



WILMINGTON URBAN AREA Metropolitan Planning Organization

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Meeting Agenda

Wilmington Urban Area MPO
Technical Coordinating 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: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Chairman
DATE: September 7, 2007
SUBJECT: September 12, 2007 Meeting

A meeting of the Wilmington Urban Area MPO Technical Coordinating Committee will be held on **Wednesday, September 12th at 10:00 am**. The meeting will be held at 305 Chestnut Street, 4th Floor Conference Room.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes from 6/13/07
- 3) Old Business
 - a. Wilmington Bypass Special Highway Overlay District
- 4) New Business
 - a. 2009-15 List of Unmet Needs
 - b. Resolution supporting the re-installation of the rail line between Castle Hayne and Wallace
 - c. Resolution supporting the East Coast Greenway designation for the Carolina Beach Greenway and Aquarium Trail
 - d. Resolution supporting the completion of a Market Street Overlay District study
- 5) Project Updates
 - a. Blue Clay Road Bicycle Corridor Study
 - b. Scenic Byway Corridor Management Plan
 - c. WAVE Satellite Station Site Evaluation Study
 - d. Dawson/ Wooster Small Area Plan
 - e. Dow Road widening RFQ
 - f. Safe Routes to School Program
 - g. NCDOT Project Update
- 6) Announcements
 - a. Safe Routes to School Workshop- September 13th
 - b. New Hanover County Castle Hayne Small Area Plan meeting- September 13th
 - c. Wilmington Bicycle and Pedestrian Committee- September 20th
- 7) Adjournment -- Next Meeting- October 17th

Attachments:

- Minutes from 6/13 Meeting
- Wilmington Bypass Special Highway Overlay District
- Wilmington Bypass Special Highway Overlay Map
- Resolution adopting the Wilmington Bypass Special Highway Overlay District
- 2009-2015 List of Unmet Needs (to be distributed at the meeting)
- Resolution supporting the re-installation of the rail line between Castle Hayne and Wallace
- Resolution supporting the East Coast Greenway designation for the Carolina Beach Greenway and Aquarium Trail
- Resolution supporting the completion of a Market Street Overlay District study
- NCDOT project update

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Notes for June 13, 2007**

Members Present:

Joshuah Mello, City of Wilmington
Helen Bunch, Brunswick County
Travis Marshall, NCDOT
Patrick Riddle, NCDOT
Stephanie Ayers, NC Ports Authority
Albert Eby, WAVE Transit
Chris O'Keefe, New Hanover County
Don Eggert, COG
Melody Jennings, Town of Leland
Charlena Alston, Town of Navassa

Others Present:

Anthony Prinz, City of Wilmington
Shane York, NCDOT
Sam Burgess, New Hanover County

1. Call to Order

Mr. Mello called the meeting to order at 10:03 am.

2. Approval of Minutes from May 13, 2007

Mr. O'Keefe asked that two typos be corrected in the minutes for May 13th. With those corrections made, the motion to approve the minutes carried unanimously.

3. Old Business

a. Special Highway Overlay District – US 17 Bypass

Mr. Mello told members he received a call from Ms. Bunch this morning requesting this item be tabled. Mr. O'Keefe made the motion to table the item and Mr. Eggert seconded the motion. The motion carried unanimously.

4. New Business

a. Acceptance of Pedestrian Planning Grant

Mr. Mello told members the City of Wilmington was awarded a planning grant from NCDOT for fiscal year 2007. The attached resolution recommends that City Council accept the grant. The grant will be used to do a city-wide pedestrian plan. Mr. O'Keefe made a motion to recommend approval of the resolution and forward it to the TAC for consideration. Mr. Eby seconded the motion and it carried unanimously.

