



## WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810  
Wilmington, North Carolina 28402  
910 341 3258 910 341 7801 FAX

### Meeting Agenda

Wilmington Urban Area MPO  
Transportation Advisory Committee

#### Members:

City of  
WILMINGTON  
Lead Planning Agency

Town of  
CAROLINA BEACH

Town of  
KURE BEACH

Town of  
WRIGHTSVILLE BEACH

NEW HANOVER  
County

Town of  
BELVILLE

Town of  
LELAND

Town of  
NAVASSA

BRUNSWICK  
County

PENDER  
County

CAPE FEAR  
Public Transportation  
Authority

North Carolina  
BOARD OF  
TRANSPORTATION

**TO:** Transportation Advisory Committee Members  
**FROM:** Mike Kozlosky, Senior Transportation Planner  
**DATE:** August 23, 2006  
**SUBJECT:** August 30, 2006 Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on **Wednesday, August 30<sup>th</sup> at 4:00pm**. The meeting will be held in the Belville Elementary cafeteria.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes from 6/28/06
- 3) Presentation- Safe Routes to School
- 4) Public Comment
- 5) Old Business
- 6) New Business
  - a. Cape Fear Skyway and Wilmington Bypass
  - b. Functional Classification Map modifications
  - c. Request to Lower Speed Limit on NC 133
  - d. Request for Commuter Lane on Fort Fisher Ferry
  - e. TAC and TCC Bylaws
  - f. Special Freeway Overlay District
- 7) Project Updates
  - a. Multi-modal Transportation Center
  - b. Hampstead Bypass
  - c. US 17 Corridor Study
  - d. Bicycle and Pedestrian Planning Grant
  - e. NCDOT Project Update
- 8) Announcements
  - a. Coastal Pender County Collector Street Plan; Public Informational Hearing; Tuesday, August 29, 2006, 4:00-8:00pm; Hampstead Library
- 9) Adjournment -- Next Meeting - Wednesday, September 27, 2006 @ 4 pm

#### Attachments:

- Minutes from 6/28 Meeting
- Letter from FHWA for Functional Classification change
- Resolution Supporting the lowering of the speed limit on NC 133
- Resolution- Supporting a commuter lane on the Fort Fisher Ferry
- TAC and TCC Bylaws
- Wake County SHOD
- NCDOT Project Update
- Coastal Pender County Collector Street Plan Public Informational Hearing Flyer

# Meeting Minutes

## Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee

Date: June 28, 2006

### **Members Present:**

Lanny Wilson, Chairman, NC Board of Transportation  
Catherine Brunjes, Town of Wrightsville Beach  
Mac Montgomery, Town of Kure Beach  
Alan Gilbert, Town of Carolina Beach  
Bill Saffo, City of Wilmington  
Tommy Wallace, Commissioner, Town of Leland  
Eulis Willis, Town of Navassa  
Bill Sue, Brunswick County  
Bill Kopp, New Hanover County

### **Staff Present:**

Mike Kozlosky, Senior Planner  
Joshuah Mello, Associate Planner  
Aruna Reddi, Associate Planner  
Lawless Bean, TDM Coordinator

### **1. Call to Order**

Mr. Wilson called the meeting to order at 4:00 PM.

### **2. Approval of Minutes for the May 16<sup>th</sup> and 24<sup>th</sup> Meeting**

Mr. Sue made the motion to approve the minutes from the May 16<sup>th</sup> meeting and Mr. Willis seconded the motion. The motion carried unanimously.

Mr. Sue made the motion to approve the minutes from the May 24<sup>th</sup> meeting and Mr. Willis seconded the motion. The motion carried unanimously.

### **3. Public Comment Period**

Mr. Wilson asked if anyone would like to make any comments.

The following citizens spoke regarding the proposed route for the Cape Fear Skyway Project and how the project will adversely affect their homes and property values.

Joyce and Graham Swift  
Brian Kuebler  
Terry Obrock  
Wayne and Judy Huffman  
Steven Zarro

Gregory Gennavo  
Tom Mayer  
Karen Brown  
Michael Wahoff  
Mike and Suzanne Szackibwicz

Mr. Wilson assured the group that their concerns will be reviewed at a future meeting. He will keep them advised on the date and location for that meeting.

### **4. Old Business**

There were no items of old business.

## **5. New Business**

### **a. East Coast Greenway – NC Coastal Corridor Alternate Route**

Mr. Mello told members this is a companion route to the East Coast Greenway. The National Greenway Committee has also designated a NC Coastal Corridor. The TCC is recommends supporting a resolution authorizing seeking the designation of the River to Sea Bikeway and the new Military Cutoff Road multiuse path along with the spur down to Wrightsville Beach as the NC Coastal Corridor segment. The City of Jacksonville is also seeking designation of their 5.2 mile Rails to Trails as a NC Coastal Corridor. This project will help link with our corridor along US 17 in the future. With no further discussion, Mr. Sue made the motion to support the designation of the River to Sea Bikeway and new Military Cutoff Road multiuse path as the East Coast Greenway NC Coastal Corridor. Ms. Padgett seconded the motion and the vote carried unanimously.

