



## Project Budget

The [LINK NC project](#) is estimated to cost \$7,555,000. This total cost includes \$1,511,000 in state matching funds secured and committed by the North Carolina Department of Transportation NCDOT. LINK NC is requesting \$6,044,000 in BUILD funding from USDOT to aid in implementing the critical safety improvements along US 421 in Monkey Junction. LINK NC is located in an urban area, outside the Wilmington City Limits in an unincorporated New Hanover County known as Monkey Junction.

## Commitment to LINK NC

NCDOT will administer the LINK NC project, in partnership with New Hanover County, the Wilmington Area Metropolitan Planning Organization (WMPO), and the Cape Fear Public Transit Authority (Wave Transit). NCDOT is committed to this project and improving the critical safety and connectivity needs of Monkey Junction. In support of these goals, NCDOT is not requesting any matching funds from local or regional partners and is providing the full twenty percent matching commitment through state funds. NCDOT has committed these funds and will ensure that they are in place for obligation concurrently when BUILD grant funds become available. NCDOT’s commitment to the twenty percent matching funds is documented in an [attached Letter of Support](#).

NCDOT has already invested \$850,000 in preliminary engineering (PE) for this project to ensure that the designs are ready for expedient delivery upon the award of the BUILD grant. This investment in PE is not a component of the [LINK NC BUILD grant](#), but it is a demonstration of NCDOT’s commitment to efficiently delivering the much-needed improvements in the LINK NC project. **The LINK NC project is currently at 75% design.**

Funding Source	
BUILD Request:	\$6,044,000
Non-Federal Matching Funds (NCDOT):	\$1,511,000
Total:	\$7,555,000

## Contingency Plan

NCDOT has encountered significant cost increases throughout the history of this project (described in detail in the [Project Description section](#)) and has worked diligently to minimize costs and get PE to 75% designs. However, because of this rich history of cost constraints, NCDOT has included a contingency amount of 30% in the total project costs for LINK NC. This contingency is included to account for unanticipated expenses – including cost increases or right of way requirements – that may come up during final design or construction. LINK NC’s contingency plan also includes an expedited schedule, which projects a timeline that takes advantage of 75% designs and minimal disruptions to deliver the project by 2030, and a contingency schedule that accounts for unanticipated constraints to deliver the project by 2032 (described in detail in the [Project Readiness section](#)).

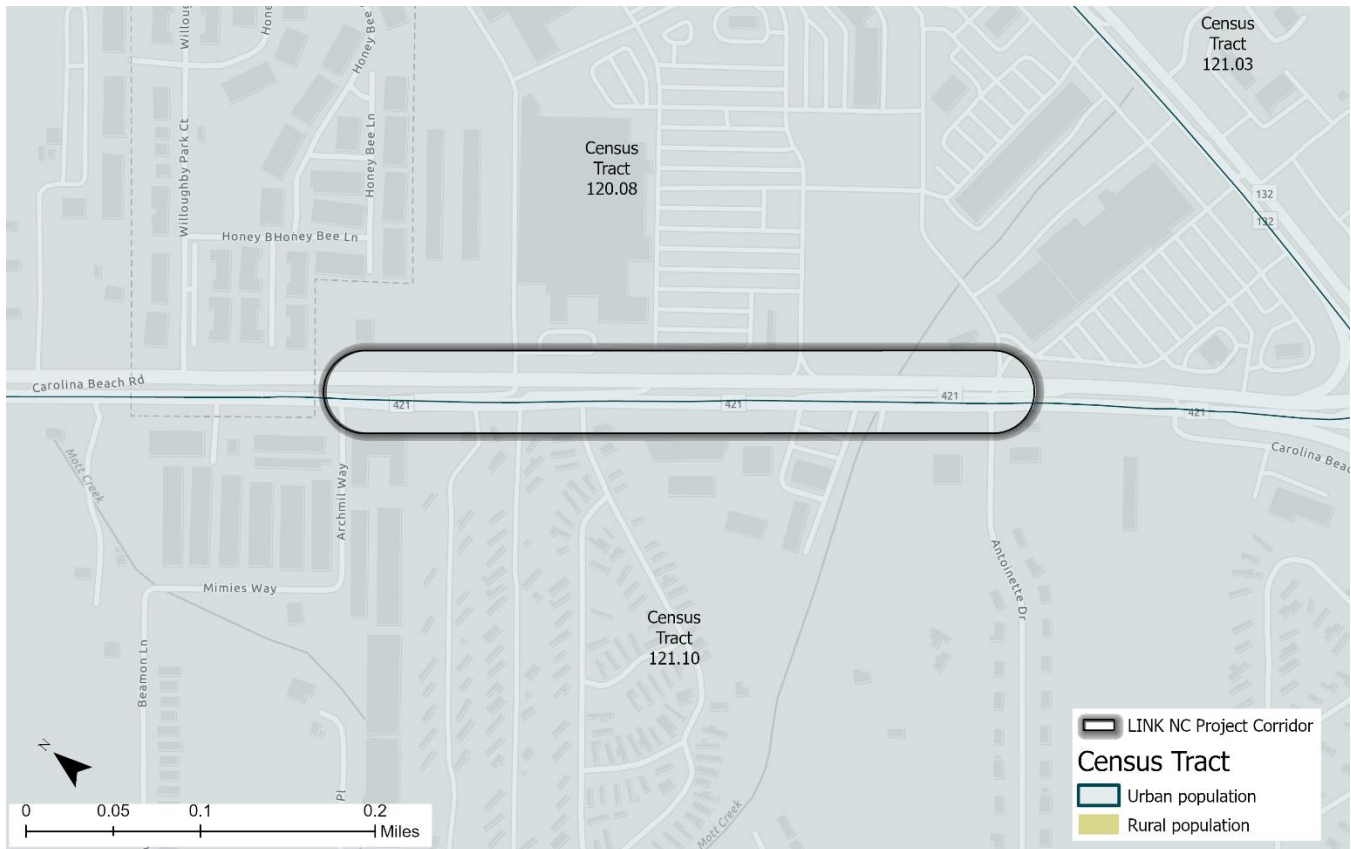
# Impacted Population

The table below indicates how the LINK NC grant funds will be spent by census tract. The map illustrates how the LINK NC corridor is divided between two census tracts. As referenced in the [Merit Criteria section](#), the two census tracts in the LINK NC corridor are not designated as rural or areas of persistent poverty; however, **the neighborhoods most directly impacted by the project, including a community of more than 100 manufactured homes, are low-income.** The LINK NC project is a direct response to the safety and connectivity needs of these communities – this is evidenced by the majority of the project funds (88%) being invested in Census Tract 121.10, where these communities are situated.

Table 1 LINK NC Capital Expenditure by Census Tract

Tract ID (2020)	Persistent Poverty Census Tract	Historically Disadvantaged Community Census Tract	Capital Investment	Share of Total Capital Investment
120.08	No	No	\$900,000	12%
121.10	No	No	\$6,655,000	88%
			<b>\$7,555,000</b>	<b>100%</b>

Figure 1 LINK NC Project Extent and Affected Census Tracts



## Project Costs

LINK NC project costs were developed in 2024 by NCDOT engineers based on 75% designs for the LINK NC project; and, informed by a rich history for this project's design and budget including navigating cost inflation and constraints, they include a responsible 30% contingency. NCDOT is committing the full 20% local match for this project, due to this project's significant importance to the Monkey Junction community and immediate neighbors of the corridor. The [LINK NC project budget and approach](#) details a comprehensive financial plan that ensures the project will be set up for expedient and efficient delivery, prioritizing the safety and connectivity needs of the residents of Monkey Junction.