



WILMINGTON URBAN AREA Metropolitan Planning Organization

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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: April 20, 2007
SUBJECT: April 25, 2007 Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on **Wednesday, April 25th at 4:00pm**. The meeting will be held in the in the Lord Spencer Compton Conference Room at City Hall in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 3/28/07
- 3) Public Comment
- 4) Presentation
 - a. Transportation Funding Overview
 - b. US 17 Business Corridor Study
- 5) Old Business
- 6) New Business
 - a. Consideration of US 17 Business Corridor Study
 - b. Request for NCDOT to appoint a permanent Safe Routes to School Coordinator
 - c. Old Market Street functional classification modification
 - d. US 17 Bypass Special Highway Overlay District
 - e. Wilmington Metropolitan Bicycle facilities map
 - f. Wilmington MPO Brochure
- 7) Project Updates
 - a. Update on Blue Clay Road Bicycle Corridor Study
 - b. NCDOT Project Update
- 8) Announcements
 - a. Public Informational Meeting- Hampstead Bypass- April 23rd
 - b. Public Informational Meeting- Military Cutoff Extension- April 24th
- 9) Adjournment -- Next Meeting –

Attachments:

- Minutes from 3/28 Meeting
- US 17 Business Corridor Study (found at www.wmpo.org)
- Resolution supporting the adoption of the US 17 Business Corridor Study
- Resolution supporting a request for NCDOT to appoint a permanent Safe Routes to School Coordinator
- FHWA Road Classification flow chart
- Resolution supporting Functional Classification modification for Old Market Street
- DRAFT US 17 Bypass Special Highway Overlay District
- Wilmington Metropolitan Bicycle Facilities map (to be presented at the meeting)
- Wilmington MPO Brochure (to be presented at the meeting)
- NCDOT Project Update
- Hampstead Bypass and Military Cutoff Road Extension Public Informational meeting flyer

Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: March 28, 2007

Members Present:

Lanny Wilson, Chairman, NC Board of Transportation
Eulis Willis, Town of Navassa
Catherine Brunjes, Town of Wrightsville Beach
Tim Fuller, Town of Kure Beach
Allen Gilbert, Town of Carolina Beach
Laura Padgett, City of Wilmington
Nancy Pritchett, Cape Fear Public Transit Authority
Bill Saffo, City of Wilmington
Chuck Thurlow, Town of Belville
Tommy Wallace, Town of Leland

Staff Present:

Mike Kozlosky, Senior Planner
Joshuah Mello, Associate Planner
Anthony Prinz, 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

Ms. Padgett made the motion to approve the minutes from the January 24th meetings and Mr. Wallace seconded the motion. The motion carried unanimously.

3. Public Comment Period

Mr. Wilson opened the meeting for public comment.

Mr. Alvin Rogers distributed copies of a suggested alternate route to help alleviate traffic at the Oleander and College Roads intersection. He told members he would like to offer this suggestion as a possible option to help with the traffic congestion at that intersection.

Mr. Richard Mandell told members he would like to comment on the recently completed River Road Small Area Study. He said he is pleased that the study was done and he thinks it is a good plan. However, he feels the land value and the additional maintenance cost that will be incurred with the movement of the roadway from its current location were not adequately addressed in study. He asked the TAC to give these two points serious consideration during the discussions on the plan.

4. Presentation of Findings from the River Road Small Area Plan

Mr. Kozlosky gave a brief introduction to the River Road small area plan and then introduced Mr. Mike Rutkowski with Kimley Horn.

Mr. Rutkowski told members it is important to note that the purpose of the plan is not to make recommendations on the relocation of the road but to provide a plan for the entire area and what improvements are going to be necessary in 2025. The study takes into account the proposed development by Newland, as well as other development already planned for the Monkey Junction area. The plan analyses the zoning of the properties that are not developed and calculated density. A trip generation was assigned based on that density. The report also identifies locations for proposed interconnectivity for greenways, bicycle facilities, sidewalks and streets along the route. The plan

suggests creating a "gateway" to let people driving down River Road know they are entering a community where you can expect to see pedestrians and bicyclist.

Mr. Wilson pointed out that this development plan has a reduction of over 11,000 trips a day, versus the plan already approved by the County Commissioners in 1999. Mr. Kozlosky told members the developer has the right under the approved current ordinance from 1999 to build 33,000 dwelling units. In this current plan, they propose to reduce the number of dwelling units to 22,000 and keep about the same number of office and commercial use.

Ms. Pritchett told members she attended a presentation given to the Cape Fear River Association that addressed the environmental issues for the development. She feels this is a better plan. The developers have been working with officials to best preserve the estuary and save the sand bridges.

Mr. Kopp asked Mr. Wilson how the Department of Transportation will put an exact value on a road as it exists today and how will they assess the maintenance cost of the additional .6 mi. for the proposed new road. Mr. Wilson said the department has a process in place that will look at the property and the overall impact on the enhancement value of the property before and after the relocation. This is a long drawn out process involving an appraisal of the property by an independent agency.

Ms Padgett asked that with this 2007 alignment if the developer could be required to leave the 4-lane right-of-way as the River Road Small Area Plan proposes with the two lanes divided and the right-of-way available to add the two additional lanes at a later date. Mr. Kozlosky told members the county will need to check with their attorney but if they did support this plan and the plan identifies that a 150-foot right-of-way would be necessary, then you could preserve that area for that future roadway construction through the counties zoning or subdivision ordinance. The Transportation Impact Analysis will identify what improvements will be necessary to sufficiently mitigate their impacts on the adjacent roadway network. Mr. Wilson said there needs to be a way to determine how you can fairly apportion the cost of the improvements as the project progresses.

Mr. Gilbert asked if we could separate the road improvements from River Road in the discussion of moving River Road and include the public comment on the value. He said he does believe River Road should be four-lane divided because of the safety issue. The road is also a very valuable public asset because of the vistas. He often travels River Road as an opportunity to interface with the river. If you think about the enhancements that are truly needed, it should be preserved. We are land challenged and if you are talking about giving up public assets without discussing completely, the upgrade of the assets and connect-ability with respect to it. He said he would like to see more discussion on giving up these treasured public views and vistas. He would like to see the upgrades on River Road without sacrificing why we enjoy driving River Road.