### **b. Eat Smart, Move More Initiative**

Mr. Kozlosky told members that Representative Lucy Allen has introduced legislation to help encourage physical activity. House Bill 2301 will provide \$3 million in additional state funding for local grants to support active living and walkable communities in North Carolina. Mr. Gilbert made the motion to support the resolution and Ms. Padgett seconded it. The vote carried unanimously.

## **6. Project Updates**

### **a. Expansion of MPO Planning Area Boundary**

Mr. Kozlosky told members that all local jurisdictions have signed off on the Memorandum of Understanding. It has been forwarded to the Department of Transportation for the Board of Transportation approval.

### **b. Wilmington Multi-modal Transportation Center**

Mr. Kozlosky told members the MPO staff has been working with Department of Transportation, the Public Transportation Division and the Rail Division to proceed with filing of the Transportation Official Corridor Map for the multi-modal facility. Mr. Kozlosky said this will be the first map ever filed for this type of facility in North Carolina. Staff is working with the State Attorney General's Office and Department of Transportation. Mr. Wilson told members the appraisal process has started for the hardship cases where people are being adversely affected. The public hearing has been scheduled for July 25<sup>th</sup> at 7pm in the Wilmington City Council Chambers.

### **c. Wilmington Transportation Model Development**

Mr. Kozlosky reviewed the schedule for the development of the Transportation Model. A spreadsheet was distributed that outlines the steps being undertaken as well as future model development. Staff will be meeting with Martin/Alexiou/Bryson next week. Base year information is being checked and they will begin projecting the future social and economic data in the upcoming weeks. The Base Year Data will be available to the Turnpike Authority in November and the entire project is scheduled for completion in March of 2007. Mr. Kozlosky told members the Department of Transportation is managing this project and the MPO staff is assisting with data collection.

### **d. US 17 Corridor Study**

Mr. Kozlosky told members the steering committee met and discussed the installation of possible road diet measures on Market Street between Covil Avenue and 16<sup>th</sup> and 17<sup>th</sup> Streets. They also looked at reverting 16<sup>th</sup> and 17<sup>th</sup> Streets back to two-way traffic. After the consultant reviewed the information, they determined that the two-way traffic conversion will not work due

to delays and the intersection configurations at Dawson and Wooster Streets. They are in the process of setting up a public hearing on the road diet measures. The next step will be to look at the preliminary functional design for the corridor.

**d. NCDOT Project Updates**

(attached)

Mr. Wilson told member the I-140 Bypass will be opening with a ribbon cutting ceremony on Friday, June 30<sup>th</sup> at 9:00 AM at the interchange at I-40 and I-140. Mr. Doug Gallion, the Chairman of the Board of Transportation will be attending the ribbon cutting.

**7. Announcements**

**a. The Interstate is 50 Celebration- June 29, 2006 @ 10 AM**

**b. Regionalization of Public Transportation workshop- July 18<sup>th</sup>**

**c. Safe Routes to School Presentation- August 30, 2006**

**8. Adjournment**

With no further business, the meeting was adjourned at 5:14

Respectfully submitted

Mike Kozlosky  
Senior Transportation Planner  
/pb



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

DIVISION OF HIGHWAYS

LYNDO TIPPETT  
SECRETARY

June 8, 2006

Subject: Projects Update

1. **MLK Pkwy:**U-0092 A, awaiting signal mast arms (6 weeks until delivery) before completing signal work and opening the second left turn lane onto the bridge from downtown.

2. **US 17 Wilmington Bypass:** R-2405 A Scheduled Comp. **Date 6-29-2006**  
Prime-Barnhill (US 17, near Scotts Hill to I-40)  
Same contractor will construct "Super-Street" work.  
Construction time has not been set, but the work could last up to a Year, w/ R/W and utilities relocation.

**US 17 Wilmington Bypass:** R-2633 CC **Open to traffic**  
Prime-APAC/Atlantic (I-40 Interchange)

**US 17 Wilmington Bypass:** R-2633 CB **Open to traffic**  
Prime-C.M. Lindsay (from US 117 to NC 132)

**US 17 Wilmington Bypass:** R-2633 CA **Comp. June/July 2006**  
Prime-GLF (Big Bridge portion)

**US 17 Wilmington Bypass:** R-2633 B Brunswick County  
(From US 421 to US 74/76)  
In the Planning/Design stage

**US 17 Wilmington Bypass:** R-2633 A Brunswick County  
(From US 74/76 to US 17)  
In the Planning stage, alignment has been selected.

**Signing:** Division and Raleigh Signing are revisiting the signing for the Parkway and the Bypass. Authorization for funding has been approved. Sign structures are in design and we have ordered the signs. We will let a SBE contract this summer.

