

Meeting Minutes

Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee

Date: August 30, 2006

Members Present:

Lanny Wilson, Chairman, NC Board of Transportation
Catherine Brunjes, Town of Wrightsville Beach
Tim Fuller, Town of Kure Beach
Alan Gilbert, Town of Carolina Beach
Bill Kopp, New Hanover County
Laura Padgett, City of Wilmington
Bill Saffo, City of Wilmington
Bill Sue, Brunswick County
Chuck Thurlow, Town of Belville
Tommy Wallace, Town of Leland
David Williams, Pender County
Eulis Willis, Town of Navassa

Staff Present:

Mike Kozlosky, Senior Planner
Joshuah Mello, Associate Planner
Aruna Reddi, Associate Planner

Special Guest:

Senator R. C. Soles
Terry Canales, NCDOT, Safe Routes to School Coordinator

1. Call to Order

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

2. Approval of Minutes for the June 28th Meeting

Mr. Thurlow made the motion to approve the minutes from the June 28th meeting and Ms. Padgett seconded the motion. The motion carried unanimously.

Mr. Wilson asked if anyone on the Committee had any objections to moving the public comment period forward because of the large turn-out in attendance for today meeting. No one had any objections and the item was move ahead.

4. Public Comment Period

Mr. Wilson said before we open the meeting for public comment, he would ask Mr. Pope to give a brief history on the I-140 project.

Mr. Pope told members the Wilmington Bypass/I-140 project began in 1990. The terminus with US 17 near the Snee Farm area, was identified in a public workshop in March of 1991. Several alternatives were considered but they all converged at the present location on US 17. The Draft Environmental Impact Statement that delineated the current terminus was completed and signed in December of 1996. The current alignment of the Wilmington Bypass does not affect the Snee Farm subdivision other than the communities access to US 17 will be via a service road. An attempt to move this terminus would create a significant delay, possibly as long as 16 years to a critically needed highway.

He told TAC members that the Cape Fear Skyway alignment appeared on the Wilmington Thoroughfare Plan in 1997. Most of the development in this area has occurred since 1997. Because

the planning process for the Skyway has just begun and the terminus for the Skyway has not been chosen, he feels certain the Turnpike Authority and Department of Transportation will give every consideration to the impact on the Snee Farm and Stony Creek subdivisions in this process.

Mr. Wilson introduced Senator R.C. Soles.

Senator Soles told the audience he understands the need to do everything we can not to disrupt the community, but still provide needed quality transportation to the area. This is the third meeting he has attended and is here today to listen to the issues being raised by area citizens. He said we need to look and be sure we're doing everything that is environmentally sound and work with the community, the Department of Transportation and the County Commissioners to do anything we can to provide quality transportation with the least disruption.

Mr. Wilson told the audience the MPO has the responsibility of setting transportation priorities throughout the MPO's boundary which includes a portion of Pender County, all of New Hanover and a portion of Brunswick County. The Board of Transportation and the MPO have to approve the Transportation Improvement Program which is a 7-year document that describes how the Department of Transportation is going to spend State and Federal transportation dollars. He asked TAC Vice-chair Laura Padgett if she would provide a few comments as to the MPO and how this process works.

Ms. Padgett told the audience the TAC represents a small part of Pender County, the individual municipalities of New Hanover County and municipalities in southeastern Brunswick County. The MPO has a federally defined boundary and we have the responsibility for making decisions regarding roads and transportation of all types within that boundary. We spend many years looking at transportation alternatives and putting the final decisions on the map to notify people. Those decisions are made on a regional basis. All members of the TAC are elected officials and are very concerned about the impact of this road on the homes of the people in Snee Farm and Stony Creek. She wanted to point out that these are regional decisions and they were made a long time ago. Developers, planners and realtors all had the opportunity to disclose that these roads are there and they will affect future development.

Mr. Wilson opened the floor to anyone who would like to make comments to the TAC.

Mr. David Shult from the Stony Creek subdivision asked members if the highway could be run parallel to the railroad track.

Mr. Pope told him that he felt certain that alignment was one of the corridors considered during the original corridor study process.

