |         |       |            | 20-40M                 | 0          | 150-250   | 0          | 20-40M    | 0         |
|                      |        |         |       |            | 40-70M                 | 0          | 250-400   | 0          | 40-70M    | 12        |
|                      |        |         |       |            | 70-100M                | 0          | 400-600   | 0          | 70-100M   | 110       |
|                      |        |         |       |            | 100 UP                 | 17         | 600 UP    | 15         | 100 UP    | 227       |
|                      |        |         |       |            | <b>TOTAL</b>           | <b>17</b>  | <b>15</b> | <b>349</b> | <b>29</b> | <b>29</b> |

| ANSWER ALL QUESTIONS |    |   |
|----------------------|----|---|
| Yes                  | No | Explain all "YES" answers.  |
|                      | UD | 1 Will special relocation services be necessary?  |
|                      | X  | 2 Will schools or churches be affected by displacement?   |
| X                    |    | 3 Will business services still be available after project?  |
| X                    |    | 4 Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.                             |
|                      | X  | 5 Will relocation cause a housing shortage?   |
|                      | X  | 6 Source for available housing (list).  |
|                      | X  | 7 Will additional housing programs be needed?   |
| X                    |    | 8 Should Last Resort Housing be considered?   |
|                      | UD | 9 Are there large, disabled, elderly, etc. families?  |
|                      | X  | 10 Will public housing be needed for project?   |
| X                    |    | 11 Is public housing available?   |
| X                    |    | 12 Is it felt there will be adequate DSS housing housing available during relocation period?  |
|                      | UD | 13 Will there be a problem of housing within financial means?   |
|                      | X  | 14 Are suitable business sites available (list source).   |
|                      |    | 15 Number months estimated to complete RELOCATION? <span style="float: right; border: 1px solid black; padding: 2px;">18-24 months</span> |

**REMARKS (Respond by number)**

**See the 15 E Addendum for Remarks**

|                    |                  |  |
|--------------------|------------------|--|
| Right of Way Agent | 12/16/14<br>Date | Relocation Coordinator _____<br>Date _____ |
|--------------------|------------------|--|

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BLUE – SEGMENT BLxL**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. A more in-depth study should be conducted at a later date to identify and quantify any other special relocation needs. For the purposes of this study, it may be presumed that there are no special needs for displacees and that alternative housing, such as the build option, will not be a factor.
  
3. There are nine businesses being displaced in this segment which are clustered at or near the intersection of Ten-Ten Road and Benson Road (NC 50). This will eliminate almost all of the services available along Benson Road from Timber Drive ~3.5 miles north to NC 42 ~3.5 miles south.
  
4. Five of the businesses being displaced are located on Parcel 420, which is improved with a small strip center, auto repair shop, and mini self-storage units. The businesses on this site all appear to be local “mom and pop” type of entities including:
  - Best Buy Grocery and Grill – 6-8 employees
  - Reality Workout Gym – 2-4 employees
  - Chanellos (restaurant) – 6-8 employees
  - Hills Auto Service – 2-3 employees
  - Fuel Depot – 4-6 employees
  - Turner Farms Mini Storage – 2-3 employees
    - Note: Turner Farms Mini Storage will involve 200+ personal property displacements. They have not been included as individual displacees for the purposes of this report; however, a cost has been added to the acquisition of this parcel to address the expenses associated with this type of displacement.

These businesses are locally owned and operated. Their clientele is primarily derived from the residential neighborhoods located along Benson Road. The ability to reestablish all of these businesses in the immediate area, and within the timeframe of a right-of-way project, will be difficult due to the limited business sites currently available.

The other businesses being displaced include a BP Service Station located on Parcel 424, Tart’s Grocery on Parcel 425, and a new Dollar General store located on Parcel 415. Tart’s Grocery appears to actually be a very small, local bar based on information found on the internet. It is unlikely that this business will be able to be reestablished in the immediate area, unless this very old and possibly historic building can be moved onto the remaining property. Like the businesses identified above, it will be difficult to reestablish these remaining businesses in the immediate area due to the limited business sites currently available. The BP station and Dollar General will likely have a better chance than the local entities. As national chains, they have more resources available to them and probably have experience with road projects impacting their businesses.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BLUE – SEGMENT BLxL**

- Tart’s Grocery (bar) – 1-2 employees
- BP Service Station – 8-10 employees
- Dollar General – 8-10 employees

It is unknown if any of these businesses are minority owned based on off-site field review of the subject businesses. Personal interviews of the displacees during the Needs Assessment Survey phase of the project will determine minority status.