3. **Military Cutoff (U-2734)**, constructing a multi-lane facility from US 17 (Market Street) to US 74 (Eastwood Drive). First phase of construction is the intersection of Military Cutoff & Market Street (US 17) & Gordon Road. The traffic has been shifted near Mayfaire Town Center to construct the other half of the culvert. The Contractor is on schedule.  
**Estimated Contract Completion Date May 2007**

4. **B-3496:** "Bradley Creek", replace Bridge #10 over Bradley Creek. **Open to Traffic**  
**Estimated Contract Completion Date May 15, 2006**

5. **U-4702 A:** construct a concrete median island from SR 2649 (Martin Luther King Parkway) to SR 1272 (New Center Drive). Contract has been awarded to Kinston Contractors. **Estimated Contract Completion Date June 2006**

6. **SR 1272 (New Center Drive): widening** the roadway to 5-lanes. **Estimated completion date July 2006**

**7. Bridge Painting Contract:** removing the existing lead base paint and painting structures #7, #43 and #96, in Brunswick County. Bridge #7 is the fly-over near the Memorial Bridge and has an intermediate completion date of May 26, 2006 (only nighttime lane closures will be utilized). **This work is complete.** Bridge #43 is the over pass on US 74/76, just after the US 17/74/76 split and does not have an interchange. Work has begun. Bridge #96 is the fly-over for US 17 southbound at the US 17/74/76 split. **Estimated completion date August 18, 2006**

**NCMA:**

**1<sup>st</sup> year NCMA Brunswick County:**

- **SR 1130 (Mt. Pisgah Rd) & NC 904** These are widening and resurfacing projects. **Work complete**
- **NC 211** We will be widening & resurfacing NC 211 from the entrance of St. James to NC 133 (Doscher Cutoff). The portion of the project from the Doscher Cutoff to NC 133 (Long Beach Road), will be completed by May 15, 2006. *(The contractor is now allowed to accomplish this work during daylight hours. The only time restriction is from 7:00 AM to 9:00 AM).* The work will consist of connecting the existing 3-lane sections by widening and resurfacing the roadway. **This work is complete, except the pavement marking.** The portion of the project from NC 133 (Long Beach Road) to the Entrance of the Town of St. James, **estimated completion date November 15, 2006.** The work will consist of resurfacing and some widening at the intersection with the entrance to St. James. The current approximate cost of the project is \$3,300,000.00.
- **NC 130** there will be left turn lanes install at four locations; **Seashore Road, Boones Neck Road, Oxpen Road & Sabbath Home Road.** Included with this contract are two roads in Shallotte, **Bridges Street (SR 1349) and Sellars Street (SR 1234).** We will be resurfacing widening and resurfacing Bridges Street. We will be resurfacing Sellars Street. Currently, under construction. **Work complete**

**2<sup>nd</sup> year NCMA Brunswick County:**

- **NC 87** from Boiling Springs Lakes southern city limits to NC 133, we will be resurfacing. The availability date is January 5, 2005 and the completion date is November 1, 2005. The Contractor will not be allowed to work from May 27<sup>th</sup> to September 5<sup>th</sup>. **Work complete**
- **SR 1303 (Hickman Road)** from South Carolina State Line to US 17, widen 2' each side and resurface. There will be turn lanes placed at four locations; Indigo Farms, Hickman's Crossroads, Shingletree Road and Crow Creek. Letting is November 2004. The availability date is January 5, 2005 and the completion date is November 1, 2005. **Work complete**

**2<sup>nd</sup> year NCMA Pender County:**

- **NC 210** from US 17 to NC 50 (going to the beach) will be widen and resurfaced. Pipe replacement work has been completed. **Work is complete**
- **NC 133** from US 117 to NC 210 will be widen and resurfaced. State forces to place pipe in the lateral ditch at certain areas. Pipe replacement work has been completed. Project has been let and the availability date is February 7, 2005. Under construction
- **US 421** from NC 210 to Sampson County Line, resurface. Project has been let and the availability date is February 7, 2005. Under construction

**1<sup>st</sup> year NCMA New Hanover County:**

- **SR 1322 (Murraysville Rd) & SR 1402 (Edgewater Rd)** are in the December letting. These are widening and resurfacing projects. Project has been let and the availability date is February 7, 2005. **Work complete**

**County Resurfacing Projects:**

**Brunswick County:**

- **US 17** the Shallotte Bypass and ramps. The Contractor will not be allowed to work on the weekends. The Contractor is limited to night work from Monday to Thursday. The availability date is January 5, 2005 and the completion date is November 1, 2005. **Work complete**
- **NC 133** from SR 1190 to Oak Island Bridge and from Oak Island Bridge to 0.1 mile south of NC 211. The Contractor will not be allowed to work from May 27<sup>th</sup> to September 5<sup>th</sup>. The availability date is January 5, 2005 and the completion date is November 1, 2005. **Work complete**
- Turn lanes at four locations; SR 1210 (**Old Bridge Road**), SR 1101 (**Fish Factory Road**), SR 1217 (**Sea Pines Road**) and **Faith Boulevard**. The grading and asphalt widening work is complete and the resurfacing of NC 133 will cover this widening. **Work complete**
- **NC 133 Doshier Cutoff Road**, patch and resurface from NC 87 to NC 211. **Patching complete**, resurfacing to be complete summer 2006.