b. Request to Allocate Funding for the River to Sea Safety Improvements

Mr. Mello told members the River to Sea Bike Trail begins downtown and goes to Wrightsville Beach. It crosses Dawson Street in the area of Time Warner Cable, between Wrightsville Avenue and Oleander Drive. There are bicycle signs on either approach but no crosswalk. Staff has heard from bicyclists and walkers that this deters them from using the trail because they cannot get across that section of the street. Each DOT division receives funding to make pedestrian safety improvements and this request is to ask the Department of Transportation to investigate using those funds to correct the safety issues at this crossing on Dawson Street. Mr. Riddle told members this funding is similar to DOT's Spot Safety Program. Mr. Mello said

Jeff Cox with the Bicycle and Pedestrian Division is already looking at the crossing. Mr. O'Keefe made the motion to recommend approving the request and forward to the TAC for consideration. Mr. Eby seconded the motion and it carried unanimously.

c. Transportation, Community and Systems Preservation Grant

Mr. Mello told members staff is requesting money for a study on access to the current port and the future international port at Southport under the SAFETEA-LU program. Mr. Mello said the request came from Lanny Wilson and Congressman McIntyre's office has submitted a letter of support. There has been a lot of concern about the routes to and from the future international port and this grant would look at improving access to both. Staff recommends passing this resolution. Ms. Bunch made the motion to support the TCSP grant application. Ms. Ayers seconded the motion and it carried unanimously.

d. 6th and Wooster Intersection Improvements

Mr. Mello told members NCDOT installed a duracurb barrier at the intersection of 6th Street and Wooster. Residents in the area are concerned about the barrier and not being notified about it prior to the installation. Several of the residents attended the last TAC meeting to voice their opposition and to request that the barrier be removed immediately. Mr. Wilson made a motion during the meeting that the MPO, in cooperation with DOT, do a comprehensive transportation study of Wooster Street and Dawson Street to look at other solutions to the barrier. The study area will begin at 3rd Street and end at 17th Street. Mr. Riddle told members Kimley-Horn has been chosen to conduct the study. They will be conducting a three day charrette the end of July. Mr. Pope, Mr. Kozlosky and Mike Rutkowski from Kimley-Horn will be meeting tomorrow to set a firm date.

e. Brunswick Connector

Mr. Eby told members at the last TAC meeting he made them aware that there will be a funding shortfall for the Brunswick Connector. The transit system is seeking funding to cover the local match.

Mr. Mello said staff was directed by the TAC to find a permanent solution to the funding shortfall for the Brunswick Connector. Using GIS technology, staff was able to calculate how much of the route runs through each of the jurisdictions. Using that figure as a percentage value, they were able to calculate a service-miles formula in determining the cost for each jurisdiction. Funds needed this year are \$30,000 and next years funding shortfall will be \$60,000. In an attempt to get funds permanently dedicated to the operation of the Brunswick Connector, staff will be making presentations to each of the governing boards that will outline the funding shortfall and request participation in future funding.

f. Safe Routes to School Program

Mr. Mello told members the position of director/coordinator for the Safe Routes to School program has now been filled. DOT will begin holding workshops at the beginning of the school year. Mr. Mello said he contacted the interested schools to let them know they could move forward in requesting workshops for the upcoming school year.

g. Cape Fear Skyway Transportation Corridor Official Map

Mr. O'Keefe told members New Hanover County is in the process of receiving a piece of property know as the "Flossie Bryant property". It is in the alignment of the proposed Skyway. The property must be sold and the proceeds must be split with the heirs of the deceased. It has been difficult establishing the value of the property considering the corridor alignment.

Mr. Mello told members it is staff's view that the property will likely be developed once it is sold, so through the City of Wilmington, staff is filing the Transportation Corridor Official Map to protect the Skyway corridor. It will go to the City Council within the next few weeks.

h. MPO Information Brochure

Mr. Prinz told members staff has been working on an informational brochure for the 2030 Long Range Transportation Plan. It provides information on how the LRTP provides a comprehensive assessment of current and future transportation needs within the MPO. Mr. Prinz distributed draft copies of the brochure and asked members for comments and feedback for improvements to the final version. Staff would like to take it to the TAC for the next meeting and asked that any comments be sent to him by the end of this week.