Ms. Padgett reminded everyone that we are already missing a significant piece of the roadway because of the 1999 plan agreement. That is the plan we have to start from, not the original alignment.

Ms. Pritchett said it needs to be noted that the development was approved in 1999 but not the road. The moving of the road has never been approved by NCDOT. The design of the development was approved in 1999 but not the road. The state never approved moving it at all. Mr. Wilson said he believes the department has agreed in concept that it would be moved. They traditionally look to the county for the leadership on the issue because that is how it is always done.

Mr. Gilbert asked what kind of vested rights were rejected in 1999. Was it through some kind of conditional use permit or does it have permitting or vested rights for this 1999 plan.

Ms. Pritchett read an excerpt from the Master Plan Modification report stating: "In August of 1999 the County Commissioners approved rezoning of the referenced tract from I-2 Industrial to PD Planned Development, based on a master plan which anticipated 3,366 residential housing units constructed on

657 acres; 28 acres of commercial acres; a marina; 494 acres of open space that will not be developed; a possible golf course; 3 points of access to the water – one private, one semi-private and one public; bike lanes and/or pedestrian paths along River Road; combining open space for development of a large public park facility; provision of a road connection on the east to Carolina Beach Road and Mary C. Williams Elementary School; and widening and relocation of River Road. The proposed location on the approved master plan shifted the roadway easterly at a point about 1,400 feet from the Progress Energy site near Barnards Creek to about 1,500 feet off the existing right-of-way at the widest point, and then merging back into existing right-of-way about 1,900 feet from Motts Creek. The stated purpose of the relocation was to “free up additional waterfront for development.”

Mr. Wilson said it looked like if they don't move forward with some changes then, what is in place is what stays in place. Mr. Saffo and Mr. Kopp agreed. Mr. Kopp said he would like to see if we can make any improvements on it. It is the only issue because it has already been rezoned so we can't go back on that. It is not a rezoning issue.

Ms. Padgett said now the question is, do you want the road moved further back for the additional development and the loss of some of the spaces on either end.

Mr. Kozlosky said the developer could proceed with the development based on the 1999-alignment which would add 11,000 additional trips per day.

Mr. Kozlosky said he would like to point out that the purpose of this plan is not to make a recommendation on the relocation of River Road but to provide the County Commissioners with the most information possible to make an informed decision. Ms. Padgett said that it is the County Commissioners decision.

Mr. Fuller said he is sort of like Mr. Kopp on this; the report does not make recommendations but the sense of it is that the recommendations presented in this report are compatible with both the 1999 approved and the 2007 plan alternative. He said if he were a county commissioner, he could justify approving either the 1999 or the 2007 based on this report. What scares him is that if you approve it based on that report and then everything sort of west of the Newland properties drops out and we don't get the improvements in Silva Terrace and Silver Lake. You get the connectivity but you don't get the traffic calming that helps those folks in that neighborhood. You don't get the improvements on Saunders Road that Ms. Pritchett is concerned about. It seems like what the report says is that either of those is fine with these recommendations.

Mr. Wilson said the Traffic Impact Analysis will identify what improvements they will be required make associated with their particular project.

Mr. Wilson asked Mr. Kozlosky if he is asking for a motion. Mr. Kozlosky told members there is a resolution included in the packet endorsing the plan and support the plan. Staff would request consideration of that resolution.

Mr. Wilson suggested that it be made clear that the resolution has nothing to do with the movement of the road one way or the other. Mr. Kozlosky said the resolution is just to endorse this plan and this document, but no decision or recommendation on the road.

Ms. Brunjes made the motion to accept this resolution supporting adoption. Ms. Padgett said she would second except there is no recommendation. Ms. Pritchett told Ms. Brunjes the resolution didn't say adopt.

Mr. Kozlosky asked if the wording should be change to say support or endorses. Ms. Pritchett suggested “accepts the document”.

Mr. Wilson said there has been a motion and a second.

Ms. Brunjes asked Ms. Pritchett if she still wanting to change the word in her motion from supports to accepts. She and Ms Padgett agreed. With that, Ms. Brunjes made the substitute motion to accept the plan as stated in the resolution. Ms. Padgett seconded the motion. The motion carried with 8 members voting in favor. Mr. Gilbert and Mr. Thurlow voted against the resolution accepting the plan.

5. Old Business

a. Request to amend the functional classification map to reclassify U.S.S. N.C. Battleship Road and International Paper Company Road from local streets to collector streets

Mr. Kozlosky told members this item has been withdrawn by the developer.

b. Wilmington Metropolitan Bicycle and Pedestrian Committee

Mr. Mello told members the new Bicycle and Pedestrian Committee has been established. Several of the TAC members still need to make their appointments to the new committee. Mr. Mello asked if TAC members would like staff to advertise the availability for appointment to the committee. Members decided it would not be necessary. Staff will email the list of the past members of the BAC who are interested in re-appointment to the new committee.

6. New Business

a. Consideration of River Road Small Area Plan

See above

b. 2007 Planning Work Program (PWP) Amendment

Mr. Kozlosky told members the MPO can amend the 2006-2007 Planning Work Program until March 30th to cover any short-falls if necessary. Staff does not anticipate the expenditure of funds in the Airport/ Air Travel Element of LRTP, Rail, Waterway and other Mode LRTP and Financial Planning. They also expect a reduction in the expenditure of funds in the Public Involvement line item. Staff is requesting these changes in order to move funding to the Traffic Count Program to cover anticipated expenses in the current fiscal year in this line item. Mr. Kozlosky told members staff has prepared a resolution to approve an amendment to PWP to reflect these changes.

Ms. Padgett made a motion to amend the PWP. Mr. Willis seconded the motion and the vote carried unanimously. The motion carried unanimously.

c. 2008 Planning Work Program

Mr. Kozlosky said the MPO is currently approaching \$300,000 in the unobligated fund balance. Staff has identified three transportation projects for funding that could be completed within the area and benefit the community. The three projects are: 1) a corridor management plan for the Scenic Byway, 2) site evaluation study for three new locations for WAVE transfer points, 3) begin the planning process for Dow Road widening corridor study. Because a portion of road is within the blast zone for Sunny Point, we need to bring all the stakeholders to the table to begin the planning process and it would be helpful to go ahead and get started. Mr. Kozlosky told members they have had approval from NCDOT on this proposed PWP.