**Pender County:**

- **NC 210** from SR 1101 (Point Caswell Road) to US 421. Contractor will begin work in 2006.
- **NC 50 (South Topsail Drive)** from Roland Drive (City Street) to South Shore Drive (City Street). **Work complete**

**US 17 Super Street Project (Leland):** Work has begun; signal poles, drainage and grading. The contractor is on schedule to have temporary signals by Memorial Day. There will be days when the traffic is reduced to a single lane. The speed limit has been reduced to 45 mph. Contractor has estimated that traffic will be in the final alignment soon after the Memorial Day weekend. **Estimated completion date is June 2006**

Upcoming resurfacing for New Hanover County:

NC 132 College Road from SR 1318 (Blue Clay Road) to the beginning of the divided highway. Letting summer 2006

Upcoming resurfacing for Brunswick County:

SR 1342 (Big Macedonia Road) patching and resurfacing from NC 211 to SR 1343 (Little Macedonia Road). Letting summer 2006



U.S. Department  
of Transportation

**Federal Highway  
Administration**

310 New Bern Avenue, Suite 410  
Raleigh, North Carolina 27601

August 1, 2006

North Carolina Division

In Reply Refer To:  
HDA-NC

Mr. Mike Kozlosky  
Senior Transportation Planner  
Wilmington Metropolitan Planning Organization  
305 Chestnut Street, 3rd Floor, Tower  
Wilmington, NC 28402

Dear Mr. Kozlosky:

This letter is in regards to our previous discussions about the proposed reclassification of Battleship Road NE and USS North Carolina Road in Wilmington, NC. The following will outline and clarify the functional classification guidelines according to the Federal Highway Administration (FHWA).

The guidelines are intentionally written to maintain that the local governments, the State Department of Transportation (DOT), and the FHWA coordinator collaboratively come to a decision on the classification of road systems. The following points demonstrate the process of reclassifying a road. Please note that at any time in the process, the reclassification proposal can be rejected by any of the parties involved:

1. The proposal must be brought up in a Metropolitan Planning Organization (MPO) staff meeting (TCC). This will either be approved or rejected.
2. If this proposal is approved, the TCC will recommend this to the Advisory Committee (TAC).
3. If the TAC approves this proposal, it will then be sent forward to the State DOT to be considered for eligibility.
4. The State considers this recommendation and approves/rejects the reclassification. If approved, they will write a formal proposal and send it back to the MPO.
5. The MPO will then approve/reject the proposal. If approved, they will forward it to the FHWA Division Office for final approval.
6. The FHWA Division Office will approve/reject the reclassification.
7. If the road is a major collector or higher, approval must be requested from the FHWA Headquarters Office, which would make the road eligible for Federal Aid.



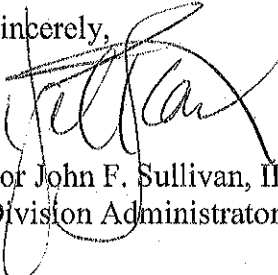
There are two main concerns that arise with the reclassification of Battleship Road NE (SR 1300) and USS Carolina Road (SR 1352) in Brunswick County. First, Battleship Road NE is a dead-end road which only connects to USS North Carolina Road and then becomes a private drive.

Another concern is the prioritization of funding. If a local road is reclassified as a collector, then the prioritization of funding for the Wilmington MPO changes as well. Even if this road remains with the same low AADT, if a road is reclassified as a collector, it would gain priority in the Transportation Improvement Plan (TIP). This in turn takes funding away from other projects that might have a greater need.

The current practice of FHWA is to reclassify on several factors, including existing trip counts and not on projected counts, as well as geographical location. It is also the practice of the Federal, State, and local partners to look at the road system as an overall network. This ensures that whatever the classification change request, it will be readily supported by all parties involved and make sense to the network as a whole. We understand the request by Ramey Kemp & Associates concerning these roads and the design restrictions imposed if the roads remain the same classification. However, the FHWA - North Carolina Division recommends following the above process before making any final decisions on functional classification recommendations.

We hope this letter answers any questions you may have concerning the process of road classification. Should you have any further questions or concerns, please do not hesitate to contact Jill Stark of my staff. We appreciate your cooperative participation in this effort.

Sincerely,



For John F. Sullivan, III, P.E.  
Division Administrator

cc:

W. M. Petit, NCDOT  
Monica Kerr, NCDOT

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING THE REDUCTION OF THE SPEED LIMIT ON NC 133 (RIVER  
ROAD) IN BELVILLE, LELAND, AND UNINCOPORATED BRUNSWICK COUNTY, NORTH  
CAROLINA**

**WHEREAS**, the speed limit on NC 133, River Road, is currently posted at 55 miles per hour between US Highway 17-74-76 and Rabon Way Southeast; and

**WHEREAS**, there are several large-scale residential developments proposed along NC 133 in this area; and

**WHEREAS**, these developments will increase traffic and congestion along the NC 133 corridor; and

**WHEREAS**, these developments will also likely increase bicycle and pedestrian traffic along NC 133; and

**WHEREAS**, a reduction in the posted speed limit from 55 miles per hour to 45 miles per hour will provide for improved safety and mobility along the NC 133 corridor for the citizens and commuters of Leland, Belville, and Brunswick County.

**NOW THEREFORE**, be it resolved that the Transportation Advisory Committee of the Wilmington Urban Area Metropolitan Planning Organization does hereby support a reduction of the posted speed limit from 55 miles per hour to 45 miles per hour between US Highway 17-74-76 and Rabon Way Southeast.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on August 30, 2006.