5. Project Updates

a. Blue Clay Road Corridor Study

Mr. Mello told members that Greenways, Inc. is currently working on the project. They will hold a public meeting in mid-July at the North Campus of the Cape Fear Community College. They will present different alternatives along Blue Clay Road and adjacent to Blue Clay Road to move bicyclists. There will be a steering committee meeting prior to the public hearing. He will let everyone know the date of the meeting, once it is scheduled.

b. Scenic Byway Corridor Management Plan

Mr. Mello said staff received the qualification packages from seven firms. They will interview the two selected firms in the next two weeks. They hope to have contracts signed for the work to begin at the beginning of this fiscal year. The corridor management plan will look at the Cape Fear Historic Byway that has been designated through downtown Wilmington and around Greenfield Lake. It is required that the management plan look at land use, signage, tourist facilities and a large number of factors affecting the corridor prior to submitting the application for federal grant awards through the byway program. Eventually they will seek National Scenic Byway designation or All-American Road status.

c. NCDOT Project Update
(attached)

6. Announcements

Mayor Willis introduced Charlena Alston, who is the Town Clerk for the Town of Navassa. She will be their representative to the TCC.

7. Adjournment

With no further items, the meeting was adjourned at 10:58 am.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

DIVISION OF HIGHWAYS

LYNDO TIPPETT
SECRETARY

June 7, 2007

TIP Projects:

1. **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.

2. **Military Cutoff (U-2734)**, constructing a multi-lane facility from US 17 (Market Street) to US 74 (Eastwood Drive).
Traffic will be in the final pattern by July 2007.
Estimated Completion September 2007
3. **Military Cutoff Road Extension (U-4751) and Hampstead Bypass (R-3300):** extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass. Also, from this interchange extend the multi-lane roadway to US 17 north of Hampstead. Right of way is scheduled for 2012.
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.
Work Complete
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.
7. **B-0682:** Bridge to Sunset Beach over the intercoastal waterway. **Letting date 7/17/2007**
8. **R-2245:** Second bridge to Oak Island over the intercoastal waterway. **Letting date 6/19/2007**
9. **R-4063:** widen SR 1472 (Village Road) from SR 35 (South Navassa Road) to SR 1438 (Lanvale Road) to multi-lanes. Right of Way 2012 and Construction 2013.

NCMA Brunswick County:

- NC 211 We will be widening & resurfacing NC 211 from the entrance of St. James to NC 133 (Doscher Cutoff).
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. **Work Complete**
- US 421 from NC 210 to Sampson County Line, resurface. Project has been let and the availability date is February 7, 2005. **Work Complete**

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.
Work complete
- NC 133 Doshier Cutoff Road, patch and resurface from NC 87 to NC 211.
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 and intermediate course complete.**
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

- **US 74/NC 133:** installation of a signal "Mast Arm" pole on bridge #11 (Isabel Holmes Bridge) and connecting it to an existing signal system. **Letting May 8, 2007**
- **SR 1272 (New Center Drive):** widening the 4-lane portion of the roadway to 5-lanes. **Work Complete**
- **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)
- **NC 132 (North College Road), SR 1322 (Murrayville Road), SR 1327 (Farley Street) and SR 1322 (Bavarian Drive):** roadway improvements for better flow of traffic. Public Workshop was held on 4/17/2007. Work is scheduled to begin Summer 2007.

Pender County:

- **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. **Work Complete**
- These are in the same contract: **Letting April 10, 2007**
 - **SR 1561 (Sloop Point Road)** widen to install a 1.5' paved shoulders from US 17 to SR 1563 (Sloop Point Loop Road). Also, widen 1.5' on SR 1563 from SR 1561 to the change in pavement at the school.
 - **SR 1520 (Shaw Highway)** construct short overlays from NC 210 to the Wildlife Boating Access Road.
 - **SR 1332 (Penderlea Highway)** mill patch at various spots from SR 1400 (Highsmith Road) to SR 1345 (Cora's Grove Road).
 - **US 17** mill patching at various spots from SR 1565 (Country Club Drive) north to the divided section of US 17.
 - **NC 11** mill patching at various spots from US 117 toward SR 1001 (Willard Road).