6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BLUE – SEGMENT BLxL**

12. This segment will necessitate the relocation of 32 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.
14. There are plenty of vacant sites along Benson Road; however, this is still a rural community and most of the vacant land is used for farming. Commercially developed sites along Benson Road are very limited. Very few, if any, of the displaced businesses will have an opportunity to relocate into an existing building in the immediate area. Commercial zoning is typically clustered at intersections in rural areas and there are only a few intersections along this stretch of road. Zoning/land use codes could have an impact on reestablishing the businesses on Benson Road. This will be more problematic for the local “mom and pop” businesses as they rely heavily on the surrounding neighborhoods for their clientele; and the services being offered are easily replaced within a five mile radius. Dollar General and the BP station will have more options to move to other nearby market areas. They are limited primarily by their own boundaries for competing locations. Potential sites were identified in the field and through loopnet.com, but as discussed above, it will be very difficult to reestablish these businesses along Benson Road within the timeframe of a right-of-way project.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner’s mailing address as listed in the County’s tax rolls.

# EIS RELOCATION REPORT

North Carolina Department of Transportation  
RELOCATION ASSISTANCE PROGRAM

E.I.S.       CORRIDOR       DESIGN

|                         |  |        |         |           |      |         |      |
|-------------------------|--|--------|---------|-----------|------|---------|------|
| WBS ELEMENT:            |  | COUNTY | Wake    | Alternate | BLUE | Segment | L2BL |
| T.I.P. No.:             | R-2721   | R-2828 | R -2829 |           |      |         |      |
| DESCRIPTION OF PROJECT: | Complete 540 Triangle Expressway Southeast Extension |        |         |           |      |         |      |

| ESTIMATED DISPLACEES |        |         |       |            | INCOME LEVEL      |            |                        |            |           |     |          |    |
|----------------------|--------|---------|-------|------------|-------------------|------------|------------------------|------------|-----------|-----|----------|----|
| Type of Displacees   | Owners | Tenants | Total | Minorities | 0-15M             | 15-25M     | 25-35M                 | 35-50M     | 50 UP     |     |          |    |
| Residential          | 44     | 1       | 45    | 0          | 0                 | 0          | 0                      | 0          | 45        |     |          |    |
| Businesses           | 0      | 0       | 0     | 0          | VALUE OF DWELLING |            | DSS DWELLING AVAILABLE |            |           |     |          |    |
| Farms                | 0      | 0       | 0     | 0          | Owners            | Tenants ** | For Sale               |            | For Rent  |     |          |    |
| Non-Profit           | 0      | 0       | 0     | 0          | 0-20M             | 0          | \$ 0-150               | 0          | 0-20M     | 0   | \$ 0-150 | 0  |
|                      |        |         |       |            | 20-40M            | 0          | 150-250                | 0          | 20-40M    | 0   | 150-250  | 0  |
|                      |        |         |       |            | 40-70M            | 0          | 250-400                | 0          | 40-70M    | 12  | 250-400  | 0  |
|                      |        |         |       |            | 70-100M           | 0          | 400-600                | 0          | 70-100M   | 110 | 400-600  | 16 |
|                      |        |         |       |            | 100 UP            | 44         | 600 UP                 | 1          | 100 UP    | 227 | 600 UP   | 13 |
|                      |        |         |       |            | <b>TOTAL</b>      | <b>44</b>  | <b>1</b>               | <b>349</b> | <b>29</b> |     |          |    |

| ANSWER ALL QUESTIONS |     |   |
|----------------------|-----|---|
| Yes                  | No  | Explain all "YES" answers.  |
|                      | UD  | 1 Will special relocation services be necessary?  |
|                      | X   | 2 Will schools or churches be affected by displacement?   |
| X                    |     | 3 Will business services still be available after project?  |
|                      | X   | 4 Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.                             |
|                      | X   | 5 Will relocation cause a housing shortage?   |
|                      | X   | 6 Source for available housing (list).  |
|                      | X   | 7 Will additional housing programs be needed?   |
| X                    |     | 8 Should Last Resort Housing be considered?   |
|                      | UD  | 9 Are there large, disabled, elderly, etc. families?  |
|                      | X   | 10 Will public housing be needed for project?   |
| X                    |     | 11 Is public housing available?   |
| X                    |     | 12 Is it felt there will be adequate DSS housing available during relocation period?  |
|                      | UD  | 13 Will there be a problem of housing within financial means?   |
|                      | N/A | Are suitable business sites available (list source).  |
|                      |     | 15 Number months estimated to complete RELOCATION? <span style="float: right; border: 1px solid black; padding: 2px;">18-24 months</span> |

**REMARKS (Respond by number)**

**See the 15 E Addendum for Remarks**

|                    |          |                        |      |
|--------------------|----------|------------------------|------|
|                    | 12/16/14 |                        |      |
| Right of Way Agent | Date     | Relocation Coordinator | Date |