Ms. Padgett made a motion to approve the 2008 PWP. Mr. Wallace seconded the motion and it carried unanimously.

d. Wilmington Metropolitan Bicycle facilities map

Mr. Kozlosky told members he wanted to make the committee aware that the MPO is working on a bicycle facilities map. Copies will be available for distribution at the next TAC meeting.

e. Discussion regarding a development in Brunswick County near the proposed Wilmington Bypass

Mr. Kozlosky told members it has been brought to the attention of staff that there is a proposed development on the outside of the Wilmington Bypass adjacent to the existing Leland Industrial Park. With the possible upgrade of US 74 to Interstate standards, one of the issues identified was how do we handle the traffic that would be associated with this rezoning and still preserve US 74 as an Interstate. The rezoning will be going before the Brunswick County Commissioners in April for consideration, and the Planning Board did recommend denial.

f. Introduction of new Associate Transportation Planner

Mr. Kozlosky introduced Mr. Anthony Prinz who is the new Associate Transportation Planner with the MPO who came from Henderson County, North Carolina.

7. Project Updates

Mr. Wilson updated members on the progress regarding the Cape Fear Skyway project. He said inflation continues to be a problem and alternative financing must be given consideration in order for this project to go forward. If the Skyway is important to this area, it may come down to tolling additional projects and grouping them together to help with the funding for the bridge. The Bypass project and the Skyway are moving along together with legislation through the General Assembly and this would be a good opportunity to look at finding an alternative source of funding. That strategy is being looked at in other parts of the state.

Mr. Wilson suggested having two meetings with regard to financing transportation; the first with the states CFO of NCDOT just to clarify where we are financially and realistically as a state and where does it look like we are going in the next 10 to 15 years. It will then become pretty evident that the trend lines, the amount of vehicle miles traveled and the amount of funding, when adjusted for inflation, is actually dropping off. He then suggested we follow up soon after with a presentation from the Turnpike Authority and Wilbur Smith with the Traffic and Revenue forecast for the Skyway.

a. Update on Blue Clay Road Bicycle Corridor Study

Mr. Kozlosky told members staff in negotiations with the selected consultant to do the Blue Clay Road Bicycle Corridor Study. They anticipate having the study completed by December of 2007.

b. Update on Market Street Corridor Study

Mr. Kozlosky said there will be a presentation next month on the proposed improvements to the corridor.

c. Update on the new trolley service

The second trolley is operating in downtown and ridership has increased.

d. Update on the Safe Routes to School program

A presentation was given to NHC Parent/Teachers Association on January 30th on the Safe Routes to School program. Parents from Holly Tree Elementary and Parsley Elementary are very interested in the program. DOT has funding on hold until a new program coordinator has been named.

e. NCDOT Project Updates

(attached)

8. Announcements

a. Cape Fear Commuter Challenge Kickoff- March 29th

Ms. Bean updated members on the activities for the upcoming Commuter Challenge month-long event.

b. NC Turnpike Authority Meeting (moved to October 17th in Wilmington)

9. Adjournment

With no further business, the meeting was adjourned at 5:58

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

March 7, 2007

Subject: Projects Update

1. **MLK Pkwy:**U-0092 A, awaiting signal mast arms before completing signal work and opening the second left turn lane onto the Isabel Holmes bridge, off 3rd Street, from downtown Wilmington.
2. **US 17 Wilmington Bypass:** R-2405 A...US 17, near Scotts Hill to I-40 contractor has recently opened the "Super-Street" section from Porter's Neck interchange to approximately 0.5 mile north of SR 1571 (Scott's Hill Road). We are still awaiting right of way for the completion of bulb-outs, for U-turn movements.

This opens the corridor from US 17 north of Wilmington to US 421 northwest of Wilmington.

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

4. **R-3601 US 17/74/76:** Widening across the "causeway", between Leland and Wilmington. Just beginning the planning process. We will move into the merger process afterwards and then to design. A scoping meeting will be held in the next couple of months. The TIP schedule has R/W for 2011 and Construction for 2012

5. **U-4902 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 Spring 2007**

6. **U-4902 B:** construct a concrete median island from SR 1402 (Porter's Neck Road) to Colonial Drive (non-system road). Project is in the planning process. **A Public Workshop was held on February 13, 2007 at Noble Middle School.**

7. **B-0682:** Bridge to Sunset Beach over the intercoastal waterway. Letting date 4/17/2007.

8. **R-2245:** Second bridge to Oak Island. Letting date 5/15/2007.

NCMA Brunswick County:

- **NC 211** We will be widening & resurfacing NC 211 from the entrance of St. James to NC 133 (Doscher Cutoff). 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 \$3,600,000.00. **Work Complete**

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 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. **99% Complete**
- **US 421** from NC 210 to Sampson County Line, resurface. Project has been let and the availability date is February 7, 2005. **99% Complete**

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). **Work complete**
- **SR 1426 (Mt. Misery Road)** resurface from northwestern city limit to SR 1419 (Northwest Road). **Work complete** Also included in the same contract:
 - SR 1443 (Broadway Street)** widen and resurface from SR 1434 (Main Street) to SR 1435 (Navassa Road). **Work complete**
 - SR 1423 (Vernon Road)** resurface from SR 1426 (Mt. Misery Road) to SR 1422 (Blue Banks Loop). **Work complete**
 - SR 1190 (Oak Island Drive)** resurface from 46th Street to 65th Street. **Work complete**
- **NC 87 (Maco Road)** patch and resurface from 0.3 miles north of US 17 to 0.03 miles south of US 74/76. Also included in the same contract:
 - SR 1167 (Persimmon Road)** resurface from US 17 to NC 179.
 - SR 1120** (Sabbath Home Road) resurface from 0.06 miles northeast of NC 130 to SR 1122 (Varnamtown Road).
 - SR 1513** (Danford Road) patch and resurface from US 17 Business to east Bolivia City Limit.
 - SR 1245** (Maple Creek Road) patch and resurface from SR 1115 (Stone Chimney Road) to the end of state system.