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.

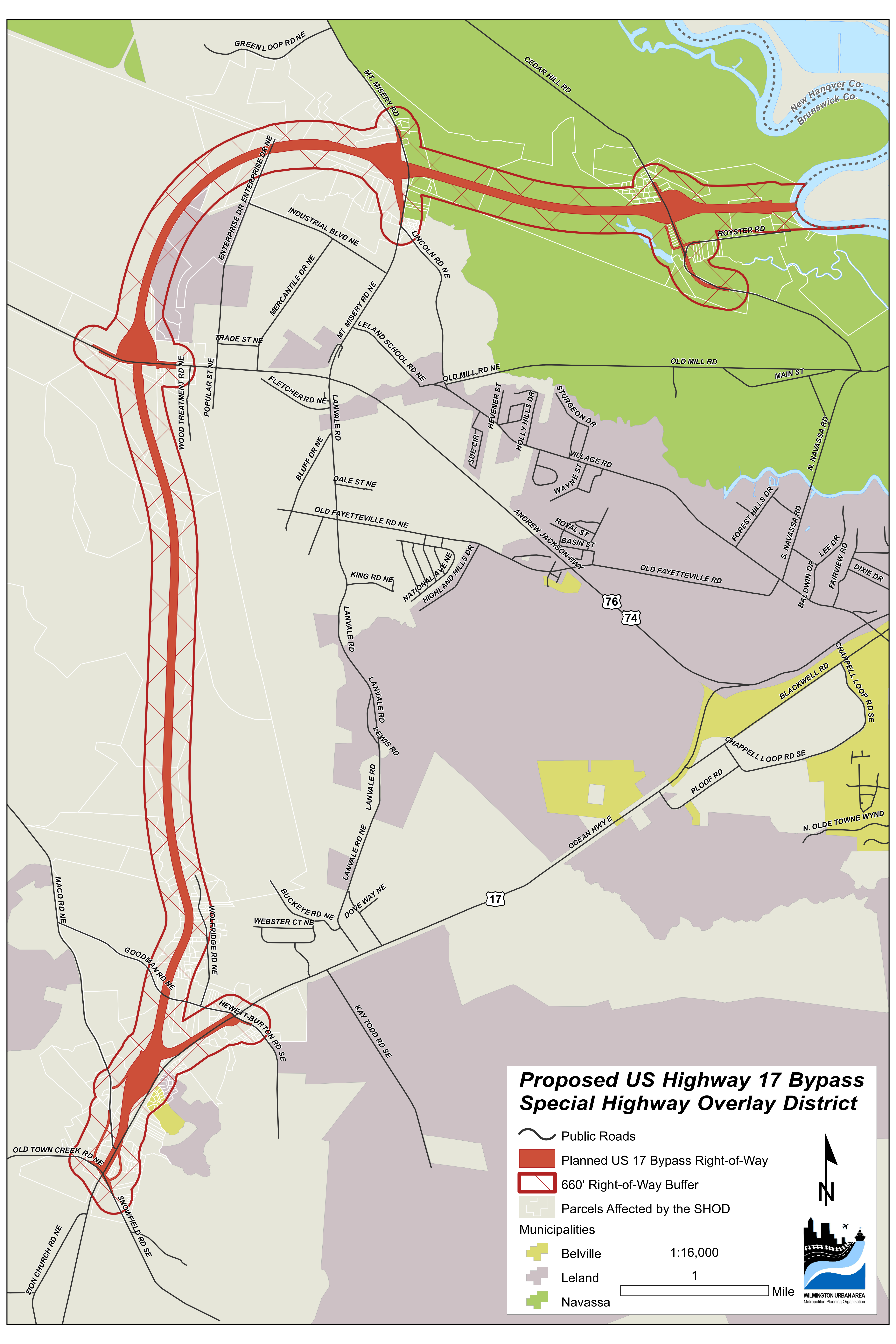
(6) Outdoor Storage.

- 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.