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BLUE – SEGMENT L2BL**

1. Special relocation services cannot be determined without individual consultation with the displacees. Individual consultations are not conducted during this phase of the project. However, the field review did not visually indicate any special needs. A more in-depth study should be conducted at a later date to identify and quantify any special relocation needs. For the purposes of this study, it may be presumed that there are no special needs and that alternative housing, such as the build option, will not be a factor.
3. There are no businesses being impacted on this segment; business services will remain the same.
6. The sources utilized for the available housing list are the multiple listing service (MLS), realtor.com, and zillow.com. Based on the data derived from these resources, there are more than 1000 properties available for sale and rent within the study area. However, there may be a shortage of resources available for replacing mobile home units or rental lots. The data research is based upon the availability of a fluctuating inventory of available properties.
7. There is a very active real estate market in the study area, and throughout Wake and Johnston counties. Available inventory, low interest rates, and plenty of new housing starts and subdivision developments would indicate that additional housing programs will not be needed.
8. Last resort housing will apply if the replacement housing computations reflect that adequate housing cannot be offered within the monetary threshold of the Uniform Act. Last resort housing will be examined more carefully during the Relocation Needs Assessment phase of the project and determined on a case-by-case basis. If last resort housing is applicable, it will not require a build alternative to replace current housing.
9. Unable to determine the types or special needs of the residential displacees without the benefit of individual consultations, which are not conducted during this phase of the project.
10. No public housing units were identified within this segment, which would indicate that public housing will not be required for replacement housing.
11. Although public housing is available in the study area, it is not anticipated to be a factor for this segment of the project. However, should the need arise there are multiple sources available within the study area that can provide public housing or assistance. Wake County offers multiple types of affordable rental apartments. There are also HUD sponsored apartments and single family homes as well as non-profit housing assistance resources. There are available listings that also specify: non-profit housing resource, HUD apartment, and subsidized housing.

**FRM15-E EIS RELOCATION REPORT ADDENDUM  
COMPLETE 540 TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION  
BLUE – SEGMENT L2BL**

12. This segment will necessitate the relocation of 45 residential properties. Based upon the analysis of available housing, it appears that there will be adequate decent, safe, and sanitary (DS&S) housing for this segment. It should be noted that the available properties identified during the analysis have not been inspected to determine if they are DS&S. Properties referenced in this report as available are presumed to meet all local housing codes and be habitable.
  
13. The question regarding whether replacement housing is within the financial means of those proposed to be displaced cannot be determined without individual consultation, verification of income, and consideration of other resources.

**NOTE:**

- UD – Undetermined in this project phase; additional information required.
- The data provided in this report was collected via a visual inspection of each property. Thus it is difficult to determine occupancy status, ethnicity, family size, age, or special needs until such time that individual consultations take place. Owner versus tenant occupancy was based on the property owner's mailing address as listed in the County's tax rolls.