New Hanover County:

- **NC 132** College Road from SR 1318 (Blue Clay Road) to the beginning of the divided highway. **Work complete**
- **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. Let on August 8, 2006. Under construction
- **SR 1272 (New Center Drive)**: widening the 4-lane portion of the roadway to 5-lanes. **Estimated completion date Summer 2007.**

The following are in the same contract, Letting 12/19/2006, Completion Date 6/1/2007:

- **US 421** mill and resurface from West Lake Shore Drive (non-system) to Greenfield Street (non-system).

SR 2048 (Gordon Road) resurface from SR 1175 (Kerr Ave.) to SR 2698 (Netherlands Drive).

SR 1411 (Wrightsville Ave.) resurface from US 117 to West Huntington Road (non-system). Letting 12/19/2006.

NC 210 mill patch from I-40 to 0.2 miles northwest of US 17. (Length 13.05 miles)

Pender County:

- **NC 210** from SR 1101 (Point Caswell Road) to US 421. **Work complete**
- **NC 210** resurface from Bladen County line to SR 1101 (Point Caswell Road). Awarded to S. T. Wooten. Revised Completion Date 5/15/2007.
- **SR 1571 (Scott's Hill Loop Road)** widen and resurface from US 17 to US 17.
Work complete

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

RESOLUTION SUPPORTING THE ADOPTION OF THE US 17 BUSINESS CORRIDOR PLAN

WHEREAS, the US 17 Business Corridor Study was initially developed to analyze the feasibility of reducing the number of lanes on Market Street and reverting 16th and 17th Street back to two-way traffic; and

WHEREAS, after further evaluation, due to delays at the Dawson and Wooster intersections, reverting 16th and 17th Streets back to two-way traffic was determined unfeasible; and

WHEREAS, based on these findings the study focused on the installation of “road diet” measures on Market Street between Covil Avenue and 3rd Street; and

WHEREAS, the typical section varies along US 17 Business from a 4-lane divided cross-section with limited on-street parking between 3rd and 16th streets, then the typical cross-section narrows to a 36-foot section with 9 foot lanes and no median, then the typical cross-section widens back out to match a 5-lane cross-section; and

WHEREAS, the US 17 Business Corridor Study recommends with the completion of the Military Cutoff Extension and Independence Boulevard Extension, the anticipated traffic volumes would permit the reduction of lanes on Market Street between Covil Avenue and Third Street; and

WHEREAS, the US 17 Business Corridor Study recommends the installation of bicycle lanes, parking (in some locations), a median and the reduction in lanes on US 17 Business between Third Street and Covil Avenue; and

WHEREAS, the Transportation Advisory Committee supports the findings of the US 17 Business Corridor Study.

NOW THEREFORE, be it resolved that the Transportation Advisory Committee of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the US 17 Business Corridor Study.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 25, 2007.

Lanny Wilson, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

RESOLUTION

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION REQUEST FOR NCDOT AND FHWA TO AMEND THE FUNCTIONAL CLASSIFICATION OF OLD MARKET STREET IN NEW HANOVER COUNTY FROM AN URBAN PRINCIPLE ARTERIAL TO A COLLECTOR STREET

WHEREAS, the Wilmington Metropolitan Planning Organization provides transportation planning activities for the Wilmington Urban Area in a continuing, cooperative and comprehensive manner; and

WHEREAS, based on the adopted 2030 Wilmington Urban Area Long Range Transportation Plan, Market Street is identified as an Urban Principal Arterial, and

WHEREAS, with the construction of the Wilmington Bypass, a portion of Market Street was constructed on new location and the old portion of Market Street was left in tact; and

WHEREAS, the old portion of Market Street serves as a frontage road for business located in this area; and

WHEREAS, the Wilmington MPO has received a request from New Hanover County to amend the functional classification for the old portion of Market Street; and

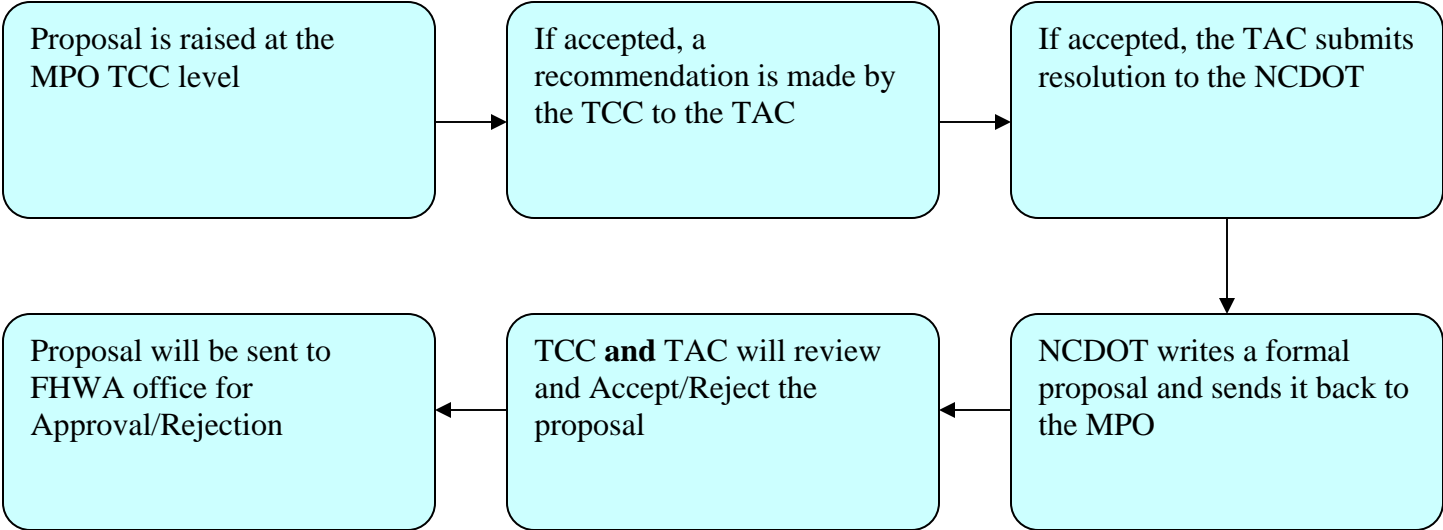
NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the request by New Hanover County and recommends NCDOT and FHWA change the functional classification of old portion of Market Street that serves as a frontage road from a Urban Principle Arterial to a collector street.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on April 25, 2007.