---

Lanny Wilson, Chair  
Transportation Advisory Committee

---

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING NCDOT STUDYING THE FEASIBILITY AND  
INSTALLATION OF A COMMUTER LANE OR OTHER ALTERNATIVES ON THE  
SOUTHPORT TO FORT FISHER FERRY**

**WHEREAS**, for many years ferries have played a vital role for residents and visitors of eastern North Carolina; and

**WHEREAS**, the North Carolina ferry system consists of seven routes and carries over 1.1 million passengers annually; and

**WHEREAS**, Southport to Fort Fisher ferry is important to the economy and mobility of southeastern North Carolina; and

**WHEREAS**, the Southport to Fort Fisher ferry provides an important link between the Kure Beach, Carolina Beach and Southport coastal communities; and

**WHEREAS**, many commuters utilize the Southport to Fort Fisher ferry as a means of getting to and from work and other destinations; and

**WHEREAS**, there are concerns by commuters over accessibility to this important transportation facility.

**NOW THEREFORE**, be it resolved that the Wilmington Urban Area Transportation Advisory Committee hereby requests that the NCDOT Ferry Division consider studying the feasibility and installation of a commuter lane or other alternatives on the Southport to Fort Fisher Ferry to ensure adequate access for all users.

**ADOPTED** at a regular meeting of the Transportation Advisory Committee on August 30, 2006.

---

Lanny Wilson, Chair  
Transportation Advisory Committee

---

Mike Kozlosky, Secretary

**BYLAWS  
WILMINGTON URBAN AREA TRANSPORTATION  
ADVISORY COMMITTEE**

**ARTICLE I – NAME**

The name of this organization shall be the Wilmington Urban Area Transportation Advisory Committee, hereinafter referred to as the “TAC”.

**ARTICLE II – PURPOSE**

The purposes of the TAC are outlined in the most recent “Memorandum of Understanding” approved by the appropriate local governments.

**ARTICLE III – MEMBERS**

Section I – Number of Qualifications: The TAC shall consist as specified in the “Memorandum of Understanding”. The eligible voting member list consists of a representative from each of the appropriate boards with the City of Wilmington having two representatives.

Section II – Terms of Office: All elected representatives serving on the TAC may serve for the length of their elected terms. A member may serve successive terms.

Section III – Alternates: Each of the appropriate boards shall designate all members of their governing board who are not members of the TAC as alternate members of the TAC. In the event that a member is unable to attend, that member or the chief elected officer of that jurisdiction will designate an alternate to attend and participate in the member’s absence. That alternate member may serve as a full voting member during any meeting where one of that board’s representatives is not in attendance. Proxy and absentee voting are not permitted.

**ARTICLE IV – OFFICERS**

Section I – Officers Defined: The TAC shall, upon majority vote of its membership, appoint one voting member of the Committee to act as Chairman and one voting member to act as Vice-Chairman. A member of the staff of the City of Wilmington Development Services Department will serve as Secretary to the Committee.

Section II – Duties: The Chairman shall call and preside at meetings and appoint committees. In absence of the Chairman, the Vice-Chairman shall preside and complete all duties of the Chairman.

Section III – Elections: The Chairman and Vice-Chairman shall be elected annually by the voting members of the TAC, with their terms to begin at that meeting. In the event that there is no Chairman or Vice-Chairman, the TCC Chairman shall preside until a Chairman and Vice-Chairman are elected. The Chairman and Vice-Chairman shall serve for a period of one (1) year from their election and may be re-elected.

## **ARTICLE V - MEETINGS**

Section I – Meetings: **Regular schedules will be adopted by the TAC at the first meeting of the calendar year.** If there is insufficient reason for a regularly scheduled meeting, as determined by the Chairman, the Secretary will notify TAC members of the meeting's cancellation. Meetings shall be conducted under parliamentary procedures consistent with Robert's Rules of Order and the MPO shall ensure the open meetings law is followed.

Section II – Quorums and Majority Vote: A quorum is required for the transaction of all business, including conducting meetings or hearings, participating in deliberations or voting upon or otherwise transacting public business. A quorum consists of 51% of the members of the TAC, plus as many additional members as may be required to ensure that 51% of the possible votes are present.

Section III – Attendance: Each member shall be expected to attend each scheduled meeting.

## **ARTICLE VI – VOTING PROCEDURES**

Section I – Majority Votes: Any member may call for a vote on any issue provided that it is seconded and within the purposes set forth in the “Memorandum of Understanding.” Each voting member of the TAC shall have one vote, and a majority vote of those present and voting shall constitute approval of any motion, provided a quorum exists. Abstentions are not included in the tally of the votes. Proxy and absentee voting are not permitted.

Section II – Agenda: The agenda is the list of items suggested for discussion at a TAC meeting. Agenda items originate as a carry-over from previous meetings, are placed on the agenda prior to its distribution by any member of the TAC, by request from any jurisdiction party to the “Memorandum of Understanding,” or by the request of a member of the Technical Coordinating Committee (TCC). Additional items may be placed on the regular agenda

following discussion of the last item on the regular agenda, as long as a majority concurrence of the present and eligible voting members is received.

## **ARTICLE VII – AMENDMENTS TO BYLAWS**

Amendments to these Bylaws of the TAC shall require the affirmative vote of at least two-thirds (2/3) of the eligible voting members, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the item is to be considered and provided that such amendment does not conflict with the letter or the fundamental intent of the “Memorandum of Understanding” governing this document. In the event of any conflict, the “Memorandum of Understanding” shall carry precedence over these Bylaws.