## **APPENDIX C**

### **Segment Breaks and Right of Way & Relocation Impact Spreadsheets**



**COMPLETE 540 QUANTITY SEGMENT BREAKS (DESCRIPTION)**

| #                            | SEG ID. | ALIGNMENT  | APPROX. BEGIN STA. | APPROX. END STA. | LENGTH (Miles) | SEGMENT RANGE              | SEGMENT DESCRIPTION  |
|------------------------------|---------|------------|--------------------|------------------|----------------|----------------------------|--|
| <b>ORANGE CORRIDOR</b>       |         |            |                    |                  |                |                            |  |
| 1                            | O1      | O_L        | 21+45.00           | 385+95.66        | 6.904          | NC 55 BYP TO BEG. OF O2/R1 | Protected Corridor from Beginning of Project to a point where the Red Corridor ties.   |
| 2                            | O2      | O_L        | 385+95.66          | 484+00.00        | 1.857          | FROM O1 TO O3/O3L          | Protected Corridor from O1 to O3/O2L-US 401 (Builds only the Portion of US 401 needed to complete R-2721)  |
| 3                            | O3      | O_L        | 484+00.00          | 877+65.00        | 7.455          | From O2 to O4              | Protected Corridor from O2- US 401 (Builds the Remaining Portion of US 401 Interchange) to a point where the I-40 Interchange starts.                                |
| 4                            | O4      | O_L        | 877+65.00          | 952+00.00        | 1.408          | From O3 to G1              | Protected Corridor From O3 to I-40 Interchange (Only builds a portion of I-40 Interchange needed to complete R-2828)   |
| <b>GREEN CORRIDOR</b>        |         |            |                    |                  |                |                            |  |
| 5                            | G1      | O_L        | 952+00.00          | 1009+14.39       | 1.082          | O4 to G2/B1                | Green Corridor from I-40 (Completes Ultimate I-40 Interchange) to a point where the Brown Corridor ties.   |
| 6                            | G2      | G_L        | 1021+00.00         | 1158+00.30       | 2.595          | From G1 to G3/TL1          | Green Corridor from B1 tie to a point where Teal ties to Green   |
| 7                            | G3      | G_L        | 1158+00.30         | 1195+31.30       | 0.707          | From G2 to G4/M1           | Green Corridor from a point where Teal ties to Green to a point where Mint ties to Green.  |
| 8                            | G4      | G_L        | 1195+31.30         | 1238+53.22       | 0.819          | G3 to G5/R6                | Green Corridor from a point where Mint ties to Green to a point where Red ties to Green.   |
| 9                            | G5      | G_L        | 1238+53.22         | 1388+00.00       | 2.831          | From G4 to G6/M2/B3/T1     | Green Corridor from a point where Red ties to Green to a point where Mint, Brown, and Tan ties back to Green.  |
| 10                           | G6      | G_L        | 1388+00.00         | 1439+00.00       | 0.966          | From G5 to G7              | Green Corridor from a point where Mint/Brown/Tan ties back to Green to Poole Rd. (Former Corridor Tie Point)   |
| 11                           | G7      | G_L        | 1439+00.00         | 1529+00.00       | 1.705          | From G6 to End of Project  | Green Corridor from Poole Rd to Green to end point north of US 64/US264  |
| <b>TAN CORRIDOR</b>          |         |            |                    |                  |                |                            |  |
| 12                           | T1      | T_L        | 1206+55.08         | 1426+45.29       | 4.165          | From B1 to G6              | Tan Corridor from a point where Brown ties to Tan to a point where Tan ties to Green   |
| <b>TEAL CORRIDOR</b>         |         |            |                    |                  |                |                            |  |
| 13                           | TL1     | TL_L       | 1158+00.30         | 1327+70.00       | 3.214          | From G2/G2L to B3          | Teal Corridor from a point where Teal ties to Green to a point where Teal ties to Brown  |
| <b>MINT CORRIDOR</b>         |         |            |                    |                  |                |                            |  |
| 14                           | M1      | MG_L       | 1195+31.30         | 1239+00.00       | 0.827          | From G3 to M2/R7           | Mint Corridor from a point where Mint ties to Green to a point where Red ties to Mint  |
| 15                           | M2      | MG_L/ G-L  | 1239+00.00         | 1388+00.00       | 2.905          | From M1/R7 to G6           | Mint Corridor from a point where Red ties to Mint to a point where Mint ties back to Green   |
| <b>BROWN CORRIDOR</b>        |         |            |                    |                  |                |                            |  |
| 16                           | B1      | B_L        | 1021+00.00         | 1206+55.08       | 3.514          | From G1 to B2/T1           | Brown Corridor from a point where Brown ties to Green to a point where Tan ties to Brown   |
| 17                           | B2      | B_L        | 1206+55.08         | 1330+00.00       | 2.338          | From B1/B1L to B3          | Brown Corridor from a point where Tan ties to Brown to a point where Teal ties to Brown  |
| 18                           | B3      | B_L        | 1330+00.00         | 1446+86.68       | 2.213          | From B2/TL1 to G6          | Brown Corridor from a point where Teal ties to Brown to a point where Brown ties back to Green.  |
| <b>RED CORRIDOR</b>          |         |            |                    |                  |                |                            |  |
| 19                           | R1      | R_L        | 385+95.66          | 495+00.00        | 2.065          | From O1 to R2              | Red Corridor from Orange to US 401 (Builds only the portion of the US 401 Interchange needed to complete R-2721)   |
| 20                           | R2      | R_L        | 495+00.00          | 618+00.00        | 2.330          | From R1 to R3              | Red Corridor from US 401 to a point where Red Mod (Former Corridor) ties to Red (Builds the remaining portion of the US 401 interchange)                             |