Lanny Wilson, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary
Transportation Advisory Committee

Functional Classification Process



US Highway 17 Bypass (I-140) Special Highway Overlay District

Purpose

The purpose of the Special Highway Overlay District (SHOD) is:

- (1) To encourage development practices that maintain and/or enhance the natural beauty and scenic quality of an identified highway corridor for the benefit of the motoring public; and
- (2) To protect the health, safety, and welfare of the motoring public by reducing impediments such as light glare, distractions, and visual clutter/obstructions.

The standards contained herein achieve the stated purposes by addressing physical characteristics of development including: structure height, right-of-way setbacks, vegetative buffers, maximum impervious surface, parking and loading, outdoor storage, signage, and exterior lighting.

Applicability

Requirements of the SHOD shall be applied in addition to any other applicable Brunswick County or the Town of Navassa regulation. Specific land uses are not limited by the SHOD; however, permitted and prohibited uses of underlying zoning classifications shall remain in effect. In the event that SHOD standards conflict with other existing development requirements, the more restrictive regulations apply.

The SHOD shall be in effect for all property located within six-hundred sixty feet (660') of the North Carolina Department of Transportation (NCDOT) right-of-way of the US 17 Bypass (I-140), as measured from and perpendicular to each side of the highway. All structures, buildings, and land improvements associated with non-residential land uses shall fall under the authority of the SHOD.

SHOD development standards shall be applied to the following:

- (1) The development of vacant land;
- (2) Redevelopment or expansion of existing site ground coverage, which includes buildings, accessory uses or structures, parking and outdoor storage areas; and
- (3) Any change in use that increases development intensity and results in increased traffic, water or air pollution. Examples of changes in use that may increase development intensity include, but are not limited to: alteration from a residential use to a commercial use or from a commercial use to an industrial use.

Definitions

Canopy Trees - Canopy trees shall be of a species having an average minimum height of fifteen (15) feet and a minimum mature crown spread of twenty (20) feet. At the time of planting, the tree shall have a minimum caliper of two (2) inches measured at four (4) feet above ground.

Impervious Surface - Any surface which in whole or in part, restricts or prevents the natural absorption of water into the ground. Such surfaces may include, but not be limited to compacted earth (such as marl and coquina), gravel, concrete, asphalt, or other paving material, and all area covered by the footprint of buildings or structures. Porous pavement, uncovered wooden slatted decks and the water area of a swimming pool are considered pervious.

Sign, Animated – A sign using flashing or intermittent lights, sound, color changes or other mechanical or electric means to give motion, the impression of motion/movement or the optical illusion of motion to the sign; or any sign with visible moving, revolving, or relocating parts; provided, however, this shall not include time, date, or temperature signs.

Sign, Flashing – A sign illuminated by direct or indirect artificial light that flashes on and off in regular or irregular sequences, including, but not limited to, strobe light.

Sign, Outdoor Advertising – A sign or structure, pictorial or otherwise, that draws attention to or communicates information about a business, profession, service, commodity, product, accommodation, event, attraction or other enterprise or activity that exists or is conducted, manufactured, sold, offered, maintained or provided at a location other than on the premises where the sign or structure is located.

Sign, Roof – An attached sign erected, constructed or maintained on, upon or over the roof of any structure and which is wholly or partially dependent upon the roof for support.

Understory Trees - Understory trees shall be of a species having an average minimum height of eight (8) feet and a minimum mature crown spread of twelve (12) feet. At the time of planting, the tree shall have a minimum caliper of two (2) inches measured at four feet above ground.

Development Standards

- (1) Structure Height. Structures within the SHOD shall be limited in height to a maximum of forty (40) feet as measured from the finished ground floor elevation to the highest point of the roof or structure. Chimneys, cupolas, and steeples are not included in measuring a structure's height.
- (2) Right-of-way Setback. Buildings within the SHOD shall be set back no less than one-hundred (100) feet from the right-of-way of the US 17 Bypass, including the full length of controlled access right-of-way that extends away from the highway at intersections.
- (3) Bufferyard. A bufferyard of fifty (50) feet shall be provided and maintained immediately adjacent to and along each side of the US 17 Bypass right-of-way, including the full length of controlled access right-of-way that extends away from the highway at intersections. Where public necessity requires the location of major public utility lines adjacent to the US 17 Bypass and the easement or right-of-way for a line precludes provision of a bufferyard immediately adjacent to the highway right-of-way, the required bufferyard shall be provided adjacent to the outer edge of the utility easement or right-of-way.
 - a) Composition. To the greatest extent possible, existing planting material within the buffer yard shall be retained – particularly mature trees and rare specimens. Where adequate plant material is absent or to be removed, a landscaped buffer consisting of two (2) canopy trees and two (2) understory trees per one-hundred (100) linear feet of property frontage shall be installed. In addition, one upright shrub per eight (8) linear feet of property frontage shall also be installed.
 - b) Permitted Structures. The following structures may be built within the required bufferyard:
 - i. Pedestrian or bicycle paths;
 - ii. Planters, retaining walls, fences, park tables and seating, hedges, and other landscaping structures; and
 - iii. Utility lines (above or below 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.
- (4) Maximum Impervious Surface. The maximum permitted coverage by impervious surfaces shall be eighty (80) percent of the total lot area.
- (5) Parking and Loading.
 - a) Parking.
 - i. Locational Requirements. No vehicular or equipment parking except automobile parking shall be permitted in the yard area adjacent to the US 17 Bypass. When

more than twenty (20) off street parking spaces are provided, no more than twenty-five (25) percent of the off street parking spaces may be located in the yard directly facing the US 17 Bypass.

