

EXHIBIT F

UTC Project Information	
Project Title	Integrated Implementation of Innovative Designs
University	North Carolina State University
Principal Investigator	Nagui Roupail Professor of Civil Engineering North Carolina State University (NCSU)
PI Contact Information	E-mail: rouphail@ncsu.edu Tel: (919)515 -1154
Funding Source(s) and Amounts Provided (by each agency or organization)	Southeastern Transportation Research, Innovation, Development & Education Center (STRIDE): \$126,678 North Carolina Department of Transportation (NCDOT) : \$84,441 (match) The Department of Civil and Environmental Engineering at TTU: \$30,212 (match) The Citadel : \$12,025 (match)
Total Project Cost	\$126,678
Agency ID or Contract Number	69A3551747104
Start and End Dates	May 16, 2017 - November 16, 2018
Brief Description of Research Project	<p>Alternative intersections and interchanges (AII) such as the Restricted Crossing U-Turn (RCUT), can increase safety and capacity, thereby reducing congestion for both vehicular and non-vehicular traffic. Often, RCUTs provide extended capacity for an existing intersection, typically for intersections which are under consideration for grade separation due to capacity constraints. Limited construction funding can often delay costly bridge projects for years. Consequently, AII designs can be useful in many cases because the intersection strategy provides the opportunity to extend the service life of intersections experiencing problems that will not likely be resolved otherwise in the foreseeable future.</p> <p>While many agencies recognize the operational and safety benefits of RCUT designs, the comparative evaluations undertaken during the selection process often have a very narrow scope. For example, in</p>

	<p>evaluating the effectiveness of RCUT intersections, studies typically model only vehicular operations. However, the implementation of RCUT intersections may significantly impact other users of other modes, such as pedestrians and bicyclists. In addition, RCUT designs may have broader level impacts on the corridor if operations are improved at one intersection and not at other upstream and downstream intersections. Accordingly, this proposed project will explore system level integration alternatives related to RCUT designs and will provide guidance for their use to optimize operations and to extend the useful life of facilities. In addition, the research team will explore the multimodal impacts of this intersection design to look at ways to improve operations for all users.</p>
<p>Describe Implementation of Research Outcomes (or why not implemented)</p> <p>Place Any Photos Here</p>	<p>Not available. Research is in progress.</p>
<p>Impacts/Benefits of Implementation (actual, not anticipated)</p>	<p>Not available. Research is in progress.</p>
<p>Web Links</p> <ul style="list-style-type: none"> • Reports • Project website 	<p>https://stride.ce.ufl.edu/project-f/</p>