| 21                           | R3      | R_L/RREV-L | 618+00.00          | 854+74.06        | 4.484          | From R2 to R4              | Red Corridor from a point where Red Mod (Former Corridor) ties to Red west of Old Stage Rd to a point where Red Mod (Former Corridor) ties back to Red west of I-40. |
| 22                           | R4      | RREV-L     | 854+74.06          | 916+65.58        | 1.173          | From R3 to R5              | Red Corridor from a point where Red Mod (Former Corridor) ties back to Red west of I-40 to I-40 (Includes building only a portion of I-40 need to complete R-2828)   |
| 23                           | R5      | RREV_L/R_L | 916+65.58          | 986+64.48        | 1.326          | From R4 to R6/R7           | Red Corridor from R4 to cross over for Red to Mint and Red to Green (Includes building the remaining portion of the I-40 Interchange)                                |
| 24                           | R6      | R_L        | 986+64.48          | 1064+01.39       | 1.465          | From R5 to G5              | Red Corridor cross over from Red to Green  |
| 25                           | R7      | RxM_L      | 986+64.48          | 1064+44.44       | 1.473          | From R5 to M2              | Red Corridor cross over from Red to Mint   |
| <b>LILAC CORRIDOR</b>        |         |            |                    |                  |                |                            |  |
| 26                           | OxL     | OXL_L      | 636+25.41          | 735+55.88        | 0.881          | From O3L to L2             | Lilac Corridor from a point where Orange ties to Lilac (Former Cross Over) ( <b>L1 Segment south of Orange was eliminated</b> )                                      |
| 27                           | L2      | L_L        | 742+97.43          | 865+00.00        | 2.311          | From OxL to L3             | Lilac Corridor from a point where Orange X-Over ties to Lilac to a point where the I-40 Interchange begins (Not Inclusive of I-40 Interchange)                       |
| 28                           | L3      | L_L        | 865+00.00          | 937+80.98        | 1.379          | From L2/L2BL to L4         | Lilac Corridor I-40 interchange (Builds only the portion of the I-40 Interchange needed to complete R-2829)  |
| 29                           | L4      | L_L        | 937+80.98          | 984+98.45        | 0.893          | From L3 to L5/L6           | Lilac Corridor From I-40 (Completes I-40 Interchange) to a point where Lilac Cross Overs begin.  |
| 30                           | L5      | L_L        | 984+98.45          | 1012+50.98       | 0.521          | From L4 to G2L             | Lilac Corridor cross over to Green Corridor  |
| 31                           | L6      | LXB_L/ B_L | 984+98.45          | 1085+00.00       | 1.122          | From L4 to B1L             | Lilac Corridor cross over to Brown Corridor  |
| <b>PURPLE/BLUE CORRIDOR</b>  |         |            |                    |                  |                |                            |  |
| 32                           | PU1     | PU_L       | 195+84.46          | 338+53.25        | 2.702          | From O1PU to PU2           | Purple Corridor from Orange Corridor to a point after the Optimist Farm Road crossing  |
| 33                           | PU2     | PU_L       | 338+53.25          | 478+00.00        | 2.641          | From PU1 to BL1            | Purple Corridor from the point after the Optimist Farm Road crossing to a point before the US 401 Blue Corridor Interchange  |
| 34                           | BL1     | BL_L       | 478+00.00          | 505+00.00        | 0.511          | From PU2 to BL2            | Blue Corridor from a point before the US 401 Interchange to a point just after the US 401 (Builds only the Portion of US 401 needed to complete R-2721)              |
| 35                           | BL2     | BL_L       | 505+00.00          | 680+69.89        | 3.328          | From BL1 to BL3            | Blue Corridor from US 401 (Builds the Remaining Portion of US 401 Interchange) to a point after the Old Stage Road Interchange                                       |
| 36                           | BL3     | BL_L       | 680+69.89          | 850+50.00        | 3.216          | From BL2 to BLxL           | Blue Corridor from a point after Old Stage Road Interchange to where Blue Crossover to Lilac picks up  |
| 37                           | BLxL    | BLxL_L     | 850+50.00          | 958+13.12        | 2.038          | From BL3 to L2BL           | Blue Corridor Crossover to Lilac ties in to the middle of Lilac segment L2   |
| <b>SUPPLEMENTAL SEGMENTS</b> |         |            |                    |                  |                |                            |  |
| 38                           | O3L     | O_L        | 484+00.00          | 636+25.41        | 2.884          | From O2 to OxL             | Portion of Orange Corridor from US 401 Interchange (Includes completing US 401 Interchange) to a point where Orange to Lilac Cross Over Begins.                      |
| 39                           | G2L     | G_L        | 1055+84.23         | 1158+00.30       | 1.935          | From L5 to G3/TL1          | Portion of Green Corridor from a point where Lilac ties to Green to a point where Teal ties to Green   |
| 40                           | B1L     | B_L        | 1085+00.00         | 1206+55.08       | 2.302          | From L6 to T1/B2           | Portion of Brown Corridor from a point where Lilac ties to Brown to a point where Tan ties to Brown.   |
| 41                           | O1PU    | O_L        | 21+45.00           | 197+34.10        | 3.331          | From O1 to PU1             | Orange Corridor from the Beginning of the Project to a point where the Purple Corridor ties  |
| 42                           | L2BL    | L_L        | 794+00.00          | 937+80.98        | 2.724          | From BLxL to L3            | Portion of Lilac Corridor that ties the Blue Corridor to a common segment break between L2 & L3  |