- ii. Right-of-way Setbacks. All automobile parking shall be set back at least one-hundred (100) feet from the right-of-way of the US 17 Bypass.
- b) Loading. All loading shall be from the side or rear of the principal structure as viewed from the US 17 Bypass. If loading is performed on the side of the building, as viewed from the US 17 Bypass, screening meeting the following standards shall be provided:
- i. The screen shall be composed of view obscuring evergreen vegetation (used individually, or in combination with), a wall, semi opaque fence, or berm designed to obscure views from the ground, except for mechanical equipment which shall be screened to the height of the equipment plus six (6) inches.
 - ii. One upright shrub shall be installed per four (4) linear feet of any screen wall or fence that faces off-site. These plantings shall be placed such that they obscure the screen wall or fence.
 - iii. Plants must be at least two (2) feet tall at the time of installation and reach the desired height within three (3) to five (5) years of planting. Berms, when provided, must be covered with plant materials within three (3) to five (5) years.

(6) Outdoor Storage.

- a) Locational Requirements. Outdoor storage areas shall not be placed in a front yard or in a yard adjacent to, or facing, the US 17 Bypass.
- b) Screening. Outdoor storage areas must be fully screened from view from the US 17 Bypass. Screening meeting the standards above for loading areas shall be installed.

(7) Signs.

- a) Maximum Height. Twelve (12) feet.
- b) Type. Ground-mounted monument signs only are permitted.
- c) Landscaping. Appropriate landscaping shall be required at the base of all signs within the SHOD.
- d) Maximum Area. Thirty-two (32) square feet in size.
- e) Shielding of Illuminated Signs. All illuminated signs must be shielded in such a manner that no direct glare from the light source can be seen from the highway or thoroughfare or from above.
- f) Prohibited Signs.
 - i. Animated signs
 - ii. Flashing signs
 - iii. Roof signs
 - iv. Off-premise outdoor advertising signs

- (8) Exterior Lighting. All exterior lighting shall be constructed or located so that the light source is not directly visible from a vehicle traveling the US 17 Bypass and does not project glare onto the highway or access roads. The use of full cutoff lighting fixtures is strongly encouraged.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

DIVISION OF HIGHWAYS

LYNDO TIPPETT
SECRETARY

March 28, 2007

TIP Projects:

- 1. MLK Pkwy:** U-0092 A, awaiting signal mast arms before completing signal work and opening the second left turn lane onto the Isabel Holmes bridge, off 3rd Street, from downtown Wilmington.
- 2. US 17 Wilmington Bypass: R-2405 A...** US 17 north of Wilmington, near Scotts Hill to I-40 contractor has recently opened the "Super-Street" section from Porter's Neck interchange to approximately 0.5 mile north of SR 1571 (Scott's Hill Road). We are still awaiting right of way for the completion of all the bulb-outs, for U-turn movements.

This opens the corridor from US 17 north of Wilmington to US 421 northwest of Wilmington.

- 3. Military Cutoff (U-2734),** constructing a multi-lane facility from US 17 (Market Street) to US 74 (Eastwood Drive). The traffic has been shifted near Mayfaire Town Center to construct the other half of the culvert. **Estimated Completion August 2007**
- 4. R-3601 US 17/74/76:** Widening across the "causeway", between Leland and Wilmington. Just beginning the planning process. We will move into the merger process afterwards and then to design. A scoping meeting will be held in the next couple of months. The TIP schedule has R/W for 2011 and Construction for 2012
- 5. U-4902 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 Spring 2007**
- 6. U-4902 B:** construct a concrete median island from SR 1402 (Porter's Neck Road) to Colonial Drive (non-system road). Project is in the planning process. **A Public Workshop was held on February 13, 2007 at Noble Middle School.**
- 7. B-0682:** Bridge to Sunset Beach over the intercoastal waterway. Letting date 4/17/2007.
- 8. R-2245:** Second bridge to Oak Island over the intercoastal waterway. Letting date 5/15/2007.

NCMA Brunswick County:

- **NC 211** We will be widening & resurfacing NC 211 from the entrance of St. James to NC 133 (Doscher Cutoff). 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 \$3,610,000.00. **Work Complete**

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 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. **99% Complete (Placing the pavement marking Spring 2007)**
- **US 421** from NC 210 to Sampson County Line, resurface. Project has been let and the availability date is February 7, 2005. **99% Complete (Placing the pavement marking Spring 2007)**

Brunswick County Resurfacing Projects:

- **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). **Work complete**
- **SR 1426 (Mt. Misery Road)** resurface from northwestern city limit to SR 1419 (Northwest Road). **Work complete on all these maps**

Also included in the same 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.

- **NC 87 (Maco Road)** patch and resurface from 0.3 miles north of US 17 to 0.03 miles south of US 74/76. The patching is almost complete on NC 87.
Also included in the same contract: (Completion Date 8/1/2007)
SR 1167 (Persimmon Road) resurface from US 17 to NC 179.
SR 1120 (Sabbath Home Road) resurface from 0.06 miles northeast of NC 130 to SR 1122 (Varnamtown Road).
SR 1513 (Danford Road) patch and resurface from US 17 Business to east Bolivia City Limit.
SR 1245 (Maple Creek Road) patch and resurface from SR 1115 (Stone Chimney Road) to the end of state system.

New Hanover County:

- **NC 132** College Road from SR 1318 (Blue Clay Road) to the beginning of the divided highway. **Work complete**
- **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. Let on August 8, 2006. Under construction Completion Summer 2007
- **SR 1272 (New Center Drive):** widening the 4-lane portion of the roadway to 5-lanes. **Estimated completion date Summer 2007.**
- **US 421** mill and resurface from West Lake Shore Drive (non-system) to Greenfield Street (non-system).
Also included in the same contract: (Let Date 12/19/2006...Comp. Date 6/1/2007)
SR 2048 (Gordon Road) resurface from SR 1175 (Kerr Ave.) to SR 2698 (Netherlands Drive).
SR 1411 (Wrightsville Ave.) resurface from US 117 to West Huntington Road (non-system).
NC 210 mill patch from I-40 to 0.2 miles northwest of US 17. (Length 13.05 miles)

Pender County:

- **NC 210** from SR 1101 (Point Caswell Road) to US 421. **Work complete**
- **SR 1571 (Scott's Hill Loop Road)** widen and resurface from US 17 to US 17. **Work complete**
- **NC 210** resurface from Bladen County line to SR 1101 (Point Caswell Road). Awarded to S. T. Wooten. **Revised Completion Date 5/15/2007**

Project Development Process *(continued from page 1)*

- STEP 5:** Review comments on the DEIS
Review public comments and hearing transcript
Selection of the Least Environmentally Damaging
Practicable Alternative (LEDPA)
- STEP 6:** Preliminary design refinement
Additional field studies
Final Environmental Impact Statement (FEIS)
Record of Decision (ROD)
- STEP 7:** Design Public Hearing

Project Schedule

A tentative schedule is shown below. Because a number of factors can affect a project's schedule, it may be subject to change.

