



WILMINGTON URBAN AREA Metropolitan Planning Organization

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The mission of the Wilmington MPO is to develop and implement a comprehensive multi-modal transportation plan that supports the existing and future mobility needs and economic vitality of the Wilmington Urban Area. This shall be accomplished by protecting the environment, safe guarding the social equity, improving the quality of life for the citizens of the community, improving the local economy and providing for the safe and efficient mobility throughout the region. This is achieved through the long range transportation planning process which includes a comprehensive, continuous and cooperative approach from citizens and participating members.

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

Technical Coordinating Committee Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: November 24, 2010
SUBJECT: December 1, 2010 meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, December 1st at 10:00 am. The meeting will be held in the Traffic Conference Room on the fourth floor of 305 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 10/13/10
- 3) Presentations
 - a. Kerr Avenue/Market Street Intersection Improvements
 - b. Wilmington Comprehensive Transportation Plan
- 4) Old Business
- 5) New Business
 - a. Adoption of the 2011 meeting calendar
 - b. Resolution adopting the 2011 Legislative Agenda
 - c. Resolution requesting NCDOT consider acceleration of the Wilmington Bypass (R-2633B)
 - d. Resolution for the Cape Fear Public Transportation Authority seeking exemption from NCGS §95-98
- 6) Updates
 - a. City of Wilmington/Wilmington MPO
 - a. US 17/NC 210 Corridor Study in Pender County
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT
- 7) Announcements
 - a. Wilmington MPO Bike/Ped meeting- December 9th
- 8) Next meeting –January 12, 2011

Attachments:

- Minutes 10/13/10 meeting
- 2011 Meeting Calendar
- 2011 Legislative Agenda
- Resolution Adopting 2011 Legislative Agenda
- Resolution requesting NCDOT accelerate the Wilmington Bypass (R-2633B)
- Local Act to Exempt Authority from NCGS 95-98
- Resolution for the Cape Fear Public Transportation Authority seeking exemption from NCGS §95-98
- City of Wilmington/Wilmington MPO Project Update (November)
- NCDOT Project Update

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Notes for October 13, 2010**

Members Present:

Mike Kozlosky, City of Wilmington
Sam Burgess, New Hanover County
Robert Waring, Town of Leland
Ken Vafier, Pender County
Eryn Moller, Town of Wrightsville Beach
Albert Eby, Wave Transit
Helen Bunch, Brunswick County
Shane York, NCDOT
Travis Marshall, NCDOT
Jessie Brookes, NCDOT
Chad Kimes, NCDOT

Others Present:

Jeffery Teague, NCDOT
Ron McCollum, NCDOT
Regina Page, NCDOT
Kristine O'Connor, NCDOT
BenJetta Johnson, NCDOT
Megan Matheny, WAVE
Joshuah Mello, City of Wilmington
Tara Murphy, City of Wilmington
Bill McDow, City of Wilmington

1. Call to Order

Mr. Kozlosky called the meeting to order at 10:06 am.

2. Approval of Minutes

The motion to approve the minutes for the September 22, 2010 meeting carried unanimously.

3. Presentation – US 17/NC 133 Design Alternatives

Kristine O'Connor and BenJetta Johnson from NCDOT's Project Development and Environmental Analysis Branch gave a presentation on the design alternatives for the US 17-74-76/NC 133 project in Brunswick County.

Ms. O'Connor told members that the original project scope was to add an auxiliary lane on the causeway in each direction (Alternative A). The current scope now includes an alternative that would widen the causeway and make improvements at the NC 133 interchange to address heavy congestion (Alternative B). Due to the budget concerns needed for right-of-way acquisition for Alternative B, they presented another alternative to the committee for consideration. Alternative C is a Diverging Diamond Interchange (DDI).

Ms. BenJetta Johnson told members the DDI offers safety improvements with fewer conflict points and better sight distance for drivers. The DDI also has operational benefits with simple left and right turns from all directions and the DDI will increase left turn lane capacity without adding lanes. The two-phase signal cycle in the design will also offer reduced delays. Ms. Johnson said the cost benefit for Alternative C will use the existing bridge in this retrofit. She stated that additional right-of-way is rarely needed and the construction time is reduced. In a cost comparison of the three alternatives, the DDI is estimated at just under \$20.4 million and will offer improved traffic operations

at the NC 133 interchange. She told members NCDOT recommends Alternative C as the preferred alternative.

Mr. Mello asked if they had coordinated with the Town of Belville and their downtown redevelopment plan. Ms. O'Connor said they had discussions with Mayor Batson and the property owners that could potentially be affected by Alternative B several times over the past month.

Mr. Mello told members he is familiar with the DDI and the intersections are similar to a one-way street. The configuration is not complicated and you don't notice when passing through it.

Mr. Mello told members the important thing to note is that this is an expansion of the scope of project R-3601. The long-range plan has \$25.1 million programmed toward the project. The project as defined in the current TIP is just the widening project. Any addition of this interchange will be expanding the scope of the project and potentially taking funding away from other projects that are in the long range transportation plan.

Ms. O'Conner said Alternative C is less than they have budgeted. Mr. Kozlosky said it will not affect anything in the long range plan. Mr. O'Conner told members Mr. Ray McIntyre told her they have \$21.4 million budgeted with the updated draft budget and Alternative C comes in at \$20.4 million. Mr. Kozlosky told members that funding is available to complete the project if we use the DDI. He said DDI is unique and new to this area but his opinion it would be the best alternative. Mr. Kozlosky stated that the item will go before the TAC at their next meeting and he would like to get a recommendation from the TCC. He suggested making a recommendation in the form of a resolution. Mr. Kozlosky said if NCDOT were to move forward with the DDI design, it should not have a significant impact on the schedule for the widening project.

Ms. O'Conner said the Department is not anticipating any kind of delay if they can get a decision by the end of the month. They will need to go out and conduct public involvement, although it is not federally mandated. They want to make sure citizens are aware of the potential changes at the NC 133 interchange. Mr. Kozlosky said the current scheduled let date is July 2013.

Mr. Mello suggested adding language to the motion that the Department coordinate with the Town of Leland and the Town of Belville with their comprehensive plans. Ms. O'Connor said they did coordinate with both towns at the initial citizen's workshop. Mr. Kozlosky suggested including the Town of Leland in the plan coordination. Mr. O'Connor said the Department will contact them.

Mr. Kozlosky asked for a recommendation from members. Mr. Eby made the motion to draft a resolution in support of the Diverging Diamond Interchange design at the US 17-74-76/NC 133 interchange location and forward it to the TAC for consideration. Ms. Bunch seconded the motion and it carried unanimously.