Ms. Erica Guifford from Planters Walk in Snee Farm told members her family just moved in their house this year so when you were making all the decisions on human impact, there were no people living in this house. She expressed concern regarding the meeting time and advertisement. She said she has spoken with a representative of the Skyway Project and told him to add her name to the mailing list for this project and she did not receive one thing about this meeting. She did receive a flyer a few days ago from the homeowners association. She told the TAC members she doesn't oppose this project, but opposes that it's going to take down the communities. She said when you drive down US 17 to the north and south, there is ample land available and this project does not have to disrupt where all these people live.

Mr. Williams asked if we could clarify that there are two different things being talked about here. There are studies that have been done for one project but not done for the other. A lot of things have been done for the Bypass, but we are not to that point with the Skyway Project. It seems like we are talking about two different things and I think we need to understand that these studies that have been done over the years were for the Bypass. They have not gotten to that point for the Skyway project.

Mr. Gilbert said if he understands correctly, we are not talking about tearing down homes with respect to the Bypass in this neighborhood.

Mr. Wilson said no homes will be torn down in the Snee Farm and Stony Creek subdivisions for construction of the Wilmington Bypass. Mr. Pope told the audience the Wilmington Bypass project will not affect the homes in Stony Creek or Snee Farm. Homes and business on the west side of US 17 are being removed within the Wilmington Bypass Corridor.

Ms Joyce Swift from Stony Creek told members she knew nothing about the project. They bought their home and were not told that any of this was going to be happening. Because no one knew anything about this meeting, she and her husband printed 150 flyers and distributed them all around Stony Creek so people would know. She said she thinks it is unfair that the members of the TAC sit around and make decisions and keep the decisions quiet. "We come in and buy a home and settle there and then it's like hello, here we are."

Mr. Kozlosky pointed out that the TAC meeting ad was advertised in the legal section of the Wilmington Morning Star. He said it is important to clarify that this is a regular monthly meeting for the Transportation Advisory Committee of the Metropolitan Planning Organization. It is not a public meeting to talk about the Skyway or Wilmington Bypass.

Mr. Graham Swift told members there are two issues on the table. But from these peoples point of view, there is only one. The issue is the Bypass and Skyway. The Bypass could be beneficial to the area but when you add in the Skyway into the equation then a serious situation starts to occur. He suggested delaying the Bypass until the Skyway problems are sorted out.

Mr. Tom Myer, resident of Stony Creek, stated he would like to know what the disclosure rules are for North Carolina because everyone moved in here and none of this was ever disclosed to them, not the realtors that sold the houses, not from the builder and not from the developer. The road only has to move a little bit for it not to impact the houses. There is vacant land available for the projects.

Mr. Rich Becker wanted to restate what Mr. Myer and Mr. Swift told members. "What you guys are not realizing is that where I-140 comes in, means where the Skyway is going to come into our neighborhoods. If it is moved either North or South, then it won't be an issue to them. He told members he is concerned about the flooding in the area just north of the project intersection. It floods and US 17 is completely under water. He asked if studies have been done on how that is going to impact the area.

Mr. Weaver told Mr. Becker that information has been and will be taken into consideration when the environmental impact study is done. The Hydraulics Department studies the drainage for each project and they are required to meet FEMA flood requirements. "If we add fill to an area, it cannot cause flooding to another area."

Ms. Cassie Becker said they moved into their house six years ago and she does not understand how you expect us to think you really care about the residents. "You only care about the project. You probably care more about the wildlife and wetland than you are about the homes. How about acting like you care about whether our homes are still standing. They are right, the Bypass is not going to affect us, but the Skyway will. You should have already thought about if that's where you're going to tie in. None of these houses were here then and I just want you to understand nobody is opposing it, but we are opposing you taking our homes, uprooting us and making us leave. Please take it into consideration that we have purchased these homes and we want to raise our families there."

Mr. Wayne Huffman read the letter addressed the TAC from the Homeowners Associations requesting support to move the junction point of the three major highway systems away from the entrance to Snee

Farm. He told members that just the possibility of an intersection involving the three major highways has already produced an unacceptable negative impact on the neighborhood. He distributed packets to members that included letters from NC Senator, R. C. Soles; US Senator, Elizabeth Dole; US Congressman, Mike McIntyre; NC House of Representatives Dewey Hill and Bonner Stiller. These letters are requesting the NC Department of Transportation review the impact of the proposed terminus.