Date Adopted \_\_\_\_\_

\_\_\_\_\_  
Signature of Chairman

## Bylaws

### **Greater Wilmington Urban Area Metropolitan Planning Organization Technical Coordinating Committee**

#### ARTICLE I – NAME

The name of this organization shall be the Wilmington Urban Area Technical Coordinating Committee, hereinafter referred to as the “TCC”.

#### ARTICLE II-PURPOSE

The purpose of the TCC will be as outlined in the most recent Memorandum of Understanding establishing the Greater Wilmington Urban Area Metropolitan Planning Organization.

#### ARTICLE III – MEMBERS

The TCC shall consist of representatives of those agencies specified in the Memorandum of Understanding. The eligible voting member list will consist of a representative from each agency. The TCC may, upon a majority vote, add to this list or delete additions. No action by the TCC may eliminate the membership of agencies specified in the Memorandum of Understanding.

#### ARTICLE – IV

Section I – Officers Defined: The officers of the TCC shall consist of a Chairman from the Lead Planning Agency.

Section II – Duties: The Chairman shall call and preside at meetings, transmit reports, and appoint committees, a recording secretary, and a member to preside in his absence.

#### ARTICLE V – MEETINGS

Section I – Meetings: Regular schedules will be adopted by the TCC at the first meeting of the calendar year. Meetings shall be conducted under parliamentary procedures consistent with the latest edition of Roberts Rules of Order, and the MPO shall ensure the open meetings law is followed.

Section II – Quorums and Majority Vote: A quorum is required for the transaction of all business, including conducting meetings or hearings, participating in deliberations, or voting upon or otherwise transacting public business. A quorum consists of 51 % of the members of the TCC, plus as many additional members as may be required to ensure that 51 % of possible votes are present.

**Deleted:** constituted by the presence of at least seven members. A majority vote is defined as one (1) more than 50% of a quorum or more.

Section III – Attendance: Each Member shall be expected to attend meetings on a regular basis. A member may designate an alternate to serve in his/her absence, provided that the Chairman is given at least two days notice. If a member (or their alternate) is absent for two

consecutive meetings, the member will be designated as a vacant seat and will not count towards quorum. Attendance at future meetings will reinstate the member. At his discretion the Chairman may request that the member jurisdiction or organization replace a member who is absent for three or more consecutive meetings.

Section IV – Voting Procedures: All members except advisory members shall have one vote. Provided a quorum exists, a majority vote of those present shall constitute approval of any motion with the exception of the amendment of these Bylaws. Amendment of these Bylaws shall take a two-thirds vote of the eligible members.

Section V – Agenda: The agenda is the list of items suggested for discussion during a meeting. Agenda items may be carried over from previous TCC Meetings, sub-committee reports, or by request from any member. The Chair or his designee shall be responsible for the preparation of the agenda.

#### ARTICLE VI – ADOPTION OF BYLAWS AND PRECEDENCE

The Urban Area Memorandum of Understanding shall take precedence over these by-laws. Amendments to these by-laws shall be communicated to the TCC at least 10 days in advance of the proposed vote. These by-laws can be considered for adoption by the TCC at the next regularly scheduled meeting following their initial introduction to the TCC at a regular meeting. A two-thirds vote of a regular quorum shall be required for their adoption.

Date Adopted \_\_\_\_\_

\_\_\_\_\_  
Chair, Wilmington Urban Area Technical Coordinating Committee

## **Example: Wake County Unified Development Ordinance**

### 3-71 SHOD, Special Highway Overlay District

#### 3-71-1 Purpose; Locational Criteria

(A) The SHOD, Special Highway Overlay district is intended to ensure that lands adjacent to Special Highways are developed in a manner that maintains or enhances the natural scenic beauty and wooded character viewed by travelers on the Special Highway. Further, it is intended to mitigate potential adverse impacts of the Special Highway on adjacent land uses.

(B) The SHOD overlay district is intended to be applied to areas identified as Special Transportation Corridors in the Wake County Land Use Plan.

(C) Where applied, the SHOD overlay district will include the existing or proposed right-of-way of the Special Highway plus adjacent lands where development may affect the natural scenic beauty viewed by travelers on the Special Highway. In general, district boundaries must follow property lines and identifiable geographic features located between 1,250 and 1,500 feet from the Special Highway, as measured from the outer boundary of the highway right-of-way.

(D) District boundaries may be located closer to the Special Highway where:

- (1) intervening topography or other permanent natural features preclude adjacent development from being visible from the Special Highway; or
- (2) the adjacent underlying zoning is Residential and existing or approved residential development has already defined or substantially altered the natural character of adjacent land.

#### 3-71-2 Allowed Uses

Principal uses are allowed in the SHOD overlay district in accordance with the use regulations of the underlying base zoning district.

#### 3-71-3 Lot and Building Standards

The use and development of land or structures within the SHOD overlay district must comply with use and development regulations applicable to the underlying zoning district, except that the following regulations apply wherever they are more restrictive than those of the underlying zoning district.

##### (A) Signs

Signs are regulated by those Article 18 regulations applicable to SHOD overlay districts.