4. Old Business

No items

5. New Business

a. Resolution Supporting the Town of Belville for the NCDOT Bicycle/Pedestrian Planning Grant Initiative

b. Resolution Supporting the Town of Wrightsville Beach for the NCDOT Bicycle/Pedestrian Planning Grant Initiative

Mr. Kozlosky told members NCDOT released a call for projects for the Bicycle and Pedestrian Planning Grant initiative. The Town of Belville indicated that they would like to apply for a bicycle planning grant and the Town of Wrightsville Beach is considering submitting an application for pedestrian planning grant. Mr. Kozlosky said the grant applications are due December 4th and they must have a resolution adopted by the MPO included with the application.

Ms. Moller made the motion to support both resolutions and forward to the TAC for consideration. Mr. Eby seconded the motion and it carried unanimously.

c. Resolution adopting Cape Fear Commutes 2035 Transportation Plan

Mr. Kozlosky told members staff has now received the *Cape Fear Commutes 2035 Transportation Plan* final draft plan. A copy of the plan has been posted on the MPO website.

Mr. Mello told members staff opened the public comment period in May. The public comment period ended in June and throughout the month of July and August staff consolidated all the comments received into a spreadsheet for review by the Cape Fear Commutes committee. They held two meeting in the month of August to review those comments and make recommendations. The table will be included in the public involvement section of the plan. He said the Federal Highway Administration and NCDOT are reviewing the plan. He told members this is the first real comprehensive transportation plan for the region and the committee is very proud of it. New projects in the plan came directly from the public process through the surveys submitted.

Mr. Kozlosky told members this planning effort has taken over 2½ years and staff is very excited about it. The CAC has been very dedicated to development of the plan and put many hours into this initiative.

Ms. Bunch made the motion to recommend adoption of the *Cape Fear Commutes 2035 Transportation Plan* and forward to the TAC for consideration. Mr. Burgess seconded the motion and it carried unanimously.

6. Discussion

a. North Carolina Mobility Fund

Mr. Kozlosky told members that last year the General Assembly created the NC Mobility Fund to help relieve congestion and address access and mobility issues across the state. They developed a timeline for the completion of a report that establishes a selection process and project criteria. As part of the legislation, the General Assembly identified the I-85 corridor and the Yadkin River bridge as the first project to be funded by the mobility fund. The legislature directed the Department to identify the selection criteria and process for future projects. The legislature asked for the preliminary report to be presented to the Joint Transportation Oversight Committee on October 1st and a final report on December 15th.

The Department received public comment during the month of September. They established a work group to prepare a draft report for presentation to the legislature on October 1st. As part of this draft, they established minimum project requirements along with two scoring options for the projects. One option was a needs based approach and the second was a cost/benefit approach. NCDOT is currently receiving comments on the draft report. Mr. Kozlosky said he would like to receive feedback from the TCC by October 20th so that he might include these comments in discussions with the TAC at their next meeting on the 27th.

b. Wilmington Multi-modal Transit Center

Mr. Kozlosky told members the Department sent a letter to stakeholders within the MPO and City of Wilmington requesting feedback and comments on the scoping for the Wilmington Multi-modal Transportation Center. If anyone has comments, please submit them to him by October 20th so that the information can be presented to the TAC. The Department is moving forward with the environmental assessment on the multi-modal transportation center and it's expected to be completed in nine months. NCDOT is negotiating with U-Haul for an option for one-year and then one-year to allow U-Haul to vacate the property.

7. Updates

a. Wilmington MPO/City of Wilmington

Mr. Kozlosky updated members on projects within the City of Wilmington. He told members the consultant has been selected for the US 17/NC 210 Corridor Study. Staff received nine proposals and based on the scoring by the selection committee, Martin/Alexiue/Bryson was chosen for the project. The committee has developed the project scope. Staff anticipates the Wilmington City Council, who serves the lead planning agency for the MPO, will issue the authorization to proceed with hiring MAB at their November 2nd meeting.

Mr. Kozlosky told members that the Market Street Corridor Study has been completed and a copy has been placed on the MPO website. There will be a joint presentation to the City of Wilmington Planning Commissions and the New Hanover County Planning Board on October 26th. The next step will be to present the plan to the Wilmington City Council and the New Hanover County Commissioners for adoption. It will then come back to the TCC and TAC for approval.

b. Cape Fear Public Transportation Authority

Mr. Eby told members last week they announced that they were awarded \$6 million for the construction of the new maintenance and operations facility. The design for the facility was "kicked off" last week and it will take about 10 months to complete the design.

Mr. Eby said in reference to the long-range plan regarding the public comments requesting benches and bus stop shelters, one of the biggest challenges has been acquiring right-of-way encroachments from NCDOT. The state has just set up an internal committee to look at amenities within state rights-of-way and hopefully they come up with a standard design for amenities to shorten the process requirements.

c. NCDOT Project Update

Mr. Kimes updated members on the projects for NCDOT.

8. Announcements

9. Adjournment

With no further items, the meeting was adjourned at 11:30am



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TO: TAC Members
FROM: Mike Kozlosky, Executive Director
DATE: November 24, 2010
SUBJECT: **Proposed 2011 WMPO Meeting Calendar**

Technical Coordinating Committee	Transportation Advisory Committee
January 12	January 26
February 9	February 23
March 16	March 30
April 13	April 27
May 11	May 25
June 15	June 29
July – no meeting scheduled	July – no meeting scheduled
August 17	August 31
September 14	September 28
October 12	October 26
November 30	November – no meeting scheduled
December –No meeting	December 14

Wilmington MPO Legislative Agenda 2011

Accelerate funding for B Section of Bypass

The Wilmington MPO requests the North Carolina Department of Transportation and local delegation provide funding to accelerate the completion of the Wilmington Bypass (Section B) from US 74/76 in Brunswick County to US 421 in New Hanover County.

The Wilmington Bypass begins at US 17 near Scotts Hill in New Hanover County and when complete will terminate at US 17 near Town Creek in Brunswick County. Approximately 12-miles from US 17 in New Hanover County to US 421 in New Hanover County has been completed and is open to traffic. The Wilmington Bypass from US 17 to US 74/76 (Section A) is funded by ARRA, GARVEE and traditional state funds and has been bid.

Secure Gap Funding for the Cape Fear Skyway

The Wilmington MPO requests the North Carolina General Assembly provide the gap funding for the Cape Fear Skyway.