Ms. Dorothy Edwards told members she has lived in Snee Farm for 18 years. "There were seven more homes built until the builder got cold feet, backed off and then turned the road over to the state. We did not hear about it in 1991 and we bought our house in 1988. Our former developer and some of his friends started developing Snee Farm Two. Why are these people allowed to go in and build and not tell people?"

Mr. Cameron Spruill asked TAC members how have they tried to inform any of the people here on what's going on.

Mr. Wilson told Mr. Spruill all agencies notify the public through advertising and DOT mails invitation to all the people who will be impacted directly by the corridor being studied. Mr. Pope told members through the NEPA Process, DOT is required to send notification for those properties that have direct impact. They go through the county tax records to find out who owns that parcel and send them a copy of every newsletter and every notice of any public meetings being held on that project. Snee Farm is across the road, so that project did not touch any of the residents. You can come to a public meeting or workshop and add your name to the mailing list, and you will be notified.

Mr. Gilbert asked when a project of this size is designed and planned, what are our responsibilities in directing our planning staff and keeping them informed about the level of impact. If a project goes back 15 years, what is our local responsibility when a contractor or a developer comes in and decides they want to develop along this corridor? What is our responsibility as local officials to say –"Hey, do you know that there's this plan here? I know the DOT can't buy up all this land, so that land is going to be marketed, and at the price of land, they are going to try to do it. I would like to have some kind of thought, not for answer today, but I'd like to know as local officials, your planning staff, and your town managers, what is our responsibility to take it back and say in 15 years you've got a major interchange going through here, this may not be the place you want to do it. Is that our responsibility? He told Mr. Spruill and the audience we would have some kind of comment.

Mr. Wilson said this same issue has come up with respect to the Hampstead Bypass and we're trying to prevent this type issue from occurring again. He told the audience that the law was just changed to give the Wilmington MPO the power to do corridor preservation maps so we won't be in this situation in the future. By exercising the authority of the Corridor Preservation Map, any proposed building that would occur in that corridor for a three year period will be delayed. It took an act of the General Assembly to give the Wilmington MPO the authority to do a Corridor Preservation Map. Before that, DOT and a municipality were the only ones who could do a Corridor Preservation Map, counties can not. It is an issue for rapidly growing area.

Ms. Padgett told members she agreed with Mr. Gilbert. She told members and audience that it takes anywhere from 14 to 38 years to get a road from where the need is recognized, the engineering is done, and the decision to build is complete. That is a fact of living in an environmentally sensitive area. The average in North Carolina is 14 years, but because our area is fast-growing and with the environment, the Martin Luther King Parkway took 38 years to build from the time it was put on the Transportation Plan. It takes so long to get the roads completed and things change.

Ms. Laura Zarral asked if anyone has approached the furniture store?

Mr. Wilson explained that the MPO sets transportation priorities and adds roads to the Thoroughfare Plan. The Thoroughfare Plan is the beginning of the process by which the Department of Transportation, in conjunction with the Turnpike Authority, selects roads to build.

Mr. Pope said, in answer to Ms. Zarral's question, if the project corridor touched that piece of property, yes they were notified. If they do not touch that corridor, they may not have gotten a notice. He said the NC Turnpike Authority will have to look at other alternatives to tie into the existing interchange on US 17 for the Skyway Project. They will also be required to look at other corridors.

Mr. Wilson said the MPO will send the Turnpike Authority a copy of the recording of this meeting so they will hear the comments. The Turnpike Authority will hold public meetings for the sole purpose of taking public comment when they begin the process to identify corridors for the Skyway.

Ms. Laura Zarral said her husband went to the last meeting at Thalian Hall, and he asked if the meeting was going to be at a time when working adults could attend. She said, "Today's meeting was not convenient, is it because you don't want anyone to attend? "

Mr. Wilson told her the meetings were set a year in advance.

Mr. Gilbert said we need to clarify this for the people attending the meeting. This is not a public hearing on these projects. This is a regular schedule meeting for this Authority. He said they will make every effort to have a public hearing at 7:00pm, but this is not a public hearing.

Mr. Derrick Weaver, with the NCDOT Project Development Branch, told the audience the public hearings for the Wilmington Bypass project are scheduled to begin in the Spring of 2007 and they will be held during evening hours. These meetings are typically between 4 to 7 PM or 5 to 8 PM. The meetings are drop-in sessions and NCDOT will hold 2 to 3 meetings for a project this size.