Complete Draft Environmental Impact Statement	Fall 2008
Select Preferred Alternative	Spring 2009
Complete Final Environmental Impact Statement	Fall 2009
Right-of-way acquisition	U-4751: 2012 / R-3300: 2012
Construction	*Post Years

* Post Years means that the allocation of funding is planned for future years. Right-of-way acquisition and construction would begin after 2013.

Contacts for the US 17 Corridor Study

If you need additional information or would like to discuss the project, please contact:

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E-mail: lkovaschitz@mulkeyinc.com

Toll Free Project Information Line

1-866-841-4420
8:00 a.m. – 5:00 p.m. weekdays

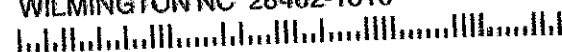


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US 17 Corridor Study

New Hanover & Pender Counties

Citizens Informational Workshops

The North Carolina Department of Transportation (NCDOT) will hold two citizens informational workshops for the US 17 Corridor Study in April (see dates below). Attending one of the workshops will provide you an opportunity to learn about the project, ask questions, and offer input to project representatives. The information provided will be identical at both workshops. Citizens may attend the open house style workshops any time between the hours of 4:00 p.m. and 7:00 p.m.

April 23, 2007, Monday:
Topsail High School, Cafeteria
17445 US Hwy. 17
Hampstead, NC 28412

April 24, 2007, Tuesday:
Noble Middle School, Cafeteria
6520 Market Street
Wilmington, NC 28405

In accordance with the Americans with Disabilities Act, NCDOT will provide auxiliary aids and services for disabled persons who wish to participate in the workshop. If you require special services, please contact Olivia Farr at the email address or phone number shown on page 4 of this newsletter as soon as possible so that arrangements can be made.

Project Description

NCDOT proposes to make transportation improvements to the US 17 and Market Street (US 17 Business) corridors in northern New Hanover and southern Pender Counties. Two North Carolina Transportation Improvement Program (TIP) projects, U-4751 and R-3300, are being evaluated as part of the US 17 Corridor Study.

Project U-4751 is included in the 2007-2013 North Carolina State Transportation Improvement Program (TIP) as an extension of Military Cutoff Road on new location from Market Street (US 17 Business) to the US 17 Wilmington Bypass (John Jay Burney Jr. Freeway). Project R-3300 is included in the 2007-2013 TIP as the US 17 bypass of Hampstead. Both projects are part of the NCDOT's Strategic Highway Corridor (SHC) Initiative. This initiative is an effort to preserve and maximize the mobility and connectivity of the highway corridors that play a critical role in regional transportation.

The purpose of the US 17 Corridor Study project is to improve the traffic carrying capacity and safety of the US 17 and Market Street corridors in the project area.