The Cape Fear Skyway is a proposed 9-5 mile facility crossing the Cape Fear River that will provide a future connection from US 17 in Brunswick County to US 421 in New Hanover County. The proposed Cape Fear Skyway is a regional transportation project that will provide increased benefits to the community that include: an additional access to the Port for commercial deployments, direct access to the west side of the Cape Fear River, reduction of future traffic demand on the Cape Fear Memorial Bridge, allow for uninterrupted travel across the Cape Fear River, allow for emergency response vehicles to travel across the Cape Fear River without the possibility of delay, decrease evacuation times during natural disasters, improve access to the Military Ocean Terminal at Sunny Point and provide for improved access to the Port facilities for military deployments. The estimated cost of the project is \$1.1 Billion. A Traffic and Revenue Forecast indicates that tolls would support roughly half of the project cost and an annual gap of funding in the amount of \$49 million would be required for 40 years to construct this project.

Corridor Preservation

The Wilmington MPO requests the General Assembly modify NCGS 136-44.50 to permit the Wilmington MPO to file Transportation Corridor Official Maps for any project within the Wilmington MPO planning area boundary.

North Carolina General Statute 136-44.50 (Transportation Corridor Official Map Act) permits municipalities, counties, North Carolina Board of Transportation, regional transportation authorities, the North Carolina Turnpike Authority and the Wilmington MPO to file Transportation Corridor Official Maps to preserve corridors from encroaching developments for any project within the urbanized boundary and identified in NCGS 136-179. NCGS 136-179 limits this ability to only the Hampstead Bypass. The Wilmington MPO is considering policy changes to protect and preserve other corridors within the Wilmington MPO's planning jurisdiction.

Transportation Financing

The Wilmington MPO supports the recommendations outlined by the 21st Century Transportation Committee and encourages the North Carolina General Assembly to implement the necessary recommendations to address the numerous transportation challenges and improve the network in North Carolina for years to come.

The 21st Century Transportation Committee was established by the President Pro Tempore of the Senate and the Speaker of the House of Representatives. In accordance with the charge, the committee studied the following: (1) Ways to improve the transportation systems of the State in order to promote economic growth and ensure that the State can compete and participate in the global economy, (2) Innovative methods to fund the transportation needs of the State, including an examination of traditional and nontraditional methods of financing transportation infrastructure, (3) Priorities of the Department of Transportation, including methods to ensure adequate funding for corridors and projects of statewide significance, (4) Methods to use new and innovative technology to improve the transportation system, (5) Local funding options for transportation, (6) Ways to adequately fund road construction to address urban congestion and to improve mobility, (7) Methods to spend transportation funds in the most effective and cost efficient manner, including ways to use recycled materials, and reuse and recycle road materials, (8) Ways to maintain the continued safety of the current transportation system, including an analysis of the safety and reliability of bridges in the State, (9) The appropriate division of responsibility for transportation infrastructure between State and local government and any federal role in providing transportation infrastructure needs, (10) An examination of the role of ports, airports, mass transit, rail, and pedestrian and cycling access in providing the transportation needs of the State, (11) A review of public transportation needs in urban areas and (12) Methods to encourage fuel conservation and energy conservation in North Carolina.

The goals of the Committee are to improve North Carolina's road transportation system from a "D" rating to a "B" rating over the next 10 years and to establish an effective multimodal transportation system that will reduce congestion, improve efficiency and productivity, increase safety, improve the environment, and support economic development throughout the state. Reaching these goals will require a new investment of \$1 billion per year for the next 10 years, tolling of interstate highways, the creation of dedicated funding source for intermodal solutions, additional local options to implement the right solutions for each area, improved long-term planning, and improved management and execution by the NCDOT and other involved agencies.

The 21st Century Transportation Committee developed a menu of policy options for new funding for transportation that included:

Eliminate Transfers. The Committee recommends eliminating all remaining transfers of funds from the Highway Trust Fund and the Highway Fund to the General Fund.

Highway Use Tax. The Committee recommends increasing the Highway Use Tax from 3% to 4% over two years. Several other Southeastern states already have taxes at this rate or higher.

Vehicle Miles Traveled {VMT} Fee. The Committee recognizes the State needs an alternative or supplement to the motor fuels tax. This fee would be a true user-fee independent of type or amount of fuel consumed. With the VMT fee the consumers would pay taxes proportionately to the number of miles driven.

Vehicle Registration Fees. The Committee recommends increasing the passenger vehicle registration fee (currently \$28) by \$30 over three years. This would provide additional revenues of \$195 million annually. The Committee also recommends increasing other staggered registration fees by 25%. This would provide additional revenues of \$50 million annually.

Vehicle Registration Fees based on weight. The Committee recommends the General Assembly consider charging registration fees based on vehicle weight for passenger vehicles.

Bonds. The Committee recommends that the General Assembly authorize a referendum for general obligation bonds to accelerate construction on high traffic, high congestion roadways.

Special Federal Funding. The Committee recommends that the State seek special federal funding for the Yadkin River Bridge Project and that NCDOT take needed actions to clear regulatory hurdles and prepare for letting to construction of this project.

Local Option Sales Tax. The Committee recommends that the General Assembly authorize a local option sales tax of up to 1% for transportation for counties, cities, and metropolitan regions. The Committee recommends requiring voter approval for the local option tax and granting the taxing entity the ability to set priorities between roads, transit, and other transportation modes.

Indexing Fees. The Committee recommends that the General Assembly index all fixed fees (such as registration, title, drivers license, etc.) to the consumer price index so that the fees would automatically change without legislative action. Based on an inflation rate of 3%, this would yield an additional \$20 million annually in the first year alone.

Tolls. The Committee recommends increasing the use of toll roads. Specifically, the Committee recommends tolling I-95 border to border to support 180 miles of widening by an additional two lanes in each direction, tolling I-77 from the South Carolina border to I-40 (Statesville) to increase capacity a minimum of two lanes in each direction, and seeking federal approval to toll all interstates at the borders.

Differential Fuel Tax Rates. The Committee recommends that the General Assembly consider adopting differential fuel tax rates for diesel and gasoline.

Intermodal Recommendations. The Committee recommends dedicating \$ 170 million per year to fund the Intermodal Initiative recommended in the Interim Report of the 21st Century Transportation Committee.

