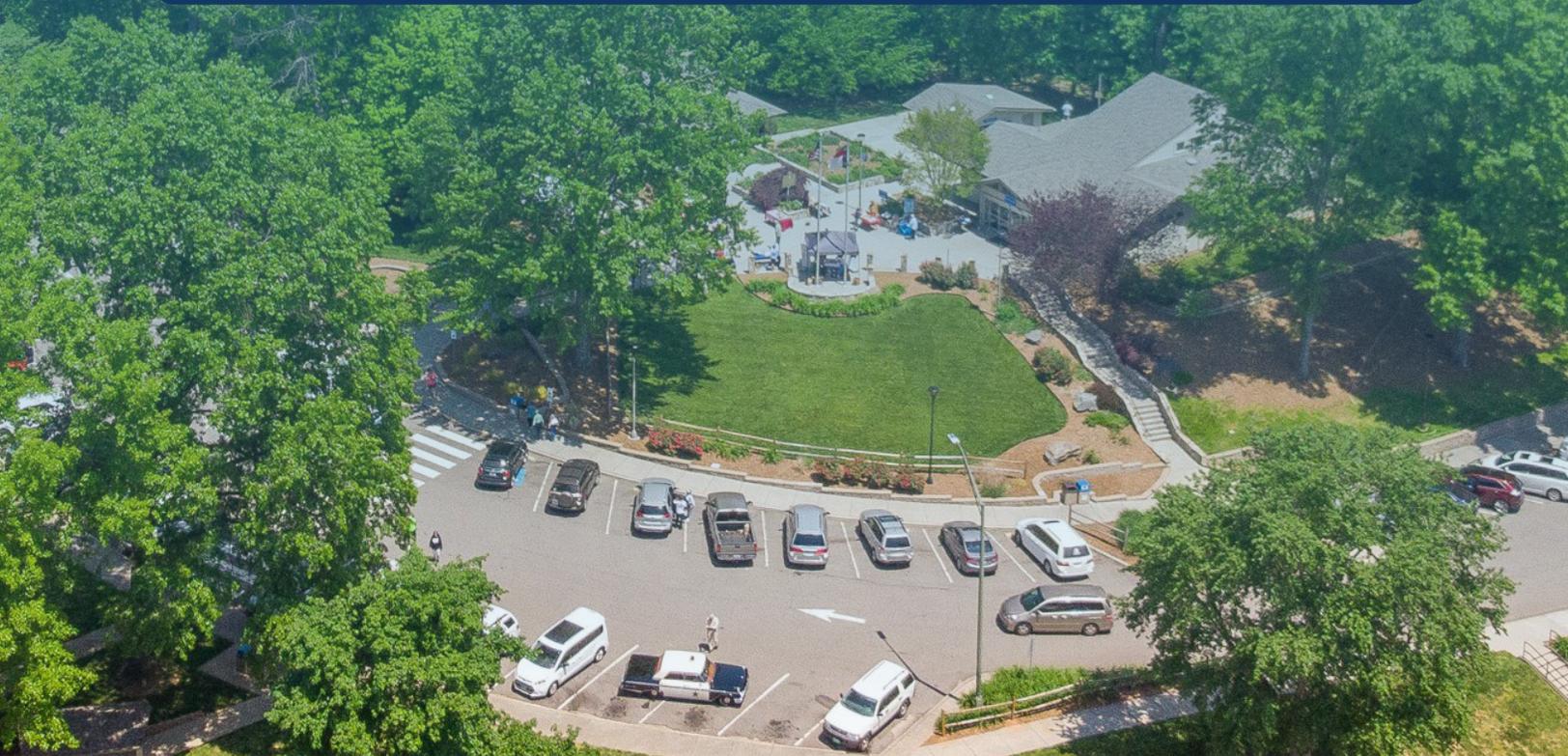


# REST

## Rest area Expansion for Safe Transportation

↗ Project Budget



**FY 2026 Better Utilizing Investments  
to Leverage Development (BUILD)**

GRANT APPLICATION  
**FEBRUARY 2026**





# Project Budget

The estimated cost to reconstruct the I-77 North Welcome Center (Welcome Center), expand truck parking, and improve NCDOT’s ability to monitor real-time traffic and weather conditions along one of North Carolina’s most heavily traveled corridors is \$39,606,115 (YOE\$). The proposal requests \$24,606,115 in BUILD funding to implement improvements that will increase safety, quality of life, and promote North Carolina’s economic competitiveness.

Without BUILD funding, the Project will most likely not be completed. There is strong state and local support for the Project, demonstrated by the included letters of support from national, state, and local organizations and agencies (see **Supplemental Materials**). NCDOT’s

\$15,000,000 commitment from Interstate Maintenance Funds and the General Maintenance Reserve (GMR), equating to almost **40 percent** of total project costs, also demonstrates the State’s commitment to completing the Project. As the Project is located entirely within a rural area, there is no statutory cost share required. Moreover, there are no conditions that must be satisfied for these funds to be available, and these funds are available throughout the period of performance. The enclosed Letter of Financial Commitment signed by NCDOT’s Chief Financial Officer confirms the amount and sources of funding committed.