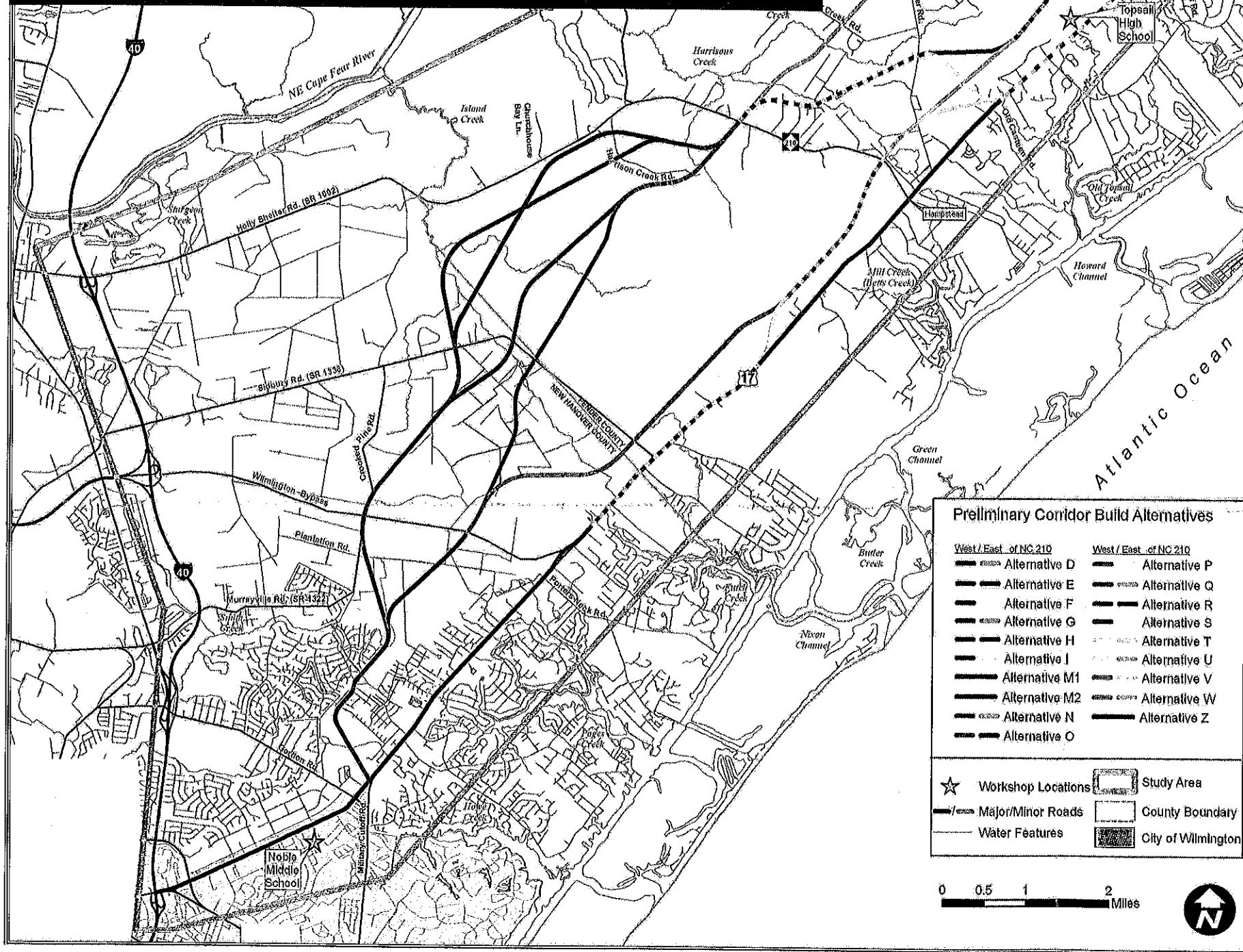
Project Development Process

Any state agency proposing a project that uses public funds and may have a potential environmental effect must comply with the State Environmental Policy Act (SEPA). Under SEPA, an agency must study the adverse and beneficial environmental impacts of alternatives that meet a project's purpose and need, identify the preferred alternative, and discuss the reasons for eliminating each of the rejected alternatives. This planning process is divided into the steps described below. This project is currently in the early stages of Step 2.

- STEP 1:** Data collection and inventory of planning issues
Study area/preliminary corridor development
- STEP 2:** First Citizens Informational Workshop
Documentation of community concerns
Selection of alternatives for detailed study
- STEP 3:** Preliminary design and detailed field studies (*Please note: NCDOT personnel will require access to private property in order to conduct field studies.*)
Engineering/environmental analysis
Second Citizens Informational Workshop
- STEP 4:** Draft Environmental Impact Statement (DEIS)
Corridor Public Hearing

continued on back

Potential corridor alternatives were screened for suitability based on several criteria, including meeting the purpose of and need for the proposed project, minimizing impacts to natural and cultural resources, and consideration of community features. Geographic information system (GIS) data and modeling, aerial photography and observations from field visits were used in the analysis. Detailed corridor drawings and estimated impacts associated with each of the alternatives will be presented at the Citizens Informational Workshops.



Preliminary Corridor Build Alternatives

There are two build alternatives for Military Cutoff Road Extension (M1 and M2) and 17 build alternatives for the Hampstead Bypass. Hampstead Bypass alternatives include improvements to existing US 17 from their northern termini north to the existing median divided section north of Hampstead.

- Alternative D** – Extends from the Wilmington Bypass to US 17 north of Topsail High School near Long Leaf Road; 14.89 miles.
- Alternative E** – Extends from the Wilmington Bypass and ends at US 17 north of Topsail High School near Long Leaf Road; 14.33 miles.
- Alternative F** – Extends from the Wilmington Bypass and ends at US 17 near Old Casteen Road south of Topsail High School; 14.79 miles.
- Alternative G** – Extends from the Wilmington Bypass and ends at US 17 north of Topsail High School near Long Leaf Road; 15.01 miles.
- Alternative H** – Extends from the Wilmington Bypass and ends at US 17 north of Topsail High School near Long Leaf Road; 14.45 miles.
- Alternative I** – Extends from the Wilmington Bypass and ends at US 17 near Old Casteen Road south of Topsail High School; 14.90 miles.
- Alternative M1** – Begins on Market Street at Military Cutoff Road and ends at the Wilmington Bypass near Plantation Road and Crooked Pine Road; 3.37 miles.
- Alternative M2** – Begins on Market Street at Military Cutoff Road and ends at the Wilmington Bypass approximately one mile west of the US 17 interchange; 3.46 miles.
- Alternative N** – Begins at the Wilmington Bypass approximately one mile west of the US 17 interchange and ends at US 17 north of Topsail High School; 13.76 miles.
- Alternative O** – Begins at the Wilmington Bypass approximately one mile west of the US 17 interchange and ends at US 17 north of Topsail High School; 13.20 miles.
- Alternative P** – Extends from the Wilmington Bypass approximately one mile west of the US 17 interchange to US 17 near Old Casteen Road; 13.66 miles.
- Alternative Q** – Extends from the Wilmington Bypass and ends at US 17 north of Topsail High School near Long Leaf Road; 14.32 miles.
- Alternative R** – Extends from the Wilmington Bypass and ends at US 17 north of Topsail High School near Long Leaf Road; 13.71 miles.
- Alternative S** – Extends from the Wilmington Bypass and ends at US 17 near Old Casteen Road south of Topsail High School; 14.17 miles.
- Alternative T** – Extends from US 17 approximately 2.75 miles south of NC 210 and ends at US 17 near Old Casteen Road south of Topsail High School; 10.58 miles; includes improvements to US 17 south to the Wilmington Bypass.
- Alternative U** – Extends from US 17 approximately 2.75 miles south of NC 210 to US 17 north of Topsail High School near Long Leaf Road; 10.63 miles; includes improvements to US 17 south to the Wilmington Bypass.
- Alternative V** – Extends from the Wilmington Bypass and ends at US 17 near Old Casteen Road south of Topsail High School; 12.54 miles.
- Alternative W** – Extends from the Wilmington Bypass and ends at US 17 north of Topsail High School near Long Leaf Road; 12.59 miles.
- Alternative Z (Widen Existing US 17/Market Street)** – Widens existing Market Street / US 17 corridor; 17.06 miles.

Non-Construction Alternatives Will Also Be Evaluated

NO BUILD ALTERNATIVE

The No Build Alternative would not provide any substantial improvements to US 17 or Military Cutoff Road within the study area; only typical maintenance activities would occur.

MASS TRANSIT ALTERNATIVE

The project study area will be evaluated for characteristics suitable for implementation of mass transit or enhancement of existing mass transit systems that would improve the traffic carrying capacity and safety of the US 17 and Market Street corridors.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) ALTERNATIVE

TSM improvements are intended to maximize the efficiency of the present system within the existing right-of-way while minimizing capital outlay. Examples of typical TSM improvements include signal phasing, access control, signing, and minor realignments. It is expected that TSM improvements would improve traffic flow along Market Street, but that Market Street would still operate at an unsatisfactory level of service.