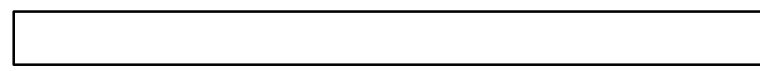


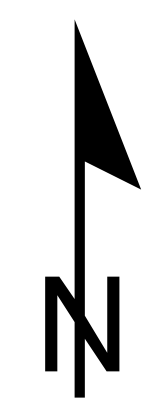
Proposed US Highway 17 Bypass Special Highway Overlay District

-  Public Roads
 -  Planned US 17 Bypass Right-of-Way
 -  660' Right-of-Way Buffer
 -  Parcels Affected by the SHOD
- Municipalities
-  Belville
 -  Leland
 -  Navassa

1:16,000

1

 Mile



WILMINGTON URBAN AREA
Metropolitan Planning Organization

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

**RESOLUTION ENDORSING THE US HIGHWAY 17 BYPASS SPECIAL HIGHWAY OVERLAY
DISTRICT**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the NC Board of Transportation, and

WHEREAS, the US Highway 17 Bypass in Brunswick County is a scheduled project on the 2007-2013 North Carolina State Transportation Improvement Program, with right-of-way acquisition beginning in Fiscal Year 2008 and construction following soon after, and

WHEREAS, the Wilmington Metropolitan Planning Organization feels that it is important to work toward preserving the natural beauty and scenic quality of the US Highway 17 Bypass corridor prior to highway construction, and

WHEREAS, the Wilmington Metropolitan Planning Organization seeks to protect the health, safety, and welfare of motorist on the US Highway 17 Bypass by reducing the potential impact of travel impediments caused by development such as light glare, distractions, and visual clutter/obstructions, and

WHEREAS, the Wilmington Metropolitan Planning Organization has taken the initiative to draft a series of development standards, contained within the US Highway 17 Bypass (I-140) Special Highway Overlay District, that are intended to encourage development consistency throughout the corridor and retain the natural beauty of the area, while protecting the safety of the motoring public, and

WHEREAS, the Wilmington Metropolitan Planning Organization lacks the authority to implement land use regulations, consequently, the development standards of the US Highway 17 Bypass (I-140) Special Highway Overlay District must be adopted by local governing agencies in Brunswick County and incorporated into their local land use regulations to be effective, and

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby endorses the US Highway 17 Bypass (I-140) Special Highway Overlay District and encourages local jurisdictions within Brunswick County, containing portions of the proposed highway, to include the development standards in their local land use regulations prior to the facility being constructed.

ADOPTED at a regular meeting of the Transportation Advisory Committee on August 29, 2007.

Lanny Wilson, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

RESOLUTION SUPPORTING THE RECONSTRUCTION OF THE RAILROAD TRACKS BETWEEN
CASTLE HAYNE AND WALLACE

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the NC Board of Transportation, and

WHEREAS, the Wilmington Metropolitan Planning Organization is charged with developing, in cooperation with NCDOT, long-range local and regional multi-modal transportation plans; and

WHEREAS, the North Carolina Department of Transportation is examining the potential for and impacts of reconstructing 27 miles of railroad tracks from Castle Hayne to Wallace; and

WHEREAS, these reconstructed railroad tracks would allow the movement of freight between the Port of Wilmington and the planned North Carolina International Port and major population centers to the north and west; and

WHEREAS, these reconstructed railroad tracks would allow the introduction of passenger rail between Wilmington and Raleigh via Goldsboro; and

WHEREAS, these reconstructed railroad tracks would likely have significant positive economic benefits for southeastern North Carolina.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby encourages the North Carolina Department of Transportation to reconstruct the railroad tracks between Castle Hayne and Wallace as a way to enhance economic development in southeastern North Carolina.

ADOPTED at a regular meeting of the Transportation Advisory Committee on September 26, 2007.