##### (B) Maximum Building Height

The height of any building is limited to 60 feet above the centerline elevation of the Special Highway's travel lanes nearest the building; provided, however, that this height limit may be increased by one foot for each 2 feet of distance between the building and the Special Highway bufferyard, up to a maximum height limit of 150 feet; and provided further that this height limit does not apply where it would limit a building's height to less than 60 feet above the highest finished grade at the building's foundation. For the purpose of measuring this height limit adjacent to a proposed Special Highway, the

centerline elevation of Special Highway travel lanes is determined from the best design information available from the North Carolina Department of Transportation.

### (C) Special Highway Bufferyards

#### (1) Bufferyard Required

(a) A Special Highway bufferyard must be provided and maintained immediately adjacent to and along each side of the Special Highway right-of-way, including the full length of controlled access right-of-way associated with the Special Highway that extends away from the Special Highway at intersections.

(b) Where the underlying zoning is a Residential district and the principal use, either existing or proposed, is a one-family or two-family dwelling, the minimum width of the Special Highway bufferyard is 30 feet. In all other cases, the minimum width of the Special Highway bufferyard is 50 feet.

(c) Where public necessity requires the location of major public utility lines adjacent to a Special Highway and the easement or right-of-way for a line precludes provision of a Special Highway bufferyard immediately adjacent to the highway right-of-way, the required bufferyard must be provided adjacent to the outer edge of the utility easement or right-of-way. The public utility line easement or right-of-way must be screened in accordance with the requirements of (C)(2) below.

#### (2) Bufferyard Screening and Vegetation

(a) Along that part of the Special Highway bufferyard closest to the Special Highway, existing vegetation must be retained or supplemented with additional planting as necessary to provide Type A Screening. Within the remainder of the bufferyard existing vegetation must be left undisturbed except as necessary to allow the construction or installation of structures permitted in the bufferyard (see (c) below). The provisions of subsections 16-10-4, 16-10-4(B), 16-10-4(C) and 16-10-4(D), applicable to bufferyards, also apply to Special Highway bufferyards.

(b) Where public necessity requires the location of major public utility lines adjacent to a Special Highway, sufficient vegetation and/or other screening must be retained or provided within the Special Highway right-of-way (with approval from NCDOT) or the public utility line easement or right-of-way to minimize any dominating linear view of the cleared utility line easement or right-of-way seen by travelers on the Special Highway.

(c) The following minor structures are allowed in a Special Highway bufferyard:

- i. pedestrian or bicycle paths, including steps;
- ii. planters, retaining walls, fences, park tables and seating, hedges, and other landscaping structures; and
- iii. utility lines (above or below the ground), their support structures, and minor structures accessory to utility lines, provided that they generally cross rather than run along the length of the bufferyard.

### (D) Exterior Lighting

All exterior lighting must be constructed or located so that the light source is not directly visible from a vehicle traveling on the Special Highway.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

DIVISION OF HIGHWAYS

LYNDO TIPPETT  
SECRETARY

August 11, 2006

Subject: Projects Update

1. **MLK Pkwy:** U-0092 A, awaiting signal mast arms (6 weeks until delivery) before completing signal work and opening the second left turn lane onto the Isabel Holmes bridge, from downtown.
  
2. **US 17 Wilmington Bypass:** R-2405 A **Open to traffic, one lane SB and two lanes NB.**  
(US 17, near Scotts Hill to I-40) contractor constructing "Super-Street" section from Porter's Neck interchange to approximately 0.5 mile north of SR 1571 (Scott's Hill Road). Estimated completion time, for the "super street" work, is late Fall 2006 to Spring 2007.
  - US 17 Wilmington Bypass:** R-2633 CC **Open to traffic**  
Prime-APAC/Atlantic (I-40 Interchange)
  - US 17 Wilmington Bypass:** R-2633 CB **Open to traffic**  
Prime-C.M. Lindsay (from US 117 to NC 132)
  - US 17 Wilmington Bypass:** R-2633 CA **Open to traffic**  
Prime-GLF (Big Bridge portion)
  
  - US 17 Wilmington Bypass:** R-2633 B Brunswick County  
(From US 421 to US 74/76)  
In the Planning/Design stage
  - US 17 Wilmington Bypass:** R-2633 A Brunswick County  
(From US 74/76 to US 17)  
In the Planning stage, alignment has been selected.
  
3. **Military Cutoff (U-2734),** constructing a multi-lane facility from US 17 (Market Street) to US 74 (Eastwood Drive). First phase of construction is the intersection of Military Cutoff & Market Street (US 17) & Gordon Road. The traffic has been shifted near Mayfaire Town Center to construct the other half of the culvert. The Contractor is on schedule.  
**Estimated Contract Completion Date May 2007**

**4. B-3496:** “Bradley Creek”, replace Bridge #10 over Bradley Creek. **Open to Traffic**  
**Estimated Contract Completion Date May 15, 2006**

**5. U-4702 A:** construct a concrete median island from SR 2649 (Martin Luther King Parkway) to SR 1272 (New Center Drive). Contract has been awarded to Kinston Contractors. **Estimated Contract Completion Date August 2006**

**NCMA Brunswick County:**

- **NC 211** We will be widening & resurfacing NC 211 from the entrance of St. James to NC 133 (Doscher Cutoff). The portion of the project from the Doscher Cutoff to NC 133 (Long Beach Road), will be completed by May 15, 2006. *(The contractor is now allowed to accomplish this work during daylight hours. The only time restriction is from 7:00 AM to 9:00 AM).* The work will consist of connecting the existing 3-lane sections by widening and resurfacing the roadway. **This work is complete, except the pavement marking.** The portion of the project from NC 133 (Long Beach Road) to the Entrance of the Town of St. James, **estimated completion date November 15, 2006.** The work will consist of resurfacing and some widening at the intersection with the entrance to St. James. The current approximate cost of the project is \$3,300,000.00.