Other policy objectives

Mobility and Connectivity

- Create a *Congestion Reduction* program focused on the Strategic Highway Corridors and the 7% of the highway system miles that carries 45% of the traffic.
- Maximize capacity and utilization of rail freight movement consistent with the recommendations of Intermodal Committee and the North Carolina Railroad long range plans.
- Enhance mobility within all areas of the state by continued investment and the completion of Intrastate System Projects and the Strategic Highway Corridors and by allowing regions to re-prioritize and re-program existing funding consistent with changing transportation demands and economic growth patterns within each region.
- Enhance mobility and reduce congestion by accelerated investment and completion of all planned urban loops with priorities established based on measurable transparent criteria.

- Expand use of tolling and congestion pricing to include High Occupancy Tolls (HOT) lanes consistent and complimentary with current North Carolina Turnpike Authority projects and any newly authorized tolling projects.

Preservation

Well-maintained roads are essential for safe, efficient transportation, for both automobiles and public transit. Potholes, cracks in the roads, and age related deterioration all contribute to less safe driving conditions and exact a significant financial toll on auto-users.

- Recommend adoption of a *Fix-it-First* policy within NCDOT. A *Fix-it-First* transportation policy would ensure that we protect past investments in transportation systems and would also help reduce the long-term costs of repair by slowing the deterioration of existing roads, bridges and other infrastructure. A *Fix-it-First* strategy is not a *Fix-it-Only* strategy. A *Fix-it-First* strategy is fiscally responsible with respect to maximizing investment dollars and in regards to support of our economy; will result in a balanced state transportation program; and will result in increased confidence regarding how state transportation dollars are spent.
- Fully fund existing bridge replacement needs in North Carolina
- Create an effective Bridge Maintenance and Rehabilitation Program within existing maintenance funds.
- Create an annual Interstate Resurfacing Program from federal interstate maintenance funds within each Highway Division with interstates and remove interstate maintenance expenditures from equity calculations.
- Implement a measurable system preservation and maintenance program with quantitative measures of performance and measures of effectiveness

Safety

- Focus external safety and enforcement programs with adequate metrics to reduce fatal accidents and serious injuries on transportation facilities.
- Fully fund spot safety programs but hold program accountable for accident and injury reduction.
- Focus collaborative enforcement efforts within all enforcement agencies on top priority locations for accident and injury reduction based on frequency and severity of occurrence. Of particular interest are coordinated efforts focused on rural secondary roads which account for 34% of all fatal accidents.

Performance and Accountability

- Increase the policy, strategic planning, and governmental coordination focus of the Secretary and Board of Transportation with any safeguards and ethics reforms required to restore public trust and confidence in the delivery of transportation services.
- Reduce transportation administrative costs that do not directly improve road, bridge, or other key infrastructure within the State.
- Examine existing and recently proposed Department of Transportation organizational structure for opportunities to consolidate policy and programming responsibilities, decentralize project delivery to the greatest extent feasible to Highway Divisions, and reduce redundancy.
- Complete the implementation of planned measured performance objectives across the Department of Transportation for all key personnel and offices

Increased Cooperation and Collaboration at all levels of Government.

The Department of Transportation should work to develop a closer relationship with local government to leverage state/local resources and better coordinate land use with transportation planning through empowerment of decision making responsibilities and accountability to Division Engineers working closely with Board of Transportation Members and Municipalities. The Department of Transportation should assist local governments in coordination of land-use

and transportation planning while integrating pedestrian, bicycle, and transit improvements as appropriate. The General Assembly and NCDOT should work with the League of Municipalities, the Metropolitan Coalition, and the Association of County Commissioners to explore opportunities for improved delivery and efficiency of existing transportation services and, adequate and secure revenue sources for those current responsibilities, including increased Powell Bill funding to better address the increased cost of road construction and maintenance.

Other Policy Considerations

As the State moves forward with improving our transportation system, all affected parties should seek to incorporate the following considerations in their actions:

- 1) The provision of sustainable source of funding for transportation using a new 21st century economic model not tied primarily to petroleum use.
- 2) The provision of incentives to reduce dependence on petroleum based motor fuel.
- 3) The provision of new markets for alternative energy sources which support the development of a new energy economy in North Carolina.
- 4) The provision of incentives for a reduction in vehicle miles traveled.
- 5) The positioning of the State positively as a recipient of federal infrastructure/economic stimulus funds.
- 6) The reduction of congestion in urban areas and the promotion mobility with improved land use planning.
- 7) Enhance mobility and connectivity through the implementation of the intermodal recommendations.
- 8) Enhance mobility through integrating the inclusion of pedestrian, bicycle and transit improvements in all transportation projects as appropriate.

Opposition to Transfer of State Road Maintenance

The Wilmington MPO respectfully and urgently requests the North Carolina General Assembly reject proposals such as those in Senate Bill 1001, House Bill 881, and Senate Bill 758 which would transfer responsibility for large portions of the state's road system to local governments, and weaken or dismantle municipal Powell Bill street maintenance funding.

Senate Bill 1001, House Bill 881, and Senate Bill 758 are pending in the North Carolina General Assembly. These bills are an attempt to shift the financial responsibility for thousands of miles of state roads from the State of North Carolina to local governments, reversing the state policy adopted by the General Assembly in the 1930s under which the State assumed control of the state highway system from local governments. This would merely shift the state's responsibility back to local governments which lack the capacity to maintain the system.

Opposition to Evaluating and Revising the Transportation Equity Formula

The Wilmington MPO opposes to re-evaluate, revise, and modify the North Carolina Transportation Equity Formula.

The North Carolina legislature implemented its Transportation Equity Formula twenty years ago as a result of the 1989 Highway Trust Fund Law. The North Carolina Metropolitan Mayors Coalition is advocating for the North Carolina General Assembly to evaluate and revise the North Carolina Transportation Equity Formula.

Transportation Re-Authorization

The Wilmington MPO requests Congress consider Metropolitan Planning Organization and Transportation Management Area thresholds, direct allocation to Metropolitan Planning Organizations and develop additional revenue sources to construct important transportation projects and further important transportation initiatives.

The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expired on September 30, 2009. Congress is currently operating on an extension of the expired authorization and will be considering a new Transportation Re-authorization Bill.

Secure Earmark for the Wilmington Multi-modal Transportation Center

The Wilmington MPO requests Congress consider providing an earmark in the next transportation re-authorization for the construction of the Wilmington Multi-modal Transportation Center.

The Wilmington Multi-modal Transportation Center is planned to be constructed between N. 3rd, N. 4th, Hanover and Red Cross Streets. This facility is planned to include local bus service (WAVE Transit), paratransit and other transit services operated by human service agencies, regional/other county transit services, rural transit, inter-city bus service (Greyhound), taxis, offices and the future passenger rail station for the City of Wilmington. The North Carolina Department of Transportation and City of Wilmington are in the process of completing the purchase of the final properties necessary to construct the center. The next steps are to complete the environmental document and design of the facility.