Lanny Wilson, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE DESIGNATION OF THE CAROLINA BEACH
GREENWAY AND THE NORTH CAROLINA AQUARIUM AT FORT FISHER TRAIL AS
PART OF THE EAST COAST GREENWAY**

WHEREAS, the East Coast Greenway Alliance aims to connect all the major cities of the East Coast with a continuous off-road path for pedestrians and bicyclists from Calais, Maine to Key West, Florida; and

WHEREAS, the East Coast Greenway Alliance has identified a spine route that passes through the Wilmington Urban Area from the Fayetteville to Myrtle Beach, South Carolina; and

WHEREAS, on November 5, 2006 the East Coast Greenway Alliance designated the Wilmington Riverwalk and the Greenfield Lake Path as part of the East Coast Greenway spine route, and

WHEREAS, it is the consensus of local staff, regional transportation planners, the WMPO Bike/Ped Committee and the East Coast Greenway Alliance that spine route should follow Morningside Drive, Central Boulevard, Burnett Boulevard, River Road and Dow Road between the Greenfield Lake Park and Gardens and the state ferry dock at Fort Fisher, and

WHEREAS, both the Carolina Beach Greenway and the North Carolina Aquarium at Fort Fisher trail provide off-road pedestrian and bicycle facilities along this corridor,

NOW THEREFORE, be it resolved that the Wilmington Urban Area Transportation Advisory Committee supports staff's efforts to designate the Carolina Beach Greenway and the North Carolina Aquarium at Fort Fisher trail as part of the East Coast Greenway spine route.

ADOPTED at a regular meeting of the Transportation Advisory Committee on September 26, 2007.

Lanny Wilson, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

RESOLUTION SUPPORTING A MARKET STREET CORRIDOR OVERLAY DISTRICT STUDY

WHEREAS, Market Street (US 17 Business) is one of the main arterial routes that carries traffic within the City of Wilmington and New Hanover County; and

WHEREAS, Market Street is currently a five-lane cross section from Colonial Drive to Porters Neck Road; and

WHEREAS, the Market Street corridor currently functions at levels of service ranging from D to F between Colonial Drive and Porters Neck Road; and

WHEREAS, there is a documented crash history for left-turning movements along this corridor; and

WHEREAS, the North Carolina Department of Transportation has funded a TIP project (U-4902B) that will implement access management strategies on Market Street between Colonial Drive and Porters Neck Road; and

WHEREAS, some of these improvements have been installed with the development that has already occurred along the corridor; and

WHEREAS, as these development opportunities occur, the integration of land use and transportation planning becomes more and more essential to accommodate the regional growth; and

WHEREAS, an overlay zoning district would help staff to identify opportunities for the installation of transportation improvements, recommend opportunities for inter-connectivity and evaluate the existing and proposed land uses; and

WHEREAS, a Market Street Corridor Overlay District would help to guide development and ensure that the development patterns are consistent with good planning principles, and

WHEREAS, a Market Street Corridor Overlay District will also permit the Wilmington MPO to work with NCDOT, City and County staff to help prepare development regulations that promote the safe and efficient movement of traffic while improving the aesthetics of the community.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby recognizes the importance of a Market Street Corridor Overlay District and recommends staff from the Wilmington MPO partner with NCDOT, City of Wilmington and New Hanover County to prepare an overlay zoning district that will promote development patterns that provide for the safe and efficient movement of traffic while improving the aesthetics of the community along the Market Street corridor.

ADOPTED at a regular meeting of the Transportation Advisory Committee on September 26, 2007.

Lanny Wilson, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

DIVISION OF HIGHWAYS

LYNDO TIPPETT
SECRETARY

September 7, 2007

TIP Projects:

- 1. 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 one more bulb-out and the relocation of SR 1351 (Stevens Church Road).
This opens the corridor from US 17 north of Wilmington to US 421 northwest of Wilmington.
- 2. Military Cutoff (U-2734)**, constructing a multi-lane facility from US 17 (Market Street) to US 74 (Eastwood Drive).
Estimated Completion October 2007
- 3. B- 4990:** replacement of the moveable span's electrical control system. The covered signs are for detouring traffic when the bridge is closed. They are still up because they have to close the bridge periodical throughout the project's length.
Contract Completion Date February 29, 2008
- 4. Military Cutoff Road Extension (U-4751) and Hampstead Bypass (R-3300):** extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass. NCDOT and the merger team are scheduled to have selected a preferred alternative by spring 2009 and complete the final environmental impact statement by fall 2009. Right of way is scheduled for 2012.
- 5. 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
- 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. Tentative meeting w/ Congestion Management the week of September 17th.
- 7. B-0682:** Bridge to Sunset Beach over the intercoastal waterway. **Letting date 7/17/2007 all bids rejected because they were too high. To be re-let on September 18, 2007.**

8. **R-2245:** Second bridge to Oak Island over the intercoastal waterway. Under construction. Availability Date 8/6/07 **Contract Completion Date December 31, 2009**
9. **R-5021:** NC 211 widening, from NC 87 to SR 1500 (Midway Road). Right of Way 2012 tentative Public workshop in June 2008.
10. **R-4002:** widen SR 1472 (Village Road) from SR 1437 (Old Fayetteville Road) to SR 1435 (South Navassa Road) to multi-lanes. Also, construct dual left turn lanes on Village Road turning onto US 17 NB ramps. **Letting date 9/16/2008**
11. **R-4063:** widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to SR 1438 (Lanvale Road). Right of Way 2012 and Construction 2013
12. **B-4223:** replace Bridge # 21, over the Northeast Cape Fear River. Under construction **Contract Completion Date December 31, 2009**

Brunswick County Projects:

- **NC 87 (Maco Road)** patch and resurface from 0.3 miles north of US 17 to 0.03 miles south of US 74/76. Work complete except seeding and minor shoulder work. **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 Projects:

- **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. **Estimated Contract Completion Date Winter 2007/08**
- **US 74/NC 133:** installation of a signal "Mast Arm" pole on bridge #11 (Isabel Holmes Bridge) and connecting it to an existing signal system. **Estimated Contract Completion Date October 2007**

- **US 421** mill and resurface from West Lake Shore Drive (non-system) to Greenfield Street (non-system). **Cape Fear Paving – NC 210 and Gordon Road complete...Wrightsville Ave. shoulder work and markings remain...US 421 under construction.**
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)

- **NC 132 (North College Road), SR 1322 (Murrayville Road), SR 1327 (Farley Street) and SR 1322 (Bavarian Drive):** roadway improvements for better flow of traffic. Public Workshop was held on 4/17/2007.

Pender County Projects:

- These are in the same contract: **Work complete**
 - **SR 1561 (Sloop Point Road)** widen to install a 1.5' paved shoulders from US 17 to SR 1563 (Sloop Point Loop Road). Also, widen 1.5' on SR 1563 from SR 1561 to the change in pavement at the school.
 - **SR 1520 (Shaw Highway)** construct short overlays from NC 210 to the Wildlife Boating Access Road.
 - **SR 1332 (Penderlea Highway)** mill patch at various spots from SR 1400 (Highsmith Road) to SR 1345 (Cora's Grove Road).
 - **US 17** mill patching at various spots from SR 1565 (Country Club Drive) north to the divided section of US 17.
 - **NC 11** mill patching at various spots from US 117 toward SR 1001 (Willard Road).

Wilmington District Projects:

- These are in the same contract:
NC 210 in Pender County from US 117 to 0.2 miles west of US 17, near Hampstead. resurface w/ 2.5" Intermediate course and 1.5" surface course).
US 76 in New Hanover County from US 74 (Eastwood Road) to 0.16 miles southerly. (mill 4" and resurface w/ 4" surface course)

- These are in the same contract:
NC 133 in Brunswick County from Jackey's Creek bridge to south 6.45 miles. (construct spiral widening)
US 17 and SR 1130 (Mt. Pisgah Road) intersection, install directional crossovers.
NC 211 extend the right turn lane onto NC 133 (Long Beach Road)
SR 1112 (Sunset Harbor Road) construct spiral widening.