**NCMA Pender County:**

- **NC 210** from US 17 to NC 50 (going to the beach) will be widen and resurfaced. Pipe replacement work has been completed. **Work is complete**
- **NC 133** from US 117 to NC 210 will be widen and resurfaced. State forces to place pipe in the lateral ditch at certain areas. Pipe replacement work has been completed. Project has been let and the availability date is February 7, 2005. Under construction
- **US 421** from NC 210 to Sampson County Line, resurface. Project has been let and the availability date is February 7, 2005. Under construction, patching underway

## County Resurfacing Projects:

### Brunswick County:

- **US 17** the Shallotte Bypass and ramps. The Contractor will not be allowed to work on the weekends. The Contractor is limited to night work from Monday to Thursday. The availability date is January 5, 2005 and the completion date is November 1, 2005. **Work complete**
- **NC 133 Doshier Cutoff Road**, patch and resurface from NC 87 to NC 211. **Work complete**
- **US 17 Super Street Project (Leland)**: signal poles, drainage and grading. The speed limit has been reduced to 45 mph. **Work complete**
- **SR 1342 (Big Macedonia Road)** patching and resurfacing from NC 211 to SR 1343 (Little Macedonia Road). Under construction about 80% complete
- **SR 1426 (Mt. Misery Road)** resurface from northwestern city limit to SR 1419 (Northwest Road). Also included in this contract:  
**SR 1443 (Broadway Street)** widen and resurface from SR 1434 (Main Street) to SR 1435 (Navassa Road).  
**SR 1423 (Vernon Road)** resurface from SR 1426 (Mt. Misery Road) to SR 1422 (Blue Banks Loop).  
**SR 1190 (Oak Island Drive)** resurface from 46<sup>th</sup> Street to 65<sup>th</sup> Street.  
Contract awarded to Barnhill, work to begin this summer
- **Bridge Painting Contract**: removing the existing lead base paint and painting structures #7, #43 and #96, in Brunswick County. Bridge #7 is the fly-over near the Memorial Bridge and has an intermediate completion date of May 26, 2006 (only nighttime lane closures will be utilized). **This work is complete**. Bridge #43 is the over pass on US 74/76, just after the US 17/74/76 split and does not have an interchange. Work has begun. Bridge #96 is the fly-over for US 17 southbound at the US 17/74/76 split.  
**Estimated completion date August 18, 2006**

### New Hanover County:

- **NC 132** College Road from SR 1318 (Blue Clay Road) to the beginning of the divided highway. Project awarded to S. T. Wooten.
- **Signing Project**: Division and Raleigh Signing are revisiting the signing for the Parkway and the Bypass. Authorization for funding has been approved. Sign structures are in design and we have ordered the signs. Letting August 8, 2006, bids were high. Getting with estimating personnel and Division staff, may re-let next month.
- **SR 1272 (New Center Drive)**: widening the 4-lane portion of the roadway to 5-lanes.  
**Estimated completion date late fall 2006.**

**Pender County:**

- **NC 210** from SR 1101 (Point Caswell Road) to US 421. Under construction APAC
- **NC 210** resurface from Bladen County line to SR 1101 (Point Caswell Road). Awarded to S. T. Wooten
- **NC 210** mill patching from US 17 to US 117. Schedule to be let Fall 2006.
- **SR 1571 (Scott's Hill Loop Road)** widen and resurface from US 17 to US 17.
- **NC 50 (South Topsail Drive)** from Roland Drive (City Street) to South Shore Drive (City Street). **Work complete**



# Coastal Pender County Collector Street Plan

**All are invited to:**

**Public Informational  
Workshop**

**Tuesday,  
August 29, 2006**

**4:00pm-8:00pm  
(drop in anytime)**

**Hampstead Library  
75 Library Drive  
Hampstead, NC 28443**



**What are we doing?** Pender County and the **Wilmington Metropolitan Planning Organization** are currently working on a collector street plan for the Scotts Hill and Hampstead areas. With your help, we hope to develop **design standards** for local and regional streets and also produce a **map of future connections** between area neighborhoods, shopping centers, schools and workplaces. The goals of these activities are to improve **interconnectivity** and **relieve pressure** on US Highway 17 and NC 210.

**What is a collector street?** Collector streets are designed to provide an improved balance between mobility and land access within residential, commercial, and industrial areas. The look of a collector street is largely dependent upon the density, size, and type of nearby developments. New collector streets are designed to be “complete streets,” which better accommodate bicycles and pedestrians while still serving the needs of the motoring public. Without a proper collector street system, traffic congestion on both local streets and major roadways will continue to grow.

Examples of existing collector streets in Coastal Pender County include **Country Club Drive, Sloop Point Loop Road, Hoover Road** and **Scotts Hill Loop Road**.

For more information or to request special assistance visit [www.wmpo.org](http://www.wmpo.org) or call **910-341-3234** (TTY dial 711).