Increase NCDOT Operations/Maintenance Budgets

The Wilmington MPO requests the North Carolina Department of Transportation and local delegation provide additional funding for operations and maintenance .

Counties have experienced issues with standing water on state-maintained roadways. Increased standing water on our state-maintained roadways during periods of heavy rainfall amplifies the need to improve ditch and drainage maintenance. This increases the need for additional funding to be allocated to NCDOT for operations and maintenance of these existing facilities.

Provide Dedicated Funding to NCDOT Divisions for Bicycle and/or Pedestrian Improvements

The Wilmington MPO requests the North Carolina Department of Transportation provide a dedicated funding source to NCDOT Division 3 for the construction of bicycle/pedestrian improvements.

The Wilmington MPO supports all modes of transportation within the planning area boundary. The construction of bicycle and pedestrian improvements provides an alternative means of transportation and helps to reduce congestion on our already busy streets. However, there is not a sufficient amount of funding available within the Division to construct the necessary bicycle and pedestrian improvements within the Wilmington MPO.

Enact a Law to Provide a Safe Distance for Passing Bicyclists and other Non-motorized Vehicles

The Wilmington MPO requests the North Carolina General Assembly consider enacting a law that provides a safe distance of not less than 3 feet when the driver of a vehicle is overtaking a bicyclist or other non-motorized vehicles.

Traveling by bicycle and/or other non-motorized vehicle can be dangerous. There are currently no laws in the state of North Carolina that requires a vehicle to provide a safe distance when overtaking a bicyclist or other non-motorized vehicles.

Change Stormwater Correctional Standards

The Wilmington MPO requests the NC Department of Environmental and Natural Resources Division of Water Quality (NCDWQ) amend the Coastal Stormwater Regulations to require the "other permit" for the construction of sidewalks, trails and greenways.

The Coastal Stormwater Regulations are the method used to implement the law passed by the state legislature. These regulations developed by the NC Department of Environmental and Natural Resources Division of Water Quality (NCDWQ) became effective in October 2008. The new regulations have made the development of sidewalks, greenways and trail much more difficult for the City of Wilmington and other coastal communities. NCDWQ's policy is that any project disturbing more than one acre of land or creating >10,000SF of impervious surface requires a stormwater permit. Their interpretation of "public road" excludes sidewalks, trails and greenways, thus requiring a "low-density permit" and/or "high-density permit" in lieu of the much more favored "other permit" (used for public roads). This interpretation dramatically increases the cost of sidewalks, trails and greenway projects.

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

RESOLUTION ADOPTING THE 2011 WILMINGTON MPO LEGISLATIVE AGENDA

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 North Carolina Board of Transportation; and

WHEREAS, in an effort to maintain and enhance the quality of life enjoyed by the citizens and visitors of the Wilmington Metropolitan Planning Area, the Wilmington MPO's Transportation Advisory Committee is committed to working in partnership with our colleagues, other governmental entities and local and state delegation; and

WHEREAS, the North Carolina General Assembly and the United States Congress both play essential roles in helping the region provide efficient transportation systems; and

WHEREAS, to facilitate these productive relationships with our federal and state partners, the Wilmington Metropolitan Planning Organization established a legislative agenda to share with our delegation in the North Carolina General Assembly and Congress; and

WHEREAS, the North Carolina General Assembly is scheduled to reconvene on January 26, 2010 and Congress is already considering several items that are of significant importance to our community.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the 2011 Wilmington MPO Legislative Agenda.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 15, 2010.

Jonathan Barfield Jr., Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION ENCOURAGING THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION TO EXPLORE FUNDING OPTIONS TO ACCELERATE
CONSTRUCTION OF THE WILMINGTON BYPASS (R-2633B)**

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 N.C. Board of Transportation; and

WHEREAS; the Wilmington Bypass (R-2633) has been identified as the #1 priority in the Wilmington MPO for several years; and

WHEREAS, the Wilmington Bypass (R-2633) has been identified as a “strategic highway corridor” on the North Carolina Board of Transportation’s vision plan for southeastern North Carolina; and

WHEREAS, the Wilmington Bypass (R-2633) will alleviate existing and projected congestion in the region by separating through-traffic from local traffic and provides an additional crossing over the Cape Fear River; and

WHEREAS, the Wilmington Bypass has been constructed from US 17 in New Hanover County to US 421 in New Hanover County; and

WHEREAS, the North Carolina Department of Transportation is currently constructing the Wilmington Bypass (R-2633A) from US 17 to US 74/76 as a design build project with an expected completion date of 2013; and

WHEREAS, the Wilmington Bypass is identified as one of the 10 Urban Loops in the state of North Carolina; and

WHEREAS, the North Carolina Department of Transportation recently prioritized the 10 Urban Loops in the state of North Carolina and identified funding for the Wilmington Bypass (R-2633B) in fiscal years 2013-2020.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee hereby supports the North Carolina Department of Transportation’s efforts to be more transparent and provide a data-driven process and encourages the North Carolina Department of Transportation to explore funding options to accelerate construction of the Wilmington Bypass (R-2633B) from US 17 in Brunswick County to US 421 in New Hanover County.

ADOPTED at a regular meeting of the Wilmington Urban Area MPO Transportation Advisory Committee on December 15, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



Cape Fear Public Transportation Authority

Local Act to Exempt Authority From NCGS § 95-98 September 2010

Issue

Public transportation in the United States is made up of specific and complicated laws, rules and regulations. Subsidies from the U.S.D.O.T. through the Federal Transportation Administration require compliance and reporting guidelines that are unique to transit. Federal and state funding for transit in North Carolina are subsidized from revenues collected through the motor vehicle fuel tax. This abstract will explain how conflicting state and federal laws are preventing the Authority from operating Wave Transit in the most efficient and economical manner possible.

Background

In the period following the great depression, mass transportation was largely provided by electric utility companies as a source of alternate revenue. Electric trolleys enjoyed a vast infrastructure during and after both World Wars and urban centers had population densities that made mass transportation a profitable enterprise.

The introduction of suburbs in the 1950's combined with President Eisenhower's interstate highway system initiative made automobile ownership more prevalent and greatly minimized population densities in urban areas. These changes led to a host of social changes and greatly minimized the profitability of mass transportation. In the 1960's many private providers of mass transportation abandoned the industry leading the U.S. Congress to intervene to ensure that a nationwide public transportation network remained. The resulting legislation was the Urban Mass Transportation Administration Act of 1964. The law provided subsidies for public transportation in the form of federal grants for operating and capital expenses.