Mr. Pope said meetings designated as Public Hearing are after everyone gets off so they have an opportunity to make their comment. At that Public Hearing you also have the right to make written comments that carries the same weight as a verbal comment.

Mr. Wilson told the audience that the MPO meetings have a public comment policy and the reason this item was added to the agenda for the TAC Meeting was because Mr. Wayne Huffman and some of his neighbors came to the meeting last month and asked if they could come back and make comments. That is the whole reason we are here. We generally do not meet out in areas, we meet in one set location so this is an effort to educate all the members of the MPO and hear your comments.

Ms. Jill Ferguson told members she understands this is not a Public Hearing but she has two questions. How many Public Hearings were actually held for this specific I-140 Bypass?

Mr. Weaver said he will have to research that but he can say off-hand that there was 4 public hearing after the Draft EIS that was signed back in 1994. There were also citizen information workshops that were held as early as 1990 or 1991.

Ms. Ferguson said she was specifically speaking after these homes were developed, how many public meetings were held for the people to come?

Mr. Weaver said he will have to go back for the exact dates but there have been public meetings held since (Unintelligible)

Ms. Ferguson said she was made aware of the Feasibility Study in '03, about a month and a half after she moved in. She has been on a mailing list through Raleigh in many different venues and has yet to get one piece of mail.

Mr. Pope said all those public meetings and newsletters are documented in the Draft EIS with the exception of those that have been since 1996. He said that since 1990 there has been somewhere between six and nine workshops and public hearings.

Ms. Ferguson said she was still in New York then so she was not interested then.

Mr. Pope said the Skyway to date has had one workshop.

Ms. Ferguson said she was talking specifically about the 140-Bypass. She stated Ms. Padgett had a very valid point on how things change, growth is good and bad, and things change so frequently. She asked how often this is reviewed from the original 1990 proposal when all the agencies approved the alignment. In looking at this map, it does not look like the one from last year. There is a distinct curve and she had not seen that until now. That is not the same map that I got through email a year ago.

Mr. Pope said the primary change is where originally one of the alternatives went away from the Spring Hill Community.

Ms. Ferguson said the other was a much straighter defined line and she is wondering if it hooked around once, why it can't have another hook.

Mr. Weaver said there were multiple alternatives looked at in the study area.

Mr. Wilson asked Mr. Weaver to meet with her to go over the alignment.

Ms. Brunjes asked Mr. Pope how much work goes between DOT planning these corridors, and the county itself.

Mr. Pope said it starts with the Thoroughfare Plan. The Thoroughfare Plan is a vision for the region over 25 years. The Plan gives DOT direction to start looking at corridors and developing corridors to meet that goal. The County is invited to every Public Meeting. They have the same opportunity as anyone else the corridor might affect. They are given all information they request.

Mr. Williams said in Pender County, they are trying to get all the information on the website so that it would help folks find out what is going-on.

Mr. Gilbert told members there is a majority of the municipalities in the counties that do their public notification through the classifieds in the *Wilmington Star*. If an issue doesn't get attraction through the local media, where it gets "press", then nobody hears about it because you usually don't look at that classified. From a public relations perspective, it could be helpful if we would do press releases and contact our local media. That is the only place it gets the notification unless you have a homeowner association who puts that out. He told members we can try to do better but most people need to start perusing the public notification.

Mr. Willis said this same issue was discussed last year at two public meeting with the Spring Hill Community. That issue that was all over the paper and the public had a chance to comment on this corridor.

Ms. Lisa Erkle said they bought their house a year ago next month. They had no knowledge of the Skyway or I-140 bypass or any of that stuff when they first moved in. She said she understands there have been public meetings, the last in April. They found out about that after-the-fact in talking with neighbors. "If the next meeting is going to be in Spring of 2007, what are they suppose do until then? There are four of five homes in the neighborhood that have been sitting there for the past 3 or 4 months untouched because the last meeting held at UNCW was in the paper and on the news. They

kept saying over and over how Snee Farms and Planters Court and Stony Creek were all going to be affected by this. Every single one here probably saw a drop in property values. When is a final decision going to be made on the Skyway? Are we suppose to sit tight and wait for another six or seven months.”

Mr. Wilson told Ms. Erkle that is not a decision made by this group. All the TAC does is to set the transportation priorities.