The capital costs (YOE\$), sources, and uses of funds are summarized in Tables 1 through 4.

**Table 1: Sources and Uses of Funds by Component for REST (YOE\$)**

Funding Source	Welcome Center + Expanded Truck Parking	TPIMS + CCTV Cameras	TPIMS Implementation Study	Total Funding
<b>BUILD Funds</b>	\$22,071,028	\$2,484,104	\$50,983	\$24,606,115
<b>Other Federal Funds</b>	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>	\$13,454,599	\$1,514,321	\$31,080	\$15,000,000
<b>Total Project Cost</b>	<b>\$35,525,627</b>	<b>\$3,998,425</b>	<b>\$82,063</b>	<b>\$39,606,115</b>

TPIMS: Truck Parking Information Management System



**Table 2: Sources and Uses of Funds by Cost Classification for REST (YOE\$)**

<b>Cost Classification</b>	<b>BUILD Funds</b>	<b>Other Federal Funds</b>	<b>Non-Federal Funds</b>	<b>Total Project Cost</b>
Public Engagement	\$13,219	\$0	\$8,058	\$21,277
National Environmental Policy Act (NEPA) Compliance	\$9,914	\$0	\$6,044	\$15,958
TPIMS Implementation Study	\$50,983	\$0	\$31,080	\$82,063
Design	\$1,751,617	\$0	\$1,067,793	\$2,819,410
Construction	\$19,552,175	\$0	\$11,919,095	\$31,471,270
Contingency	\$3,228,207	\$0	\$1,967,930	\$5,196,137
<b>Total Funding</b>	<b>\$24,606,115.00</b>	<b>\$0</b>	<b>\$15,000,000</b>	<b>\$39,606,115</b>

**Table 3: Project Costs by Census Tract for REST (YOE\$)**

<b>2020 Census Tract(s)</b>	<b>Project Costs per Census Tract</b>	<b>Notes</b>
806.03	\$101,850	Includes TPIMS static sign with embedded mini DMS and a portion of the TPIMS fiber costs
9307.00	\$775,000	Includes ITS costs to mile marker 98
9308.03	\$38,729,265	Includes TPIMS Implementation Study, NEPA compliance, public engagement, reconstructed Welcome Center and expanded truck parking, and ITS costs to the Mt. Airy Weigh Station and I-74 Interchange
<b>Total</b>	<b>\$39,606,115</b>	

**Table 4: Project Costs by Rural and Urban Designation (YOE\$)**

<b>Rural and Urban Designation</b>	<b>Total Costs</b>
Urban (2020 Census-designated urban area with a population greater than 200,000)	\$0
Rural (Located outside of a 2020 Census-designated urban area with a population greater than 200,000)	\$ 39,606,115
<b>Total Project Cost</b>	<b>\$39,606,115</b>

NCDOT completed a feasibility study for the Welcome Center in 2023 that included an estimate of probable construction costs based on conceptual design for the Welcome Center building, parking areas, utilities, and other elements of site development. During preparation of this grant application, in January 2026, NCDOT performed additional analysis to confirm and refine the initial cost estimate. Costs for the design and construction of the Project's stormwater control measures (SCMs) are based on preliminary design concepts and construction costs for similar projects in North Carolina. Lastly, to estimate construction costs for the TPIMS and new Closed-Circuit Television (CCTV) cameras, NCDOT's Transportation Systems Management and Operations (TSMO) Unit researched systems in other states as well as costs for similar equipment in NC to develop an implementation cost estimate. This BUILD grant application has escalated all costs to YOES\$ based on the Project schedule (see **Project Readiness and Risk**).

During development of this grant application, NCDOT estimated costs for public engagement, NEPA compliance and permitting, and the proposed TPIMS Implementation Study in 2024 dollars (2024\$) based on similar tasks and previous experience administering grants with these components. NCDOT estimates Design costs as 10 percent of Construction costs and Construction Administration (CA)/ Construction Engineering and Inspection (CEI) costs as 10 percent of Construction costs, both in line with industry standards.

The Project budget includes a 15 percent contingency to manage risk. NCDOT will avoid cost overruns through Value Engineering (VE) during the design-build process and keeping the Project on schedule to avoid inflation-related and year-over-year cost escalations not anticipated in this cost estimate. Cost overruns during construction will be managed in accordance with [Section 104 of NCDOT's Construction Manual and Standard Specifications](#) which require formal approvals, justification, and price adjustments for cost changes.



➤ RESTs investments are essential to the long-term operation of the 3<sup>rd</sup> most visited Welcome Center in NC, which is uniquely positioned to promote attractions, accommodations, events, and recreational opportunities both regionally and across the state.

**BUILD FY 2026  
GRANT APPLICATION  
February 2026**

# REST

**Rest area Expansion for Safe Transportation**



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