Constraints

As with any federal subsidy, the legislation came with strings. The condition most restrictive to the Cape Fear Public Transportation Authority is Federal Transit Law, 49 U.S.C. § 5333(b). Better known as 13(c), the law requires that transit systems that were once private but became public and had a recognized collective bargaining unit (union) at the time of transition, continue to recognize the collective bargaining rights of public transit employees in perpetuity. In Southeastern North Carolina the 13(c) agreement between the City of Wilmington and the United States Department of Labor signed on July 23, 1975 is applicable not only to federal transit subsidies to the city, but also to its successor, the Cape Fear Public Transportation Authority.

The Authority is not necessarily constrained by 13(c), but by our inability to enter into an agreement or contract with the recognized collective bargaining unit, Amalgamated Transit Union Local 1328, based on North Carolina General Statute § 95-98. The law prohibits any unit of government including the Authority, which as a public transportation Authority is defined as a local government, from contracting with a union.

This conflict between state and federal law has been an issue for public transportation providers since the act was instituted in 1964. The solution has been for public transportation providers, whether they be cities or transit authorities, to contract with private companies to provide transit management. The public entity serves as the recipient of federal funding and for a fee, contracts with a management

provider. For some units of local government in North Carolina, this arrangement works. It allows the contract providers to operate the daily service as well as negotiate with the recognized union. The contractor also serves as the employer of record for the union employees. This arrangement also allows the government entity to institute a hands-off approach to transit, leaving administration and implementation of the program to a for-profit company. Unfortunately, this approach has proved constraining and unworkable for the Cape Fear Public Transportation Authority since the Authority was created to provide public transportation services that exceed the traditional approach.

After transit went public in the 1960's, public transportation has largely evolved into a social subsidy for the transit dependent, especially in small urban areas with low population densities. Dirty buses, invisible customer service and lack of involvement by local governments have reduced public transportation to a system for the working poor. The Authority is confident that the investment in transit can be a benefit to the taxpayer by providing an alternate form of transportation that reduces traffic congestion, minimizes emissions, and improves the quality of life for communities that take full advantage of the subsidies provided.

Unfortunately, the Authority is not able to maximize this philosophy due to the conflict between 49 CFR § 5333(b) and NCGS § 95-98. Being a small urban transit provider does not allow the Authority to attract interest from management providers that are committed to the same vision as the Authority. Management fees in the low six-figure range are not worth the investment of contractors that focus their attention and their top talent to multimillion dollar annual transit management contracts. This restriction, coupled with the overall small size of transit in the U.S., has led to control of the transit management industry by four major companies, three of which are owned by European interests.

Solution

The Authority has few solutions available to solve the problem. One solution would be to seek decertification by ATU Local 1328. There is no interest on the part of the union to seek decertification and unless union membership is below 50% of eligible employees, forced decertification is not an option. The Authority could also seek an exemption from 49 U.S.C. § 5333(b). This has been attempted in the past without success and appears to be a waste of valuable resources. Wave Transit could continue to contract with management providers, but this system has led to many challenges including: unprepared local managers unwilling or unable to manage the system in accordance with the expectations of the Authority; management contracts approaching \$200,000 annually, which is revenue that could be used to improve service; the inability of the contractor to provide customer services initiatives that will attract new riders; and the willingness of a private contractor to provide the Authority with a high level of service at an affordable price.

It is our belief that the most prudent remedy is for the Authority to be granted exemption from NCGS § 95-98. This would allow the Authority to assume the terms of the current collective bargaining agreement and manage the employees in a manner that meets the mission and goals of the Authority. Just as importantly, it would save the Authority an estimated \$200,000 in annual management fees that are currently being sent to a foreign corporation. Reinvesting in the local community will also make both Southeastern North Carolina and the state economically stronger during these financially challenging times. The savings will also create additional job opportunities and demonstrate our commitment to the community that their investment in public transportation is beneficial to the area and that strengthening the system through better management and a stronger commitment to customer service benefits everyone.

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

**RESOLUTION FOR THE CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY
SEEKING EXEMPTION FROM NCGS §95-98**

WHEREAS, the Cape Fear Public Transportation Authority is required by Federal Transit Law 49 USC 5333(b) to recognize the collective bargaining rights of its employees; and

WHEREAS, North Carolina General Statute §95-98 prohibits units of local government from entering into agreements with collective bargaining units; and

WHEREAS, the Authority possesses a staff willing and able to manage the operations of Wave Transit; and

WHEREAS, the Authority would save approximately \$200,000.00 annually by directly managing the operation of Wave Transit without the services provided by a third party contractor;

NOW THEREFORE, be it resolved by the Wilmington Metropolitan Planning Organization that the Cape Fear Public Transportation Authority respectfully requests the North Carolina General Assembly exempt the Authority from the provisions of NCGS §95-98.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 15, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

STATUS REPORT

City of Wilmington/Wilmington MPO

November 2010

WILMINGTON BYPASS (No significant change)

Project Description/Scope: Construct the Wilmington Bypass from US 421 in New Hanover County to US 17 in Brunswick County.

Current Status: NCDOT has let the design and construction of the Wilmington Bypass Section “A” from US 17 to US 74/76 as a “design-build” project. They anticipate completing this section of the Bypass in 2013. NCDOT prepared an “*Urban Loop Prioritization Process*” that prioritized the 10 urban loops across the state. NCDOT released the results of the Urban Loop Prioritization Process in August. The Wilmington Bypass “Section B” is funded from FY 2013 through 2020.

Next Step: Work to identify potential funding to expedite construction of the Wilmington Bypass Section “B”. The project’s expected completion date is 2020.

CAPE FEAR COMMUTES 2035 TRANSPORTATION PLAN

Project Description/Scope: Cape Fear Commutes 2035 is a federally-mandated assessment of the current and future transportation needs of people and goods within the Wilmington MPO area. The *Cape Fear Commutes 2035 Transportation Plan* will create a long range transportation plan with recommendations for how those needs should be addressed over the next 25 years.

Current Status: The MPO committee charged with crafting the *Cape Fear Commutes 2035 Transportation Plan* has finalized the draft plan. The MPO completed the final draft on October 8th. The TCC recommended approval on October 13th.

Next Step: The MPO will hold a public hearing and consider adoption of the plan on December 15th. Staff anticipates presenting the final plan to Council in January.