Ms. Erkle stated her parents just bought a house and they have to sign a disclaimer saying they know that there is a possibility that this Skyway might go through. She said as far as she is concerned February is just not good enough, they need an answer now.

Mr. Thoresen said in his opinion, where the Byway ties into US 17, that is where the Skyway is going to tie in.

Ms. Bridgett Huggins told members she doesn't know all the facts concerning the situation, but she does know that you guys are talking about taking peoples homes. She does not think members would appreciate it if someone came to you and told you, with little to no warning that you have to leave.

Ms Robin McLauen told members most of them found out because one neighbor told another neighbor after seeing it in the newspaper. They have been doing the best they can with notifying the resident of Snee Farms and elsewhere. They are not receiving notifications.

Mr. Wilson asked Ms. McLauen to give her mailing information to Mr. Weaver. He reminded the audience that this body is not responsible for sending out notifications. That is handled by DOT and the Turnpike Authority. He also assured them that the comments received at this meeting will be passed along as well as provide them with a copy of the tapes from the meeting.

Ms Laura Clark said she feels that although the Bypass connector alone does not directly destroy any homes in Snee Farm, Stony Creek and Planters Walk, it does heighten the chance that the Skyway Project will destroy some or all of their homes. She asked members to please consider how they will be heavily impacted by this in the continued planning and decisions making process.

Mr. Terry Greenwood said he would like to see how you would feel if you worked to raise two kids and now your house isn't worth squat and you can't sell it. He told members that he finally bought land and can't use it because he can't sell his other.

Mr. Wilson asked Senator Soles if he would like to make any closing comments.

Senator Soles told the audience he is committed to listening to the people and promised to do everything he could to make sure everyone's voice is heard. It is apparent that there is a real problem with communication and we need to do something better. Whatever needs to be done to see that the people are informed better and are given an opportunity to have their voice heard, will be done. He said he will try to be on the forefront of speaking for the people and wants to add his name to the list for notification regarding the meetings.

Mr. Wilson thanked everyone for attending and recognized that this is a very sensitive issue. He would assure the audience that the MPO will take all the comments and forward them to the NC Turnpike Authority and NCDOT.

Mr. Sue told members he would like to introduce a resolution for consideration by the TAC. Mr. Sue made the motion requesting the NCDOT and NC Turnpike Authority explore all practical alternatives to prevent negative impacts from the Cape Fear Skyway on the Snee Farm and Stony Creek communities. Ms. Padgett seconded the motion and it carried unanimously.

6. New Business

a. Cape Fear Skyway and Wilmington Bypass

b. Functional Classification Map modifications

Mr. Kozlosky told members the MPO has received a request from Mr. John Evans to reclassify two roads, USS North Carolina and Battle Ship Road. Battleship Road was built 15-feet in width and had a traffic count of 300 vehicles per day. USS North Carolina is built 18-feet in width and had a traffic count of 1,300 vehicles per day. Typical NCDOT collector streets are 34-feet in width per the adopted minimum construction standards. These roads are not built to the NCDOT standard. The TCC recommended unanimously to deny this request based on the technical specifications.

Mr. Kopp told members the New Hanover County Commissioners and Wilmington City Council have directed staff to work on a river-front mixed use district. This would provide Mr. Evans with an opportunity for what he wants without circumventing the process and having the TAC reclassify the streets. As it is zoned today, and as the streets are constructed, the height limit is 40-feet. The potential with the river-front mixed use district will give Mr. Evans the opportunity without the MPO recommending the reclassification of these streets. Mr. Kopp said he would rather see Mr. Evans withdraw this request and wait to see if the joint River Front Mixed Use district can be created. This zoning district modification should be ready within this current year.

Ms. Padgett reminded members that if we move forward with making a change in the classification outside the normal process, then we lose control of the process. If this is approved, it inadvertently puts this body in the role of land-use planning, which we are not suppose to do. Mr. Kopp agreed.

Mr. Evans distributed copies of B-2 zoning information from the County and a letter from the Federal Highway Administrator.

Ms. Jill Stark, with Federal Highway Commission Raleigh Division, asked to make a clarification. She told members that the letters are not an attempt to influence the decision. Mr. Evans is saying we support the local and state governments. We work together as a collaborative team, and if the local government and the state government see that this is something that would like to reclassify, even though it does not meet network standards according to our guidelines, we will support the local and state decision.