Complete 540 - Triangle Expressway Southeast Extension

| Segment | R/W & Relocation Estimate | Parcels    |             |        |       | Displacees  |         |       |          |         |       |        |         |       |             |         |       |        |         |       |
|---------|---------------------------|------------|-------------|--------|-------|-------------|---------|-------|----------|---------|-------|--------|---------|-------|-------------|---------|-------|--------|---------|-------|
|         |                           |            |             |        |       | Residential |         |       | Business |         |       | Farms  |         |       | Non-Profits |         |       | Total  |         |       |
|         |                           | Commercial | Residential | Vacant | Total | Owners      | Tenants | Total | Owners   | Tenants | Total | Owners | Tenants | Total | Owners      | Tenants | Total | Owners | Tenants | Total |
| O1      | \$83,863,000              | 10.0       | 204.5       | 77.0   | 291.5 | 57          | 44      | 101   | 0        | 0       | 0     | 0      | 0       | 0     | 1           | 0       | 1     | 58     | 44      | 102   |
| O2      | \$31,524,900              | 2.5        | 51.5        | 11.5   | 65.5  | 17          | 5       | 22    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 17     | 5       | 22    |
| O3      | \$73,823,600              | 9.0        | 145.5       | 51.0   | 205.5 | 41          | 17      | 58    | 0        | 0       | 0     | 0      | 0       | 0     | 2           | 0       | 2     | 43     | 17      | 60    |
| O4      | \$21,052,200              | 0.0        | 9.5         | 12.0   | 21.5  | 5           | 2       | 7     | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 5      | 2       | 7     |
| R1      | \$35,604,500              | 8.5        | 30.5        | 7.0    | 46.0  | 9           | 10      | 19    | 1        | 2       | 3     | 0      | 0       | 0     | 0           | 0       | 0     | 10     | 12      | 22    |
| R2      | \$34,805,500              | 2.5        | 22.0        | 52.5   | 77.0  | 8           | 5       | 13    | 0        | 3       | 3     | 0      | 0       | 0     | 0           | 0       | 0     | 8      | 8       | 16    |
| R3      | \$153,615,200             | 9.0        | 319.5       | 55.0   | 383.5 | 218         | 24      | 242   | 0        | 0       | 0     | 0      | 0       | 0     | 1           | 0       | 1     | 219    | 24      | 243   |
| R4      | \$34,999,100              | 13.0       | 19.5        | 21.5   | 54.0  | 3           | 3       | 6     | 1        | 0       | 1     | 0      | 0       | 0     | 0           | 0       | 0     | 4      | 3       | 7     |
| R5      | \$39,688,600              | 6.5        | 6.0         | 17.0   | 29.5  | 1           | 2       | 3     | 0        | 2       | 2     | 0      | 0       | 0     | 0           | 0       | 0     | 1      | 4       | 5     |
| R6      | \$15,123,200              | 5.5        | 25.0        | 9.5    | 40.0  | 4           | 6       | 10    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 4      | 6       | 10    |
| R7      | \$15,144,700              | 5.5        | 25.0        | 9.5    | 40.0  | 4           | 6       | 10    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 4      | 6       | 10    |
| O3L     | \$28,486,900              | 4.5        | 58.5        | 18.0   | 81.0  | 12          | 10      | 22    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 12     | 10      | 22    |
| OxL     | \$30,539,100              | 0.0        | 80.0        | 9.5    | 89.5  | 57          | 4       | 61    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 57     | 4       | 61    |
| L2      | \$65,176,200              | 6.5        | 145.5       | 6.0    | 158.0 | 68          | 10      | 78    | 1        | 8       | 9     | 0      | 0       | 0     | 0           | 0       | 0     | 69     | 18      | 87    |
| L3      | \$31,280,400              | 2.5        | 27.0        | 11.0   | 40.5  | 9           | 8       | 17    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 9      | 8       | 17    |
| L4      | \$46,433,100              | 2.0        | 104.0       | 4.5    | 110.5 | 78          | 9       | 87    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 78     | 9       | 87    |
| L5      | \$2,168,400               | 0.0        | 1.5         | 1.5    | 3.0   | 0           | 0       | 0     | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 0      | 0       | 0     |
| L6      | \$6,241,800               | 0.0        | 12.0        | 9.5    | 21.5  | 0           | 0       | 0     | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 0      | 0       | 0     |
| G2L     | \$34,776,300              | 8.5        | 32.0        | 13.5   | 54.0  | 20          | 5       | 25    | 1        | 1       | 2     | 0      | 0       | 0     | 0           | 0       | 0     | 21     | 6       | 27    |