CAPE FEAR SKYWAY

Project Description/Scope: Construct the Cape Fear Skyway that will link from in the vicinity of US 17 to Independence Boulevard and Carolina Beach Road.

Current Status: The NHC Board of Commissioners, Brunswick County Board of Commissioners and Wilmington City Council passed resolutions supporting the preservation of the potential northern route and directed staff to work with the MPO to file a map for the potential northern alignment. The Leland Town Council held a public hearing on October 30th.

Next Step: Work with the City of Wilmington, New Hanover County, Brunswick County and Town of Leland to file a transportation corridor official map for the proposed Cape Fear Skyway’s potential northern alignment. Work with North Carolina delegation to provide the necessary “gap” funding for the construction of the Cape Fear Skyway.

CITY OF WILMINGTON COLLECTOR STREET PLAN (No significant change)

Project Description/Scope: Complete a city-wide area collector street plan including Monkey Junction.

Current Status: The Wilmington MPO has selected Stantec to complete the City of Wilmington Collector Street Plan. [Staff has developed a scope of services and fee.]

5TH AVENUE PAVEMENT MARKING PLAN

Current Status: Kimley-Horn and Associates was hired to complete the design. The City has received and commented on the 90% design plans. Staff completed the data collection and a signal warrant analysis at the intersections of 5th Avenue/Grace, 5th/Princess, 5th/Chestnut and 5th/Red Cross. **It has been determined the signals do not meet the signal warrants; however a sight distance analysis needed to be completed prior to a determination on the removal of the t signals. The sight distance analysis has been completed and there are sight distance concerns. The comments have been forwarded to the consultant for inclusion in the 100% design plans.**

Next Step: Receive the 100% design plans. Bid and construct the revised pavement markings.

GARY SHELL CROSS-CITY TRAIL

Current Status: Construction on Phase I will be completed by the end of **December**. Construction on Phase II will be completed by the end of **December**. (A recommended cross-section and alignment along Mallard Street, Rill Road and Teal Street was approved by City Council on August 3). Kimley-Horn Associates, Inc. has completed design and permitting for Phases IIIA and IIIG.

Next Step: The City has bid Phases IIIA and IIIG. The bid opening will be held on November 23rd. The projected completion date has been extended to September 30, 2011.

MARKET STREET CORRIDOR PLAN

Project Description/Scope: Develop a corridor plan for Market Street from Colonial Drive to the Pender County line.

Current Status: The MPO held a joint City/County Planning Commission meeting on October 26th. The MPO will present the plan to the City of Wilmington Planning Commission and County Planning Board for consideration in January.

Next Step: Present the corridor plan to City Council, County Commissioners and Transportation Advisory Committee in **February**.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM – PINE VALLEY EAST

Project Description/Scope: Construction of long-term neighborhood traffic management in the Pine Valley East neighborhood.

Current Status: The improvements will be made at eight locations and will help improve safety and reduce speeds in the neighborhood. In October, the City began construction of the long-term devices in Pine Valley East. Several neighbors voiced concerns regarding the designs. Staff has worked to re-design several of these devices to accommodate the concerns of the neighbors. On November 15th the City began to lay out the new intersection designs.

Next Step: The construction is expected to be complete by February.

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS

Project Description/Scope: In May 2006, a transportation bond referendum was approved that included \$5 million in improvements to the North 3rd Street corridor.

Current Status: The City has received the 100% final design plans and the 100% opinion of probable costs. Staff has worked with Cape Fear Public Utility Authority (CFPUA) to develop an Inter-local Agreement for the construction of the improvements along North 3rd Street.

Next Step: Bid the construction of the North 3rd Street improvements in **January**.

SAFELIGHT

Current Status: All sites have been upgraded and are fully operational.

Next Step: Resolve invoicing issues. Adjust camera sensitivity to prevent false triggers of the system. The equipment was installed to assure that all possible violations were captured to assess equipment performance. Adjustments will prevent infractions that would be dismissed at the approval level from being captured. This will reduce the approval workload and make the process more efficient.

TRAFFIC SIGNAL UPGRADES: NORTH 3RD STREET STREETScape:

Project Description/Scope: Upgrade the signals on N. 3rd Street from span-wire and wood pole support to metal poles and mast arms.

Current Status: Plans are prepared and ready for inclusion in project bidding.

Next Step: Bid and construct.

TRAFFIC SIGNAL SYSTEM UPGRADE/EXPANSION 08TS10

Current Status: Final connections complete. TE needs to install some jumpers to bring Rogersville and Eastwood on line as well as the camera at Eastwood and Cavalier. Negotiations on upgrading of the Central software are complete and the final proposal should be forwarded by Econolite. The current Pyramids software was replaced by Centracs. Econolite will no longer make enhancements to Pyramids, only fix bugs. Centracs will be fully supported and enhanced to accommodate technology upgrades.

Next Steps: Begin process of closing out project and completing NCDOT reimbursement requests. Complete upgrade of central control software. The Central Software has been upgraded and the savings from the annual maintenance cost will pay for the upgrade over 3 years. The current annual support cost is \$18,500, the annual support cost for the upgraded software is \$4,000.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

November 24, 2010

TIP Projects:

R-2245: Second bridge to Oak Island over the intercoastal waterway.
Under construction

Open to traffic two-lane two-way pattern

B-0682: Bridge to Sunset Beach over the intercoastal waterway.
Under construction

Open to traffic

U-4733: intersection improvements SR 1411 (Wrightsville Avenue), from Forest Hills Drive to SR 2313 (Wilshire Boulevard).

Final Inspection being held today

U-3462: Town of Shallotte, SR 1357 (Smith Avenue) extension from West of US 17 Business to NC 130. Under construction and funded by stimulus.

Estimated Contract Completion Date Dec. 2010

R-4002: widen SR 1472 (Village Road) from SR 1437 (Old Fayetteville Road)/SR 1435 (South Navassa Road) to east of US 17 Interchange ramps, to a 4-lane divided facility.

Estimated Contract Completion Date June 2011

B-4030: replace Bridge #9 over Bear Branch, on NC 130.

Estimated Contract Completion Date December 2010

W-5103 – US 421 (Carolina Beach Road) from George Anderson Road to SR 1100 (River Road) construct various safety improvements at 20+ intersections.

Estimated Contract Completion Date July 1, 2012

Memorial Bridge – painting of the Memorial Bridge.