Mr. Kopp made a motion to table Mr. Evans request to reclassify the roads for 90-days to give the City of Wilmington and New Hanover County time to complete the River-Front Mixed Use District Zoning classification.

Mr. Wilson suggested we open the floor to the members of other organizations attending the meeting who are opposed to the issue.

Mr. Michael Murchison, Boardmember of the Historic Wilmington Foundation, told members they are in opposition to this project because they feel it is not compatible with the Historic District, which is just a few hundred feet away. It is their opinion that the proposed 20-story tower will overwhelm the area. However, the principal concern is that the TAC is being asked to make a land-use decision, not a decision based on transportation infrastructure. TAC members are being asked to make this decision because of its land-use implications. We feel to support the request for reclassification would set a bad precedent.

Mr. Thurlow suggested a motion to table the request until the December meeting instead of 90-days. Mr. Kopp agreed and Mr. Thurlow then seconded the motion. With no further discussions, the motion passed unanimously.

3. Presentation – Safe Routes to School

Ms. Terry Canales, the Safe Routes to School Coordinator for Department of Transportation gave a presentation highlighting the purpose of the program and the requirements to participate. The purpose of the program is to enable and encourage children to walk and bike to school and make it an appealing mode of transportation. Participants must have a Safe Routes to School workshop to qualify for the grants and NCDOT will provide the trainers free of charge. Ms. Canales said grant applications are not yet available, but the workshop applications are available. She suggested anyone interested to please contact her or you may visit the national website at saferoutesinf.org whose office is located in Chapel Hill.

5. Old Business

There were no items of old business.

6. New Business (continued)

c. Request to Lower Speed Limit on NC 133

Mr. Sue made the motion to approve the resolution to lower the speed limit on NC 133. Mr. Wallace seconded it and the motion carried unanimously.

d. Request for Commuter Lane on Fort Fisher Ferry

Mr. Kozlosky told members the purpose of the resolution is to request the Department of Transportation to consider the feasibility and implementing the installation of a commuter lane or other alternative on the Southport to Fort Fisher Ferry to ensure adequate access for all users. Ms. Padgett made the motion and Ms. Brunjes seconded it. The motion carries.

e. TAC and TCC Bylaws

Mr. Kozlosky told members DOT suggested that staff update the bylaws for the TAC and TCC because of the new MOU. The bylaw language changes involve the quorums and majority vote sections. It was suggested by the State Attorney Generals Office that the bylaws state that “a quorum is required for transactions 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 any additional members as may be required to ensure that 51% of possible votes are present.” Also in Section 3, the new language says “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 is absent for two consecutive meeting, a member will be designated as a vacant seat and will not count towards a quorum. ”All MPOs had to change their TAC/TCC bylaws in order to satisfy the requirement of SAFETEA-LU.”

Ms. Padgett made the motion to approve the changes to the bylaws and Mr. Williams seconded the motion. The motion carried unanimously.

f. Special Freeway Overlay District (postponed till the next meeting)

7. Project Updates

a. Wilmington Multi-modal Transportation Center

Mr. Wilson told members a public hearing was held on July 25th in the Wilmington City Council Chambers on the filing of the Transportation Official Corridor Map for the multi-modal facility.

b. Hampstead Bypass

Mr. Wilson told members a bill was introduced (House Bill # 859) to give the Wilmington MPO the power to file transportation corridor preservation maps. It went through the House and the Senate, and was signed by Governor Easley. He requested staff give a presentation in the next couple months on how to implement the law and the legal ramifications that would need to be work through.

c. US 17 Corridor Study

Mr. Kozlosky told members a public hearing was held on the _____ road diet measures on Market Street between Covil Avenue and 3rd Street. Staff received very positive feedback.

d. Bicycle and Pedestrian Planning Grant

Mr. Kozlosky told members DOT has approximately \$400,000 for municipalities to complete bicycle and pedestrian plans for trails, greenways and sidewalks within their communities. The application will be available in October. If anyone is interested, the applications will need to be approved the MPO and forwarded to DOT.

e. NCDOT Project Updates

(attached)

8. Announcements

a. Costal Pender County Collector Street Plan; Public Informational Hearing; Tuesday, August 29 at 4:00pm to 8:00pm in the Hampstead Library

9. Adjournment

With no further business, the meeting was adjourned at 6:50

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

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 46th Street to 65th 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**