| B1L     | \$14,093,700              | 13.0       | 15.5        | 6.0    | 34.5  | 6           | 4       | 10    | 0        | 2       | 2     | 0      | 1       | 1     | 0           | 0       | 0     | 6      | 7       | 13    |
| G1      | \$7,268,800               | 0.0        | 2.5         | 3.0    | 5.5   | 0           | 0       | 0     | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 0      | 0       | 0     |
| G2      | \$39,610,400              | 8.0        | 36.0        | 17.0   | 61.0  | 20          | 8       | 28    | 1        | 2       | 3     | 0      | 0       | 0     | 0           | 0       | 0     | 21     | 10      | 31    |
| G3      | \$8,135,700               | 0.5        | 12.0        | 3.0    | 15.5  | 10          | 1       | 11    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 10     | 1       | 11    |
| G4      | \$7,976,200               | 0.0        | 2.5         | 1.0    | 3.5   | 0           | 1       | 1     | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 0      | 1       | 1     |
| G5      | \$16,101,600              | 0.0        | 19.5        | 10.5   | 30.0  | 9           | 4       | 13    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 9      | 4       | 13    |
| G6      | \$22,696,500              | 7.0        | 8.5         | 3.0    | 18.5  | 2           | 13      | 15    | 0        | 3       | 3     | 0      | 0       | 0     | 0           | 0       | 0     | 2      | 16      | 18    |
| G7      | \$2,423,200               | 1.0        | 18.0        | 4.0    | 23.0  | 2           | 11      | 13    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 2      | 11      | 13    |
| M1      | \$4,059,000               | 0.0        | 3.5         | 1.0    | 4.5   | 0           | 1       | 1     | 0        | 0       | 0     | 0      | 1       | 1     | 0           | 0       | 0     | 0      | 2       | 2     |
| M2      | \$19,497,300              | 0.0        | 19.5        | 12.5   | 32.0  | 7           | 8       | 15    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 7      | 8       | 15    |
| B1      | \$21,650,600              | 12.5       | 28.0        | 15.5   | 56.0  | 7           | 4       | 11    | 0        | 2       | 2     | 0      | 1       | 1     | 0           | 0       | 0     | 7      | 7       | 14    |
| B2      | \$7,482,400               | 1.0        | 6.5         | 8.0    | 15.5  | 1           | 0       | 1     | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 1      | 0       | 1     |
| B3      | \$9,097,100               | 1.0        | 9.5         | 6.0    | 16.5  | 3           | 3       | 6     | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 3      | 3       | 6     |
| T1      | \$34,278,600              | 2.0        | 41.0        | 24.0   | 67.0  | 21          | 8       | 29    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 21     | 8       | 29    |
| TL1     | \$19,409,400              | 1.5        | 20.5        | 6.5    | 28.5  | 12          | 1       | 13    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 12     | 1       | 13    |
| O1PU    | \$44,949,000              | 8.0        | 103.0       | 61.0   | 172.0 | 29          | 15      | 44    | 0        | 0       | 0     | 0      | 0       | 0     | 1           | 0       | 1     | 30     | 15      | 45    |
| PU1     | \$33,687,000              | 1.0        | 43.0        | 15.0   | 59.0  | 18          | 5       | 23    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 18     | 5       | 23    |
| PU2     | \$87,497,900              | 2.0        | 115.5       | 53.0   | 170.5 | 70          | 3       | 73    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 70     | 3       | 73    |
| BL1     | \$13,332,900              | 4.5        | 6.0         | 5.0    | 15.5  | 2           | 0       | 2     | 0        | 1       | 1     | 1      | 0       | 1     | 0           | 0       | 0     | 3      | 1       | 4     |
| BL2     | \$73,901,900              | 6.5        | 140.5       | 48.5   | 195.5 | 78          | 17      | 95    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 78     | 17      | 95    |
| BL3     | \$39,738,400              | 0.0        | 81.5        | 22.5   | 104.0 | 40          | 12      | 52    | 0        | 0       | 0     | 0      | 1       | 1     | 0           | 0       | 0     | 40     | 13      | 53    |
| BLxL    | \$41,867,700              | 13.0       | 78.0        | 35.0   | 126.0 | 17          | 15      | 32    | 1        | 8       | 9     | 0      | 0       | 0     | 0           | 0       | 0     | 18     | 23      | 41    |
| L2BL    | \$36,587,500              | 0.5        | 68.5        | 3.0    | 72.0  | 44          | 1       | 45    | 0        | 0       | 0     | 0      | 0       | 0     | 0           | 0       | 0     | 44     | 1       | 45    |