Lane closures are not allowed from Memorial Day to Labor Day (fall/winter time) for the following times: 5:00 AM to 7:00 PM

Lane closures are not allowed from Memorial Day to Labor Day (spring/summer time) for the following times: 6:00 AM to 7:00 PM Monday thru Thursday

Contractor will be allowed to completely close the bridge for the following times:
April 13, 2010 to June 11, 2010 from 7:00 PM to 5:00 AM.

Estimated Contract Completion Date Spring 2011

B-5215 – SR 1115 (Stone Chimney Road) replace bridge #49 over branch of Lockwood Folly River. **Availability Date August 2, 2010; contractor has 120 days to complete**

B-5217 – SR 1115 (Stone Chimney Road) replace bridge #59 over branch of Lockwood Folly River. **Availability Date August 2, 2010; contractor has 120 days to complete**

B-5216 – SR 1115 (Stone Chimney Road) replace bridge #58 over branch of Lockwood Folly River. **Availability Date August 2, 2010; contractor has 120 days to complete**

W-5104 – NC 132 (College Road) from US 421 (Carolina Beach Road) to US 117 (Shipyard Blvd.) construct various safety improvements at 10+ intersections.

Letting Date November 16, 2010

Public Information Meeting October 19, 2010

R-2633 AA & AB: Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76.

Availability Date March 29, 2010

Estimated Contract Completion Date July 3, 2013

U-3338 B: Widening of Kerr Ave. from Randell Parkway to Martin Luther King, Jr. Parkway.
Start Date May 2013

R-3601 US 17/74/76: Widening across the “causeway”, between Leland and Wilmington. AT the 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.

Start Date July 2013

R-3432 – SR 1163 (Georgetown Road) extend from SR 1184 (Ocean Isle Beach Road) to NC 179. Start Date June 2013

R-3324 – Long Beach Road Extension construct a 2-lane, 2-way roadway on new location from NC 211 to NC 87.

Let Date of February 2013

U-4902 C: construct a concrete median island from SR 1402 (Porter’s Neck Road) to Colonial Drive (non-system road). Project is in the planning process and awaiting the completion of the Market Street Corridor Study.

R-2633 B: Construction of I-140 (Wilmington Bypass) from US 74/76 to US 421.

R-2633 BA scope is construct structures and rough grading from US 74/76 to SR 1430 (Cedar Hill Road).

R-2633 BB scope is construct structure over Cape Fear River and rough grade the approaches.

R-2633 BC scope is to pave the entire length from US 421 to US 74/76.

R-5021: NC 211 widening, from NC 87 to SR 1500 (Midway Road).

Let in 2019

R-4063: widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to SR 1438 (Lanvale Road).

Let in 2015

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 Winter 2009/2010 and complete the final environmental impact statement by Summer 2010.

U-5300: NC 132 (College Road) from SR 1272 (New Center Drive) to SR 2048 (Gordon Road) widen to multi-lanes.

Division Projects:

SR 1448 (Middle River Road): full depth patching from NC 211 to the paved end of system. Schedule to be under contract in the November 2010

SR 1345 (Royal Oak Road): mill patch the rutted section of SR 1345 (Royal Oak Road), due to increased truck traffic. Schedule to be under contract in the November 2010

SR 1403 (Middle Sound Loop Road): redesign the intersection of SR 1403 (Middle Sound Loop Road) and SR 1407 (Darden Road), into a roundabout design.

Work complete

Resurfacing Projects:

New Hanover County contract (C202188):

US 421 milling and resurfacing from Snows Cut Bridge to Carolina Sands Drive.

US 117/NC 132 resurfacing from SR 1322 (Murrayville Road) to bridge over I-40.

SR 1574 (Service Road) milling and resurfacing from SR 1573 to SR 1573.

SR 1592 (Landsdowne Road) mill patching and resurfacing from NC 132 to SR 1516 (Navaho Trail).

SR 1516 (Navaho Trail) mill patching and resurfacing from SR 1592 to SR 1492 (Masonboro Loop Road).

SR 1492 (Masonboro Loop Road) patching and resurfacing from SR 1517 (Trails End Road) to SR 1505 (Beasley Road).

SR 1411 (Dawson Street Extension) resurfacing from US 76 (Oleander Drive) to SR 1411 (Wrightsville Avenue).

SR 1411 (Wrightsville Avenue) patching from SR 1411 to Independence Boulevard.

SR 1411 (Wrightsville Avenue) patching from Huntington Road to US 76.

SR 1411 (Wrightsville Avenue) milling and resurfacing from US 76 to US 74.

SR 2313 (Wilshire Boulevard) patching from SR 1411 to SR 1175 (Kerr Avenue)

SR 1302 (North 23rd Street) milling and resurfacing from US 17 Bus. To north of RR Tracks.

Work Complete

Brunswick & New Hanover Counties contract (C202476):

Brunswick County:

NC 87 resurface from NCL of Boiling Springs to US 17, including spiral widening at various locations.

NC 211 resurface from 0.24 mile west of the Town of St. James to 0.18 mile east of SR 1500 (Midway Road).

SR 1300 (Calabash Road NW) resurface from SR 1308 (Etheridge Road NW) to NC 904,

SR 1132 (Shell Point Road) resurface from NC 130 to SR 1130 (Mt. Pisgah Road),

SR 1417 (Malmo Loop Road) resurface from NC 87 to US 74/76,

SR 1426 (Mt. Misery Road) resurface from US 74/76 to SR 1426

New Hanover County:

US 421 Truck resurface from 0.02 mile north of US 421 to 0.01 mile north of Queen Street (non-system).

SR 1301 (Princess Place Road) resurface from US 17 Business to 17th Street.

Estimated Contract Completion Date Fall 2010/Winter 2011

Pender County contract (C202475):

NC 11 resurface from US 421 to US 117, including spiral widening at various locations.

Work Complete

Brunswick County contract (C202562):

US 17 milling the outside lane and resurfacing the full width, from US 17 Business (southside of Bolivia) to US 17 Business (northside of Shallotte).

Estimated Contract Completion Date December 2010

Pender County contract:

NC 53 (Burgaw Highway) mill & resurface approaches to Bridge #34 (over the Cape Fear River), Bridge #37 (over Angola Creek just west of NC 50) & Bridge #39 (over Moores Creek just east of NC 50).

Estimated Contract Completion Date September 2010

Brunswick County contract:

SR 1500 (Midway Road) widen, mill & resurface from NC 211 to US 17 Business.

SR 1401 (Galloway Road) widen, mill & resurface from US 17 Business to US 17 Bypass

Estimated Contract Completion Date August 2011

If you have any questions, please contact Mr. Patrick Riddle: priddle@ncdot.gov