**Complete 540 - Triangle Expressway Southeast Extension**

| Alternative | R/W & Relocation Estimate | Parcels    |             |        |       | Displacees  |         |       |          |         |       |        |         |       |             |         |       |        |         |       |
|-------------|---------------------------|------------|-------------|--------|-------|-------------|---------|-------|----------|---------|-------|--------|---------|-------|-------------|---------|-------|--------|---------|-------|
|             |                           |            |             |        |       | Residential |         |       | Business |         |       | Farms  |         |       | Non-Profits |         |       | Total  |         |       |
|             |                           | Commercial | Residential | Vacant | Total | Owners      | Tenants | Total | Owners   | Tenants | Total | Owners | Tenants | Total | Owners      | Tenants | Total | Owners | Tenants | Total |
| 1           | \$314,476,100             | 38         | 510         | 193    | 741   | 163         | 106     | 269   | 1        | 5       | 6     | 0      | 0       | 0     | 3           | 0       | 3     | 167    | 111     | 278   |
| 2           | \$313,954,600             | 38         | 511         | 195    | 744   | 161         | 110     | 271   | 1        | 5       | 6     | 0      | 1       | 1     | 3           | 0       | 3     | 165    | 116     | 281   |
| 3           | \$298,581,400             | 44         | 509         | 201    | 754   | 152         | 104     | 256   | 0        | 5       | 5     | 0      | 1       | 1     | 3           | 0       | 3     | 155    | 110     | 265   |
| 4           | \$280,882,300             | 44         | 484         | 191    | 719   | 135         | 99      | 234   | 0        | 5       | 5     | 0      | 1       | 1     | 3           | 0       | 3     | 138    | 105     | 243   |
| 5           | \$310,769,100             | 40         | 506         | 191    | 737   | 159         | 104     | 263   | 1        | 5       | 6     | 0      | 0       | 0     | 3           | 0       | 3     | 163    | 109     | 272   |
| 6           | \$438,920,400             | 63         | 673         | 257    | 993   | 313         | 122     | 435   | 2        | 10      | 12    | 0      | 0       | 0     | 2           | 0       | 2     | 317    | 132     | 449   |
| 7           | \$442,337,600             | 63         | 673         | 259    | 995   | 311         | 126     | 437   | 2        | 10      | 12    | 0      | 0       | 0     | 2           | 0       | 2     | 315    | 136     | 451   |
| 8           | \$543,553,700             | 57         | 861         | 295    | 1,213 | 428         | 120     | 548   | 2        | 13      | 15    | 1      | 1       | 2     | 1           | 0       | 1     | 432    | 134     | 566   |
| 9           | \$543,032,200             | 57         | 862         | 297    | 1,216 | 426         | 124     | 550   | 2        | 13      | 15    | 1      | 2       | 3     | 1           | 0       | 1     | 430    | 139     | 569   |
| 10          | \$529,009,600             | 63         | 862         | 305    | 1,230 | 416         | 121     | 537   | 1        | 14      | 15    | 1      | 2       | 3     | 1           | 0       | 1     | 419    | 137     | 556   |
| 11          | \$511,310,500             | 63         | 837         | 295    | 1,195 | 399         | 116     | 515   | 1        | 14      | 15    | 1      | 2       | 3     | 1           | 0       | 1     | 402    | 132     | 534   |
| 12          | \$539,846,700             | 59         | 857         | 293    | 1,209 | 424         | 118     | 542   | 2        | 13      | 15    | 1      | 1       | 2     | 1           | 0       | 1     | 428    | 132     | 560   |
| 13          | \$411,581,500             | 45         | 765         | 174    | 984   | 341         | 125     | 466   | 2        | 12      | 14    | 0      | 0       | 0     | 1           | 0       | 1     | 344    | 137     | 481   |
| 14          | \$411,060,000             | 45         | 766         | 176    | 987   | 339         | 129     | 468   | 2        | 12      | 14    | 0      | 1       | 1     | 1           | 0       | 1     | 342    | 142     | 484   |
| 15          | \$397,037,400             | 51         | 766         | 184    | 1,001 | 329         | 126     | 455   | 1        | 13      | 14    | 0      | 1       | 1     | 1           | 0       | 1     | 331    | 140     | 471   |
| 16          | \$379,338,300             | 51         | 741         | 174    | 966   | 312         | 121     | 433   | 1        | 13      | 14    | 0      | 1       | 1     | 1           | 0       | 1     | 314    | 135     | 449   |
| 17          | \$407,874,500             | 47         | 761         | 172    | 980   | 337         | 123     | 460   | 2        | 12      | 14    | 0      | 0       | 0     | 1           | 0       | 1     | 340    | 135     | 475   |